
4. ENVIRONMENTAL IMPACT ANALYSIS

7. LAND USE AND PLANNING

4.7.1 INTRODUCTION

The following analysis discusses the consistency of the Proposed Project with the corresponding land use and zoning designations and guidelines within the City of Santa Clarita. The following land use analysis is presented as an informational document to disclose the project's consistency or inconsistency with the existing adopted regional land use plans and local land use and zoning regulations.

4.7.2 ENVIRONMENTAL SETTING

Existing and Adjacent Land Uses

The existing Project Site consists of improved segments of Railroad Avenue and Lyons Avenue roadways and undeveloped land to the east extending towards Dockweiler Drive. 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. The portion of the Project Site that includes the intersection of Railroad Avenue and 13th 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 Railroad and at the intersection of Railroad Avenue and 13th Street.

The portion of the Project Site to the east of the intersection of Railroad Avenue and Lyons Avenue is bounded by commercial and industrial uses to the north a landscape nursery to the south east, the Jan Heidt Newhall Metro Link Station and open space to the south, and the Old Town Newhall Library and commercial uses to the west across Railroad Avenue. The portion of the Project Site to the east of the intersection of Railroad Avenue and 13th Street is bounded by undeveloped land to the north, commercial and industrial uses to the east, Newhall Creek to the south, and one-story commercial buildings to the west, across Railroad Avenue.

Relevant Land Use Policies

The Project Site is subject to the designations and regulations of several local and regional land use and zoning plans. At the regional level, the Project Site is located within the planning area of the Southern California Association of Governments (SCAG), the region's federally-designated metropolitan planning organization, and therefore is subject to SCAG's Regional Comprehensive Plan and Guide (RCPG) and the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The Project is also located within the South Coast Air Basin (SCAB) and therefore is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD) and is subject to SCAQMD's Air Quality Management Plan (AQMP). The Project Site is located within the Los Angeles Watershed Basin and is subject to the regulatory oversight of the Los Angeles Regional Water Quality Control Board (LARWQCB). In addition, the Project Site is subject to the Congestion Management Plan (CMP) for Los Angeles County.

At the local level, development of the Project Site is guided by the General Plan of the City of Santa Clarita (General Plan). The General Plan provides general guidance on land use issues and planning policy for the entire City. The Circulation Element of the General Plan is applicable to the Proposed Project, as it promotes a variety of techniques for improving mobility within the City of Santa Clarita. The City of Santa Clarita Municipal Code (SCMC) guides zoning, land use decisions and development patterns for individual properties. Within the City of Santa Clarita, the Project Site is 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. In addition, the Project Site is located in the City's Compass Blueprint Concept Plan (Concept Plan) area, and is adjacent to the Old Town Newhall Specific Plan (Specific Plan) area.

Southern California Association of Governments

SCAG is a federally designated Metropolitan Planning Organization (MPO) representing six counties (Ventura, Orange, San Bernardino, Riverside, Imperial, and Los Angeles). SCAG is mandated by federal and State law to research and draw up plans for transportation, growth management, hazardous waste management, and a regional growth forecast that is the foundation for these plans and regional air quality plans developed by the South Coast Air Quality Management District (SCAQMD). SCAG divides its planning area into 15 subregions. The Project Site is located within the North Los Angeles County subregion.

As part of its regional planning efforts, SCAG prepared and has adopted the 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) to address regional growth and measure progress toward achieving regional planning goals and objectives.

Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS)

On April 2016, SCAG's Regional Council adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): A Plan for Mobility, Accessibility, Sustainability, and a High Quality of Life. The RTP/SCS is the culmination of a multi-year effort involving stakeholders from across the SCAG Region. The 2016-2040 RTP/SCS balances the Southern California region's future mobility and housing needs with economic, environmental, and public health goals.

Based on the regional growth projections in the 2016-2040 RTP/SCS, the City of Los Angeles had an estimated permanent population of approximately 3,845,500 persons, approximately 1,325,500 residences, and 1,696,400 jobs.¹ By the year 2040, SCAG forecasts the City of Los Angeles will increase to 4,609,400 persons (or a 20 percent increase from the year 2012) with approximately 1,690,300 residences (or an 28 percent increase from the year 2012) and approximately 2,169,100 jobs (or an

¹ Southern California Association of Government, 2016-2040 Regional Transportation Plan / Sustainable Communities Strategy, Demographics and Growth Forecast Appendix, adopted April 2016.

approximate 28 percent increase from year 2012)².

The RTP/SCS incorporates SCAG's Compass Growth Vision, adopted in 2004, which encourages better relationships between housing, transportation, and employment. The Growth Vision is driven by four key principles: (1) Mobility – Getting where we want to go, (2) Livability – Creating positive communities, (3) Prosperity – Long-term health for the region, and (4) Sustainability – Preserving natural surroundings. Additionally, the Compass Growth Vision incorporates a 2% Growth Strategy that will increase the region's mobility by putting new employment centers and new neighborhoods near major transit systems.

Compass Blueprint Concept Plan

As part of SCAG's Sustainability Program, the Compass Blueprint program partners SCAG with local governments to develop demonstration projects that promote land use and transportation planning and implement regional visions at the local level. Compass Blueprint is guided by four core principles, which include, mobility, livability, prosperity and sustainability. The City of Santa Clarita's Compass Blueprint Concept Plan is a conceptual land use and circulation plan that guides development in the Newhall community north of Old Town Newhall and east of Railroad Avenue. The Concept Plan consists of a mix of commercial, office and residential uses that serve to strengthen the Old Town Newhall area, encourage the use of public transit, and be compatible with the rural and equestrian character of Placerita Canyon.

South Coast Air Quality Management District

The Project Site is located within the South Coast Air Basin (SCAB) and is therefore within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). In conjunction with SCAG, the SCAQMD is responsible for formulating and implementing air pollution control strategies. The Air Quality Management Plan (AQMP) is intended to establish a comprehensive regional air pollution control program leading to the attainment of state and federal air quality standards in the SCAB area. Air quality impacts of the Proposed Project and consistency of the Project impacts with the AQMP is analyzed in greater detail in Section 4.2, Air Quality of this Draft EIR.

Congestion Management Program

The Congestion Management Program (CMP) is a state-mandated program that was enacted by the State Legislature with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system.

As required by the 2010 Congestion Management Program for Los Angeles County, a Traffic Impact Assessment (TIA) has been prepared to determine the potential impacts on designated monitoring locations on the CMP highway system. The analysis has been prepared in accordance with procedures outlined in the 2010 Congestion Management Program for Los Angeles County, County of Los Angeles

² Ibid.

Metropolitan Transportation Authority. Refer to Section 4.9, Transportation and Traffic, for a complete discussion and project impact analysis related to the CMP.

The City of Santa Clarita General Plan

Land use decisions are guided by the City of Santa Clarita's General Plan, which establishes goals and policies related to land use, transportation, population growth and distribution, development, open space, resource preservation and utilization, air and water quality, noise impacts, public safety, infrastructure, and other related physical, social, and economic factors. As stated in the General Plan, in addition to serving as a basis for local decision making, the General Plan establishes a clear set of development guidelines for citizens, developers, neighboring jurisdictions and agencies, and provides the community with an opportunity to participate in the planning process. The purpose of this General Plan is to comply with state requirements and to provide the City with a comprehensive, long-range policy guideline for future development.

Pursuant to the City of Santa Clarita's General Plan the portion of the Project Site located at 13th Street and Railroad Avenue and Lyons Avenue and Railroad Avenue has a General Plan land use designation of 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.

Circulation Element

The Circulation Element of the General Plan aims to guide the development of efficient, cost-effective and comprehensive transportation systems that are consistent with regional plans and local needs of the City of Santa Clarita. Planning for the location and capacity of circulation improvements serves to enhance economic strength and quality of life in Santa Clarita. The Santa Clarita Valley's circulation system provides vital connections linking neighborhoods, services, and employment centers throughout the community and the region. A comprehensive transportation network of roadways, multi-use trails and bike paths, bus transit, and commuter rail provides mobility options to Santa Clarita residents and businesses. The Circulation Element identifies and promotes a variety of techniques for improving mobility, which includes: development of alternative travel modes and support facilities; increased efficiency and capacity of existing systems through management strategies; and coordination of land use planning with transportation planning by promoting concentrated, mixed-use development near transit facilities. The extension of Dockweiler Drive is identified in the Circulation Element as a major new roadway.

The proposed roadway from the Arch Street/12th 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.

Santa Clarita Municipal Code

All development activity on the Project Site is subject to the Santa Clarita Municipal Code (SCMC), particularly Chapter I7, Zoning. The Planning and Zoning Code establishes requirements for the Project Site, with respect to permitted uses, building height, density, yard setbacks, and parking. The portion of the Project Site located at 13th Street and Railroad Avenue and Lyons Avenue and Railroad Avenue is currently zoned for MXN (Mixed-Use Neighborhood). Pursuant to SCMC Chapter 17.35, Section 020, the residential density range in mixed-use neighborhoods designates a minimum of 6 to a maximum of 18 dwelling units per acre, and maximum floor area ratio (FAR) for the nonresidential portion of the development is 0.5. The maximum building height of a project is 50 feet.

The portion of the Project Site that crosses the UP/MetroLink Railroad line is zoned for PI (Public Institutional). 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.

Oak Trees

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 City of Santa Clarita's Oak Tree Preservation ordinance (Unified Development Code §17.51.040) requires the preservation of all healthy oak trees and that removal, cutting, pruning, relocation, damage, or encroachment into the protected zone of any oak trees measuring 6 inches or larger in circumference (DBH, diameter at breast height) on public or private property can only be done in accordance with a valid oak tree permit issued by the City.

Placerita Canyon Special Standards District

Chapter 17.39, Section 020, of the SCMC establishes the PCSSD design standards in order to protect, preserve and enhance the secluded, rural and equestrian character of the Placerita Canyon community. The PCSSD ensures that development is compatible with the characteristics of surrounding single-family residential neighborhoods and that development does not negatively impact light, air, and privacy of the existing single-family residences. The PCSSD serves to help mitigate the cumulative impacts of development and ensure reasonable access to public riding and hiking trails.

North Newhall Area

The North Newhall Area (NNA) was established to stimulate development and redevelopment activities in the area north of Old Town Newhall. Most of the NNA is located within the PCSSD. The northern portion of the NNA is undeveloped with a hillside to the north, oak trees and Placerita Creek. The commercial corridor along the west side of Railroad Avenue consists of mixed retail and commercial uses. 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 located east of the NNA. 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.

Old Town Newhall Specific Plan

As shown in Figure 2-6, of the Project Description, portions of the Project Site are located in the Old Town Newhall Specific Plan area. 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. The Specific Plan transformed San Fernando Road into a pedestrian-oriented 'Main Street' with public buildings, parking garages, an open-air market and mixed commercial and residential development.

4.7.3 ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, a project may have a significant environmental impact if it were to:

- (a) Physically divide an established community;
- (b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or
- (c) Conflict with any applicable habitat conservation plan or natural community conservation plan.

Project Impacts

The Proposed Project would not physically divide an established community. Rather, the extension of Dockweiler Drive is proposed by the Circulation Element 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 Project includes the extension of a segment of Lyons Avenue from Railroad Avenue to the future connection with Dockweiler Drive at The Master’s University site and northwest towards the intersection of Arch Street and 12th Street. 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 Project’s anticipated closure of the at-grade crossing at the intersection of Railroad Avenue and 13th Street would not divide an established community as the re-routing of traffic from the 13th Street at-grade crossing to the proposed alignment extending from Lyons Avenue to the northern proposed five-leg intersection at Arch Street/12th Street/Placerita Canyon would provide an alternative route into the Placerita Canyon neighborhood. The proposed intersection alignment of Lyons Avenue and Dockweiler Drive would include monument signage to properly identify the entrance to the Placerita Canyon community as a residential community with no through access. Traffic signage and a dedicated right-turn alignment will appropriately direct through-traffic to the southern alignment of the roadway towards Dockweiler Drive to prevent passing motorists from inadvertently making a left turn into the Placerita Canyon neighborhood. The Proposed roadway alignment will span the Newhall Creek which will also serve to increase pedestrian and vehicular access in the area. Accordingly, implementation of the Proposed Project would not disrupt or divide the physical arrangement of the established community, and no impact would occur.

Land Use Compatibility

The Proposed Project would not conflict with any applicable land use plans, policies, or regulations. Provided below is a plan consistency analysis with the applicable governing plans that guide land use development in the project area.

Regional Transportation Plan/ Sustainable Communities Strategy

As discussed in the consistency analysis in Table 4.7-1 below, the Proposed Project would substantially comply with the goals identified in the 2016-2040 RTP/SCS.

Table 4.7-1

Regional Transportation Plan/ Sustainable Communities Strategy Consistency Analysis

Regional Transportation Plan/ Sustainable Communities Strategy Goals	Project Consistency Analysis
Regional Goals	
1. Align the plan investments and policies with improving regional economic development and competitiveness.	Not Applicable: The Proposed Project is largely a roadway infrastructure project and does not propose any business related uses. Therefore this policy is not applicable to the Project.
2. Maximize mobility and accessibility for all people and goods in the region.	Consistent: The Proposed Project’s connection to the future extension of Dockweiler Drive is an approved segment of the City’s Circulation Element and would create a primary east-west arterial through the City of Santa Clarita. The Proposed Project would also include pedestrian crossing improvements and driveway grading improvements thereby improving mobility and

Regional Transportation Plan/ Sustainable Communities Strategy Goals	Project Consistency Analysis
	accessibility for people and goods in the region. As such the Proposed Project would be consistent with this goal.
3. Ensure travel safety and reliability for all people and goods in the region.	Consistent: The roadway improvements proposed by the extension of Lyons Avenue include the construction of a new SCRRA/UP railroad grade crossing east of Railroad Avenue and closure of the at-grade crossing at the intersection of 13 th Street and Railroad Avenue. As such, the Proposed Project would create a safe and reliable east-west transit connection through the City of Santa Clarita by improving traffic movements and safety at the railroad crossing. The Proposed Project is therefore consistent with this goal.
4. Preserve and ensure a sustainable regional transportation system.	Consistent: The Proposed Project would serve to complete the City’s adopted Circulation Element and would improve regional mobility and would therefore be consistent with this goal.
5. Maximize the productivity of our transportation system.	Consistent: The Proposed Project would serve to implement a portion of the City’s adopted Circulation Element by completing a primary east-west arterial through the City of Santa Clarita. Construction of this link is anticipated to reduce cross valley trip lengths and travel times, provide an alternate travel route, support a multi-modal transportation network by reducing bus travel times in the City and by providing the opportunity for increased bike and pedestrian traffic. Therefore, the Project would be consistent with the goal of maximizing the productivity of the regional transportation system.
6. Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).	Consistent: The Proposed Project roadway alignment would reduce vehicles miles traveled by creating a primary east-west arterial through the City of Santa Clarita. The Proposed Project would also include new bike and pedestrian pathways to Class I Standards. Therefore the Proposed Project would encourage active transportation and would be consistent with this goal.
7. Actively encourage and create incentives for energy efficiency, where possible.	Not Applicable: The Proposed Project is largely a roadway infrastructure project and would not require any electricity other than that necessary to illuminate pole mounted street lights in the public right-of-way. Thus, this policy is not applicable to the Proposed Project.
8. Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	Consistent: The Proposed roadway alignment would include new bike and pedestrian pathways to Class II Standards. Therefore the Proposed Project would encourage non-motorized transportation and would be consistent with this goal.
9. Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	Consistent: The Proposed Project includes the construction of an at-grade crossing at Lyons Avenue and Railroad Avenue and the anticipated closure of the existing at-grade crossing at 13 th Street and Railroad Avenue. Approval and implementation of the Project will require coordination with multiple governmental

Regional Transportation Plan/ Sustainable Communities Strategy Goals	Project Consistency Analysis
	planning agencies including the City of Santa Clarita, the California Public Utilities Commission (CPUC), and the Metropolitan Transportation Authority (MTA). Coordination between these agencies and the review and approval of all applicable permits for each respective agency will ensure the safety, reliability, and security of the regional transportation system.
<i>Source: SCAG, 2016-2014 Regional Transportation Plan/Sustainable Communities Strategy, 2016.</i>	

City of Santa Clarita Municipal Code

Pursuant to the Santa Clarita Municipal Code (SCMC), a portion of the Project Site at 13th Street and Railroad Avenue and Lyons Avenue is currently zoned for MXN (Mixed-Use Neighborhood) and a portion of the Project Site that crosses the UP/Metrolink Railroad line is zoned for PI (Public Institutional). The Proposed Project does not include the development of residential, commercial or industrial buildings and therefore no impact would occur with respect to zoning.

As discussed above and in Sections 2.0, Project Description, and 4.3, Biological Resources, 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). The City of Santa Clarita requires that all potential impacts to oak trees be preceded by an application to the City that includes a detailed oak tree report and that loss of or damage to protected oaks be mitigated at a minimum 2:1 ratio. Based upon the development and grading footprint of the Proposed Project, construction of the proposed roadway would require the removal of two oak trees. As such, 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 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.

City of Santa Clarita General Plan

Pursuant to the City of Santa Clarita’s General Plan the portion of the Project Site located at 13th Street and Railroad Avenue and Lyons Avenue and Railroad Avenue has a General Plan land use designation of Mixed Use Neighborhood (MXN). The portion of the Project Site that crosses the UP/Metrolink Railroad line is zoned for PI (Public Institutional). The Proposed Project does not include the development of any residential, commercial or industrial buildings and as such, no impact would occur with respect to the land use designation of the Project Site.

Circulation Element

The extension of Dockweiler Drive is identified in the Circulation Element as a major new roadway. The extension, as proposed in the Circulation Element, would complete the approved roadway connection from Railroad Avenue to Sierra Highway. Construction of the extension would include a new four-lane secondary highway, connecting Dockweiler Drive from Railroad Avenue to Leonard Tree Lane. The

Proposed Project includes the extension of Lyons Avenue from Railroad Avenue to the approved alignment of Dockweiler Drive at The Master’s University site. As shown in Table 4.7-2 below, the Proposed Project would be in substantial compliance with the goals, objectives and polices of the Circulation Element.

**Table 4.7-2
City of Santa Clarita Circulation Element Consistency Analysis**

City of Santa Clarita Circulation Element	Project Consistency Analysis
Street and Highway System Goals, Objectives and Policies	
<p>Goal C 2: A unified and well-maintained network of streets and highways which provides safe and efficient movement of people and goods between neighborhoods, districts, and regional centers, while maintaining community character.</p>	<p>Consistent: The Proposed Project would expand an existing roadway system by linking Lyons Avenue, from Railroad Avenue, to the future connection of Dockweiler Drive at The Master’s University site. The roadway expansion includes connection points to the 12th Street/Arch Street/Placerita Canyon intersection, which will link Old Town Newhall with the Placerita Canyon neighborhood and The Master’s University. The design of Dockweiler Drive will include Class II pedestrian sidewalks and bike lanes on each side. Bike Lane connectors are proposed from Dockweiler Drive to connect to the Proposed Class I Bike Path along Railroad Avenue and the existing Class III Bike Path along Railroad Avenue. As such the Proposed Project is consistent with this goal.</p>
<p>Objective C 2.1: Implement the Circulation Plan (as shown on Exhibit C-2) for streets and highways to meet existing and future travel demands for mobility, access, connectivity, and capacity.</p>	<p>Consistent: The expansion of Lyons Avenue from Railroad Avenue, to the future connection of Dockweiler Drive at The Master’s University site is consistent with the proposed roadway as indicated on Exhibit C-2 of the Circulation Plan. The extension of the proposed roadway (Lyons Avenue) was designated as a Secondary Highway. Thus, the Project is consistent with the Circulation Plan and the approved Master’s University Master Plan, in which Dockweiler Drive was designated as a 4-lane Secondary Highway. The proposed roadway will be a 2-lane facility with a 12-foot raised landscaped median, and 13-foot parkway/sidewalk on each side. 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 connecting Dockweiler Drive from Railroad Avenue to Leonard Tree Lane. The proposed roadway expansion will meet existing and future travel demands for mobility, access, connectivity, and capacity and is therefore consistent with this objective.</p>
<p>Policy C 2.1.1: Protect mobility on arterial highways by limiting excessive cross traffic, access points, and turning movements; traffic signals on arterial highways should be spaced at least ½-mile apart, and the minimum allowable separation should be at least ¼-mile.</p>	<p>Partially Consistent: The Proposed Project will include re-profiling the intersection of Lyons Avenue and Railroad Avenue to allow the construction of a new SCRRRA/UP railroad at-grade crossing east of Railroad Avenue. Consistent with the CPUC policy for limiting new at-grade crossings, the Project proposes the closure of an at-grade crossing east of the intersection of Railroad Avenue and 13th Street. However, the Proposed</p>

City of Santa Clarita Circulation Element	Project Consistency Analysis
	Project would result in a signalized T-intersection at the proposed intersection of Lyons Avenue and Dockweiler Road, which is less than 0.10 mile east of the existing signalized intersection of Lyons Avenue and Railroad Avenue. Thus, the Project would be partially consistent with this policy.
Policy C 2.1.2: Enhance connectivity of the roadway network to the extent feasible given the constraints of topography, existing development patterns, and environmental resources, by constructing grade separations and bridges; connecting discontinuous streets; extending secondary access into areas where needed; prohibiting gates on public streets; and other improvements as deemed appropriate based on traffic analysis.	Consistent: The Proposed Project will span Newhall Creek to the east of the intersection of Railroad Avenue and Lyons Avenue. Newhall creek currently serves as an impediment to vehicular access between Old Town Newhall and the areas east of Railroad Avenue. Therefore, the Project will be consistent with this policy.
Policy C 2.1.3: Protect and enhance the capacity of the roadway system by upgrading intersections to meet level of service standards, widening and/or restriping for additional lanes, synchronizing traffic signals, and other means as appropriate.	Consistent: As presented in Table 3-2 under Year 2019 Project Proposed Project Condition of the Traffic Study (See Appendix I of this Draft EIR), most of the study intersections are anticipated to continue to operate at LOS “D” or better under the With Project conditions with mitigation. As compared to the 2019 and 2035 No Build conditions, the Project would provide for improved circulation under the Santa Clarita Valley Consolidated Traffic Model (SCVCTM). Therefore, with mitigation the Proposed Project would be consistent with this policy.
Policy C 2.1.4: Ensure that future dedication and acquisition of right-of-way is based on the adopted Circulation Plan, proposed land uses, and projected demand.	Consistent: The Proposed Project is consistent with the Circulation Plan, as it would include the extension of Lyons Avenue, from Railroad Avenue, to the future connection of Dockweiler Drive at The Master’s University site. Therefore, the necessary acquisition of parcels within the planned right-of-way is consistent with this policy.
Policy C 2.1.5: At the time of project level review, monitor levels of service, traffic accident patterns, and physical conditions of the existing street system, and upgrade roadways as needed through the Capital Improvement Program.	Consistent: The Proposed Project includes the implementation of a planned capital improvement project to improve one roadway segment of the City’s Circulation Element. Therefore, the Proposed Project would be consistent with this policy.
Objective C 2.2: Adopt and apply consistent standards throughout the Santa Clarita Valley for street design and service levels, which promote safety, convenience, and efficiency of travel.	Not Applicable: This policy is directed at the City’s Planning and policy documents and is not applicable to a single project. As such it is not applicable to the Proposed Project. However, the Project would be built to the adopted roadway standards for Secondary Highway of the City’s Circulation Element.
Policy C 2.2.1: Designate roadways within the planning area based on their functional classification as shown on Exhibit C-2.	Consistent: The Proposed Project is consistent with Exhibit C-2 of the Circulation Plan, as it would include the extension of Dockweiler Drive as a designated Secondary Highway as contemplated and approved in the City’s adopted Circulation Element. Therefore the Proposed Project is consistent with this policy.
Policy C 2.2.2: Adopt consistent standard street cross sections for City and County roadways in the planning	Not Applicable: This policy is directed at the City with respect to adopting uniform and consistent cross

City of Santa Clarita Circulation Element	Project Consistency Analysis
area, as shown on Exhibit C-3.	sections. As such this policy is not directly applicable to any one specific project including the Proposed Project.
Policy C 2.2.3: Coordinate circulation plans of new development projects with each other and the surrounding street network, within both City and County areas.	Consistent: The Proposed Project is consistent with the adopted Circulation Plan of the City’s General Plan, which was developed based on an analysis of existing conditions in the Valley, future development in both City and County areas, and anticipated growth. As such, the Proposed Project is consistent with this policy.
Policy C 2.2.4: Strive to maintain a Level of Service (LOS) D or better on most roadway segments and intersections to the extent practical; in some locations, a LOS E may be acceptable, or LOS F may be necessary, for limited durations during peak traffic periods.	Consistent: As presented in Table 3-2 under Year 2019 Project Proposed Project Condition of the Traffic Study (See Appendix I of this Draft EIR), most of the study intersections are anticipated to continue to operate at LOS “D” or better. There are four intersections that are anticipated to operate at LOS “F.” As such, mitigation measures are necessary to accommodate the anticipated Year 2019 traffic for the Proposed Project. With mitigation, all but one intersection would operate at LOS C or better. The intersection of Sierra Highway and Placerita Canyon Road would operate at LOS D, which would otherwise operate at LOS F under the future 2019 No Build condition. Under the 2035 With Project condition with mitigation, all intersections would operate at LOS E or better resulting in a less than significant impact after mitigation. Therefore the Proposed Project would be consistent with this policy.
Policy C 2.2.5: Adopt common standards for pavement width in consideration of capacity needs to serve projected travel demand, provided that a reduction in pavement width may be allowed in order to reduce traffic speeds, protect resources, enhance pedestrian mobility, or as otherwise deemed appropriate by the reviewing authority.	Not Applicable: This policy is directed at the City with respect to adopting uniform and consistent cross sections. As such this policy is not directly applicable to any one specific project including the Proposed Project.
Policy C 2.2.6: Within residential neighborhoods, promote the design of “healthy streets” which may include reduced pavement width, shorter block length, provision of on-street parking, traffic-calming devices, bike routes and pedestrian connectivity, landscaped parkways, and canopy street trees.	Consistent: The proposed expansion of Lyons Avenue to the future expansion of Dockweiler Drive at The Master’s University site would include the development of a secondary highway and would not encroach into a residential neighborhood. The proposed roadway 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 design of Dockweiler Drive will include sidewalks, Class II bike lanes on each side. Class II bike routes will provide a striped lane for one-way bike travel and will be marked with signs and pavement striping. As such, the Proposed Project would be consistent with this policy.
Policy C 2.2.7: Where practical, encourage the use of grid or modified grid street systems to increase connectivity and walkability; where cul-de-sacs are	Not Applicable: The proposed expansion of Lyons Avenue to the future expansion of Dockweiler Drive at The Master’s University site includes the development

City of Santa Clarita Circulation Element	Project Consistency Analysis
provided, promote the use of walkways connecting cul-de-sac bulbs to adjacent streets and/or facilities to facilitate pedestrian access; where street connectivity is limited and pedestrian routes are spaced over 500 feet apart, promote the use of intermediate pedestrian connections through or between blocks.	of a secondary highway, which would complete a primary east-west arterial through the City of Santa Clarita. Therefore this policy is not applicable to the Proposed Project.
Policy C 2.2.8: Local street patterns should be designed to create logical and understandable travel paths for users and to provide access between neighborhoods for local residents while discouraging cut-through traffic; cul-desac length should not exceed 600 feet, and “dog-leg” cul-de-sacs with one or more turns between the bulb and the outlet should be avoided where possible.	Not Applicable: The proposed expansion of Lyons Avenue to the future expansion of Dockweiler Drive at The Master’s University site would include the development of a secondary highway, the closure of an at-grade crossing at 13 th Street. The Proposed Project does not include a local street, and as such this policy is not applicable.
Policy C 2.2.9: Medians constructed in arterial streets should be provided with paved crossover points for emergency vehicles, where deemed necessary by the Fire Department.	Consistent: The Proposed Project would be subject to the site plan review requirements of the Los Angeles County Fire Department to ensure that roadway would remain accessible to emergency service vehicles. Therefore, the Proposed Project would be consistent with this policy.
Policy C 2.2.10: The street system design, including block length, width, horizontal and vertical alignments, curves, and other design characteristics, should function safely and effectively without the subsequent need for excessive traffic control devices to slow or deflect traffic.	Consistent: The Proposed Project would be subject to the site plan review requirements of the City of Santa Clarita to ensure that the proposed roadway would operate safely and effectively. The Proposed Project includes a signalized T intersection at the proposed intersection of Lyons Avenue and Dockweiler Drive and a proposed five-leg unsignalized intersection at Arch Street/12 th Street/Placerita Canyon and Dockweiler Drive, and the closure of an at-grade crossing at 13 th Street. Therefore, the Proposed Project would be consistent with this policy.
Policy C 2.2.11: For intersections of collector or larger streets, four-way intersections are preferred over offset intersections.	Not Consistent: The Proposed Project will include a 5-leg all way stop at the intersection of Arch Street/12 th Street/Placerita Canyon and the planned extension to Dockweiler Drive. As such, the Proposed Project is not consistent with this policy.
Policy C 2.2.12: Private streets, other than driveways and alleyways typically associated with multi-family development, should be constructed to standards for public rights-of-way, except as otherwise approved by the reviewing agency.	Not Applicable: The Proposed Project does not include the development of private streets associated with multi-family development. Therefore, this policy is not applicable.
Policy C 2.2.13: Protect the community character of rural areas by requiring use of rural street standards, which may include reduced pavement width, reduced street lighting to protect night skies, rolled curbs or no curbs and no sidewalks.	Not Applicable: The proposed expansion of Lyons Avenue to the future expansion of Dockweiler Drive at The Master’s University site would include the development of a secondary highway, the closure of an at-grade crossing at 13 th Street. The Proposed Project does not include a rural street, and as such this policy is not applicable. The planned T intersection at Lyons Avenue and Dockweiler Drive will include a dual right turn lane southbound and a single left turn lane northbound for eastbound traffic. For northbound traffic, the alignment would include a dual left turn lane and a single through lane. Appropriate signage would

City of Santa Clarita Circulation Element	Project Consistency Analysis
	also be placed to warn drivers that Placerita Canyon does not provide through access to non-residents. Thus, the Project would be consistent with this Policy.
Policy C 2.2.14: Streets should be designed in context with the terrain and the natural and built features of the area, but excessively circuitous streets should be avoided to minimize unnecessary vehicle, bicycle and pedestrian mileage.	Consistent: The Proposed Project would be subject to the site plan review requirements of the City of Santa Clarita to ensure that the proposed roadway and pedestrian improvements would operate safely and effectively. The project includes grading within proximity to a significant ridgeline that was previously approved to be graded and would incorporate landform grading practices to minimize the extent of grading consistent with the grading contours of the southern extension of Dockweiler Drive that was approved under the Master’s College EIR. Therefore, the Proposed Project would be consistent with this policy.
Policy C 2.2.15: Adopt consistent standards for implementation of Americans with Disabilities Act requirements such as curb ramp design and accessible pedestrian signals.	Not Applicable: This policy is directed towards the City in adopting policies that are consistent with federal ADA requirements. Therefore this policy is not applicable to the Proposed Project.
Objective C 2.3: Balance the needs of congestion relief with community values for aesthetics and quality of life.	Consistent: The Proposed Project will provide congestion relief to the local transportation system by completing a primary east-west arterial through the City of Santa Clarita and is consistent with this goal. The proposed roadway from the Arch Street/12th Street/ Placerita Canyon/Dockweiler Drive intersection to the future intersection of Lyons Avenue and Dockweiler Drive will 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 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 design of Dockweiler Drive will include sidewalks, Class II bike lanes on each side. Class II bike routes will provide a striped lane for one-way bike travel and will be marked with signs and pavement striping. Therefore the Proposed Project is consistent with this policy.
Policy C 2.3.1: Enhance community appearance through landscaping, street lighting, street furniture, bus shelters and benches, and other aspects of streetscape design within the right-of-way, where appropriate.	Consistent: The Proposed Project will include a 12-foot landscaped median from the Lyons Avenue and Dockweiler Drive intersection to the Master’s University property line and a 13-foot parkway/sidewalk on each side of the roadway for the entire length of the alignment. The Proposed Project will also include sidewalks, Class II bike lanes, street lighting, and pedestrian crossing improvements. As such, the Proposed Project is consistent with this policy.
Policy C 2.3.2: Encourage unified treatment of arterial streets within both City and County areas, while permitting flexibility of streetscape design between	Consistent: From the Arch Street/12 th Street/ Placerita Canyon/Dockweiler Drive intersection to the future

City of Santa Clarita Circulation Element	Project Consistency Analysis
<p>neighborhoods and districts to preserve village character.</p>	<p>intersection of Lyons Avenue and Dockweiler Drive the roadway will be a two-lane facility with a 13-foot landscaped parkway/sidewalk on each side. The proposed roadway extension from the Lyons Avenue and Dockweiler Drive intersection to the Master’s University property line is planned as a Secondary Highway with a 2-lane facility, a 12-foot raised landscaped median, and 13-foot parkway/sidewalk on each side. 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 also includes street widening for Lyons and Railroad Avenues. The median lanes will be 12 feet wide and the parking lanes will be 9 feet wide with a 6-foot bike lane. Class II Bike Lane connectors are proposed from Dockweiler Drive to connect to the Proposed Class I Bike Path along Railroad Avenue and the existing Class III Bike Path along Railroad Avenue.</p>
<p>Policy C 2.3.3: When evaluating road widening projects, consider the impacts of additional traffic, noise, and fumes on adjacent land uses and use context sensitive design techniques where appropriate.</p>	<p>Consistent: The Proposed Project impacts with respect to traffic and noise have been analyzed in this Draft EIR. Traffic impacts and mitigation measures are presented in Section 4.9 of this Draft EIR. Noise impacts and mitigation measures are discussed in Section 4.8 of this Draft EIR. Air quality impacts are addressed in Section 4.2, Air Quality. Each of these sections includes recommended mitigation measures to reduce the Project’s potential adverse impacts to the maximum extent feasible. As such, the Proposed Project is consistent with this policy.</p>
<p>Policy C 2.3.4: Protect residential neighborhoods from cut-through traffic using local streets to avoid congested arterials, through use of street design and traffic control devices.</p>	<p>Consistent: The Proposed Project has been planned with special consideration to avoid misdirecting through traffic into the Placerita Canyon neighborhood which does not provide through traffic to Sierra Highway for non-residents. The planned T intersection at Lyons Avenue and Dockweiler Drive will include a dual right turn lane southbound and a single left turn lane northbound for eastbound traffic. For northbound traffic, the alignment would include a dual left turn lane and a single through lane. Appropriate signage would also be placed to warn drivers that Placerita Canyon does not provide through access to non-residents. Thus, the Project would be consistent with this Policy.</p>
<p>Objective C 2.4: Allow trucks to utilize only major and secondary highways as through routes, to minimize impacts of truck traffic on surface streets and residential neighborhoods.</p>	<p>Consistent: The Proposed Projects includes the development of new Secondary Highway that will connect to the future extension of Dockweiler Drive to provide a through access way from Sierra Highway to Lyons Avenue. This extension will improve local and</p>

City of Santa Clarita Circulation Element	Project Consistency Analysis
	regional circulation of truck traffic. Therefore the Proposed Project is consistent with this objective.
Policy C 2.4.1: Require design of pavement sections on major and secondary highways to account for truck traffic, to prevent excessive pavement deterioration from truck use.	Consistent: The Proposed Project will be designed in accordance with the appropriate design features and standards required for secondary highways. The Proposed Project would be subject to the site plan review requirements of the City of Santa Clarita. Therefore, the Proposed Project would be consistent with this policy.
Policy C 2.4.2: Establish adequate setbacks from major and secondary highways for sensitive receptors and sensitive uses, so as to minimize impacts on these individuals and uses from noise and air pollution caused by truck traffic.	Consistent: The Proposed Project impacts with respect to air quality and noise have been analyzed in this Draft EIR. Air quality impacts and mitigation measures are presented in Section 4.2 of this Draft EIR. Noise impacts and mitigation measures are discussed in Section 4.8 of this Draft EIR. As discussed in each respective section, the Project has been designed to reduce potential air quality and noise impacts to the maximum extent feasible. Where applicable mitigation measures have been proposed to reduce or eliminate adverse impact upon the adjacent residential community. Therefore, the Proposed Project is consistent with this policy.
Policy C 2.4.3: Prohibit through truck traffic on designated scenic routes.	Not Applicable: The Proposed Development does not contain a scenic route; as such this policy is not applicable to the Proposed Project.
Policy C 2.4.4: Adopt regulations for truck parking on public streets, to avoid impacts to residential neighborhoods.	Consistent: The proposed extension of Dockweiler Drive includes a parking lane on each side of the roadway. It is anticipated that restrictions will be provided to restrict commercial truck parking along Dockweiler Drive. Therefore, the Proposed Project is consistent with this policy.
Objective C 2.5: Consider the needs for emergency access in transportation planning.	Consistent: The Proposed Project would be subject to the site plan review requirements of the Los Angeles County Fire Department to ensure that the proposed roadway would remain accessible to emergency service vehicles. Therefore, the Proposed Project would be consistent with this policy.
Policy C 2.5.1: Maintain a current evacuation plan as part of emergency response planning.	Not Applicable: The proposed expansion of Lyons Avenue to the future expansion of Dockweiler Drive at The Master's University site includes the development of a secondary highway, which would complete a primary east-west arterial through the City of Santa Clarita. The proposed alignment will facilitate emergency access into and out of Placerita Canyon in a more efficient manner than the current roadway configuration at 13 th Street and Railroad Avenue. As such, the Proposed Project would be consistent with this policy.
Policy C 2.5.2: Ensure that new development is provided with adequate emergency and/or secondary access for purposes of evacuation and emergency response; require two points of ingress and egress for every subdivision or phase thereof, except as otherwise	Consistent: The Proposed Project would be built to City roadway standards and would be subject to the site plan review requirements of the Los Angeles County Fire Department to ensure that the proposed roadway would remain accessible to emergency service vehicles.

City of Santa Clarita Circulation Element	Project Consistency Analysis
approved for small subdivisions where physical constraints preclude a second access point.	Therefore, the Proposed Project would be consistent with this policy.
Policy C 2.5.3: Require provision of visible street name signs and addresses on all development to aid in emergency response.	Consistent: The Proposed Project would be subject to the adopted roadway and signage standards and site plan review requirements of the City of Santa Clarita. Therefore, the Proposed Project would be consistent with this policy.
Policy C 2.5.4: Provide directional signage to Interstate 5 and State Route 14 at key intersections in the Valley, to assist emergency evacuation operations.	Consistent: The Proposed Project would provide appropriate signage consistent with the standards in the City’s Circulation Element. Therefore, the Proposed Project would be consistent with this policy.
Objective C 2.6: Ensure that funding and phasing of new transportation improvements is coordinated with growth.	Consistent: The project was selected by Metro as part of its 2015 Call for Projects. Matching funds in the amount of 20% will be committed by the City of Santa Clarita. All aspects of the project would be Federal-aid eligible. Therefore, the Proposed Project would be consistent with this policy.
Policy C 2.6.1: Require that new development construct transportation improvements or provide its fair share of the cost of transportation such improvements, and ensure that required improvements or in-lieu contributions are in place to support the development prior to occupancy.	Consistent: The Circulation Element has identified the extension of Dockweiler Drive as a key transportation improvement project for the City of Santa Clarita to meet growth demands and improve mobility. As discussed above, the Project is proposed to be selected by Metro as part of its 2015 Call for Projects. Matching funds in the amount of 20% will be committed by the City of Santa Clarita. As such, the Proposed Project is consistent with this goal.
Policy C 2.6.2: Evaluate the feasibility of establishing a joint City/County Intelligent Transportation Management System (ITMS) impact fee for new development that is unable to otherwise mitigate its impacts to the roadway system through implementation of the adopted Highway Plan.	Not Applicable: This policy is outside the scope of the Proposed Project.
Policy C 2.6.3: Coordinate with Caltrans and other local, regional, state and federal agencies in identifying and implementing funding alternatives for the Valley’s transportation systems.	Consistent: Approval and implementation of the Project will require coordination with multiple governmental planning agencies including the City of Santa Clarita, the California Public Utilities Commission (CPUC), and the Metropolitan Transportation Authority (MTA). The Project was selected by Metro as part of its 2015 Call for Projects. Coordination between these agencies and the review and approval of all applicable permits for each respective agency will ensure the Project is prioritized by need and all feasible project alternatives are evaluated. Project Alternatives are analyzed in Section 6 of this Draft EIR. As such the Proposed Project would be consistent with this policy.
Policy C 2.6.4: Coordinate road construction with improvements to other utility systems in the right-of-way.	Consistent: The Proposed Project is being developed in coordination with the City of Santa Clarita. Other governmental agencies that may involve coordination with in the development process, include, but are not limited to the CPUC, California Department of Fish and Wildlife, the Army Corps of Engineers (ACOE), Metro, the Regional Water Quality Control Board (LARQCB),

City of Santa Clarita Circulation Element	Project Consistency Analysis
	and the Los Angeles County Fire Department. Therefore, the Proposed Project would be consistent with this policy.
Objective C 2.7: Pursue the safety, efficiency and tranquility of existing and future residential streets by properly planning for local, collector and arterial roadways and limiting residential driveway access onto collector or arterial roadways.	Not Applicable: The Proposed Project does not include direct access onto any existing residential roadways. Therefore, this objective is not applicable to the Proposed Project.
Policy C.2.7.1: To the extent feasible, plan residential subdivisions with sufficient arterial and non-loaded collector streets so that projected traffic volumes on local residential streets with unrestricted driveway access remains below 2000 ADT.	Not Applicable: The Proposed Project does not propose a residential subdivision; this policy is not applicable to the Proposed Project.
Policy C.2.7.2: Discourage direct driveway access onto collector streets within single-family residential subdivisions. Limit driveway access from multi-family residential and commercial development onto collector streets to the extent possible.	Not Applicable: The proposed roadway expansion would complete a primary east-west arterial through the City of Santa Clarita and does not provide direct access to any residential driveways. As such, this policy is not applicable to the Proposed Project.
Policy C.2.7.3: Where feasible, design new residential subdivisions with more than 200 residential units with direct access to an existing arterial roadway or an existing non loaded collector street. Discourage new large residential subdivisions from having primary access through local neighborhood streets.	Not Applicable: The Proposed Project does not propose a residential subdivision; this policy is not applicable to the Proposed Project.
<i>Source: City of Santa Clarita, Department of City Planning, General Plan Circulation Element, 2011</i>	

Placerita Canyon Special Standards District and North Newhall Area

The Lyons Avenue / Dockweiler Drive extension and at-grade crossing closure at 13th Street 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. As shown in Table 4.7-3 below, the Proposed Project is in substantial compliance with the standards identified in the PCSSD.

**Table 4.7-3
Placerita Canyon Special Standards District Consistency Analysis**

Placerita Canyon Special Standards District	Project Consistency Analysis
B. Property Development Standards	
2. c.: Street lights, in accordance with City standards, shall be installed only at road-to-road intersections; exterior lighting shall be designed to minimize off-site illumination, within the requirements for public safety. Exterior lighting on residential parcels shall be of top-shielded design to prevent direct off-site illumination; hoods shall be used to direct light away from adjacent parcels. Exterior lighting on nonresidential parcels shall be prohibited except where necessary for the safety of	Consistent: The Proposed Project would be subject to the site plan review requirements of the City of Santa Clarita and as such, streetlights for the Proposed Project will be placed in accordance with City standards. Therefore, the Proposed Project would be consistent with this standard.

Placerita Canyon Special Standards District	Project Consistency Analysis
pedestrian and vehicular traffic, as determined by the City. To minimize off-site illumination where lights are required, cut-off fixtures in keeping with a rural equestrian architectural style will be specified.	
2. e: Bridges shall be limited to those required for public safety and shall be designed to accommodate equestrian access.	Consistent: The Proposed Project includes the extension of Lyons Avenue, which will span the Newhall Creek. The roadway construction will construct a new bridge across Newhall Creek and provide embankment protection to the roadway and creek. The Newhall Creek improvements will be designed in accordance with current regulatory and State permitting agencies. As such, the Proposed Project would be consistent with this standard.
2. g: Existing and future drainage shall be accommodated to provide adequate carrying capacity and erosion protection and shall not create or extend detrimental hazards or consequences upstream.	Consistent: As discussed in Section 4.6, Hydrology/ Water Quality, the hydrology and scour analysis concluded that the Proposed bridge spanning the banks of Newhall Creek would accommodate the Capital Flood, i.e., no overtopping of the road, and will not create any flood hazard for the adjacent railroad and proposed street improvements. The bridge conveys both the 50-year burn/bulk and FIS 100-year flood flows with more than 2 feet of freeboard. Therefore, the construction of the bridge would not be detrimental to adjacent upstream or downstream properties.
E. North Newhall Area	
1. Public Participation/Outreach	
a: Be subject to public participation and outreach led by the applicant(s) or the applicant’s representative, at the onset of and during conceptual planning and prior to formal submittal of a proposed project to the City. Outreach would include, but is not limited to, the Placerita Canyon property owners’ association.	Consistent: A Notice of Preparation for the Draft EIR for the Proposed Project was filed on August 5, 2013 and was available for public review and comment until September 3, 2013. A public scoping meeting for the Draft EIR was held on August 21, 2013 at City Hall in Santa Clarita. Through these outreach efforts the City received comment letters from various community members including the Placerita Canyon Property Owners’ Association. Public comments were considered in the preparation of this Draft EIR. As such, the Proposed Project is consistent with this standard.
2. Traffic Intrusion/Gateways	
a: Be internally and externally pedestrian-oriented, and have equestrian and bicycle amenities and accommodations.	Consistent: The design of Dockweiler Drive will be a very pedestrian and bicycle friendly roadway, providing sidewalks, Class II bike lanes on each side. Class II bike routes will provide a striped lane for one-way bike travel and will be marked with signs and pavement striping. As such, the Proposed Project will be consistent with this standard.
b: Understand and acknowledge that any development at these locations will increase existing vehicular traffic and create new vehicular traffic, and that there will be impacts to equestrian and pedestrian circulation in the existing neighborhood, and therefore to minimize those	Consistent: Although the Proposed Project does not involve the development of structures, the Proposed Project will include reprofiling the intersection of Lyons Avenue and Railroad Avenue to allow the construction of a new SCRRA/UP railroad grade crossing east of

Placerita Canyon Special Standards District	Project Consistency Analysis
<p>impacts, special attention must be given to mitigate impacts caused by such identified access points.</p>	<p>Railroad Avenue. The new Lyons Avenue railroad at-grade crossing will improve traffic movements and safety at the railroad crossing. The Proposed also includes the closure of an at-grade crossing east of the intersection of Railroad Avenue and 13th Street to minimize the number of at-grade crossings in the Newhall area and improve public safety. While the Project will increase traffic flows through the planned roadway extension, the design of Dockweiler Drive will include sidewalks for pedestrian use and Class II bike lanes on each side. Class II bike routes will provide a striped lane for one-way bike travel and will be marked with signs and pavement striping. Therefore the Proposed Project would be consistent with this standard.</p>
<p>c: Layout and orientation of any developments shall be designed to discourage and where possible prevent additional trips into Placerita Canyon caused by or resulting from such developments.</p>	<p>Consistent: The Proposed Project has been planned with special consideration to avoid misdirecting through traffic into the Placerita Canyon neighborhood which does not provide through traffic to Sierra Highway for non-residents. The planned T intersection at Lyons Avenue and Dockweiler Drive will include a dual right turn lane southbound and a single left turn lane northbound for eastbound traffic. For northbound traffic, the alignment would include a dual left turn lane and a single through lane. Appropriate signage would also be placed to warn drivers that Placerita Canyon does not provide through access to non-residents. Thus, the Project would be consistent with this Policy. Furthermore, the gate located at the western entrance to Placerita Canyon Road would remain. The gate provides restrictive access to residents of the Placerita Canyon neighborhood. As such, the Proposed Project would be consistent with this standard.</p>
<p>d: Include defined entry gateways or monuments into the Placerita Canyon special standards district, at Railroad Avenue, complete with landscaping and architectural elements with signage expressly stating there is no through traffic allowed.</p>	<p>Consistent: While the proposed monument signage has not yet been designed, as a city sponsored capital improvement project it is anticipated that the Proposed Project would be consistent with this policy in ensuring appropriate signage is provided informing motorists that the Placerita Canyon neighborhood does not provide through access to Sierra Highway.</p>
<p>e: A traffic study shall be prepared for all new developments that are projected to generate two hundred fifty (250) or more new daily trips, within the areas encompassed by the NNA. The traffic study shall analyze those potentially impacted intersections within the NNA area and those that lie within a one (1) mile radius of the subject development site.</p>	<p>Consistent: the Proposed Project's impact on transportation and traffic is based on the Traffic Study titled, <u>Traffic Impact Analysis: Dockweiler Drive Alignment Project, Santa Clarita, CA</u>, prepared by Hall & Foreman, Inc. dated December 9, 2014. The scope and methodology of this analysis was determined in conjunction with the City of Santa Clarita. The complete Traffic Study is included in Appendix H to this Draft EIR. A total of 17 intersections were included in the Traffic Study for evaluation. Therefore, the Proposed Project is consistent with this standard.</p>
<p>3. Buffering and Transitions</p>	
<p>a: Preserve the existing rural equestrian community, generally known as Placerita Canyon, and provide</p>	<p>Consistent: Dockweiler Drive will include sidewalks for pedestrian use, Class II bike lanes on each side, and</p>

Placerita Canyon Special Standards District	Project Consistency Analysis
adequate buffers and graduated transitional design to ensure existing neighborhood protection and compatibility of character resulting from any proposed development.	a multi-purpose trail on the east side. Class II bike routes will provide a striped lane for one-way bike travel and will be marked with signs and pavement striping. Therefore, the Proposed Project is consistent with this design standard.
b: Incorporate the current Santa Clarita Valley Trails Advisory Committee (SCVTAC) network of multi-use trails into adjacent neighborhoods which shall have rural and equestrian characteristics.	Consistent: Dockweiler Drive will include sidewalks for pedestrian use, Class II bike lanes on each side, and a multi-purpose trail on the east side. Class II bike routes will provide a striped lane for one-way bike travel and will be marked with signs and pavement striping. Multi-purpose trails are to be unpaved and will be available for equestrian, hiking, and mountain bike use. Potential Bike Lane connectors are proposed from Dockweiler Drive to connect to the Proposed Class I Bike Path along Railroad Avenue and the existing Class II Bike Path along Railroad Avenue. As such the Proposed Project is consistent with this standard.
c: Require use of the MWD right-of-way as a buffer (subject to MWD approval) between the NNA within the PCSSD and the rest of Placerita Canyon, which landscaping shall consist of low water, low maintenance landscape material.	Not Applicable: This policy is not applicable to the Proposed Project as the Project is not located within or adjacent to the MWD right-or-way.
5. Flood Control	
a: Waterway bottoms and sides shall not be improved with concrete or hard impervious surfaces and shall be maintained in a natural appearance	Consistent: As discussed in Section 4.6, Hydrology/Water Quality, the LACFCD Sedimentation Manual recommendation for the Santa Clara River watershed prescribes that the Newhall Creek be improved as a soft bottom channel with protected levees. To convey the Capital Flood, a discharge of 9,200 cubic feet per second (ft ³ /s), the proposed channel section will require a trapezoidal section with an 80-foot wide base and 2:1 lined side slopes. This section is similar to the existing upstream improvements at Del Oro Street crossing with Newhall Creek. HEC-RAS model input and output data, including cross sections and detailed tables are provided in the Appendix of the Hydraulic Report. The proposed four 24-foot wide and 8-foot deep opening reinforced concrete bridge will accommodate the Capital Flood.
b: Fencing shall not be permitted to cross riverbeds or waterways in a manner which denies or interferes with easy trail access.	Consistent: The proposed channel section will require a trapezoidal section with an 80-foot wide base and 2:1 lined side slopes. The proposed four 24-foot wide and 8-foot deep opening reinforced concrete bridge will accommodate through trail access and serve as a wildlife corridor for wildlife within the Newhall Creek. See also Section 4.3, Biological Resources.
c: On-site flood control mitigation would provide assistance or relief to other hydrology/drainage impacts within Placerita Canyon due to changes of topography on NNA properties.	Consistent: As discussed in Section 4.6, Hydrology/Water Quality, the hydrology and scour analysis concluded that the Proposed bridge spanning the banks of Newhall Creek would accommodate the Capital Flood, i.e., no overtopping of the road, and will not create any flood hazard for the adjacent railroad and proposed street improvements. The bridge conveys both

Placerita Canyon Special Standards District	Project Consistency Analysis
	the 50-year burn/bulk and FIS 100-year flood flows with more than 2 feet of freeboard. Therefore, the construction of the bridge would not be detrimental to adjacent upstream or downstream properties.
<i>Source: Santa Clarita Municipal Code, Chapter 17.39 Special Standards Districts, Section 17.39.020 Placerita Canyon Special Standards District.</i>	

Old Town Newhall Specific Plan

The Proposed Project would create a new segment of roadway that would connect Lyons Avenue to the existing roadways east of Railroad Avenue. The Proposed Project would improve local and regional circulation by connecting the Old Town Newhall community west of the Project Site to the Placerita Canyon community and The Master’s University east of the Project Site and is therefore consistent with the Specific Plan.

Compass Blueprint Concept Plan

As described in the Concept Plan, the extension of Dockweiler Drive will be designed as a two-lane artery, which will become the primary route through the Concept Plan area east of Railroad Avenue. The proposed roadway from the Arch Street/12th 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 Concept Plan proposes that Dockweiler Drive be a divided roadway with a wide center median to facilitate the efficient movement of traffic. Therefore the Proposed Project would be consistent with the Concept Plan.

Conservation Plans

The Project Site is not located in a habitat conservation plan or natural community conservation plan. The Project Site is largely surrounded by development and road networks and is not zoned for conservation. However, as discussed in Section 4.3 Biological Resources, two California Department of Fish and Wildlife (CDFW) jurisdictional features occur within the Project Site, the Newhall Creek and a small ephemeral drainage that is a tributary to Newhall Creek. 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 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.

Additionally, Newhall Creek, which extends through the Project 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 Newhall Creek as a functioning wildlife movement corridor. The project as proposed would not result in significant impacts to wildlife movement. Therefore, with incorporation of Mitigation Measure 4.3-3 and the aforementioned project design features, impacts with respect to conservation plans would be less than significant.

4.7.4 CUMULATIVE IMPACTS

Cumulative land use impacts could occur if other related projects in the vicinity of the proposed project site would result in land use incompatibility impacts in conjunction with the impacts of the proposed project. However, development of each related project would be subject to all adopted plans and regulations. Based upon the information available regarding the project growth as forecasted in the City's General Plan, it is reasonable to assume that the related projects under consideration in the surrounding community would implement and conform to local and regional planning goals and policies. Therefore, development of the Proposed Project would not result in a significant cumulative land use impact.

4.7.5 MITIGATION MEASURES

No mitigation measures are required.

4.7.6 LEVEL OF SIGNIFICANCE AFTER MITIGATION

The Proposed Project would result in less than significant impacts associated with land use and planning.