

May 8, 2006

Mr. Jeff Hogan  
Senior Planner  
City of Santa Clarita  
23920 Valencia Blvd., Suite 300  
Santa Clarita, CA 91355-2196

RE: Southern California Regional Rail Authority (SCRRA) Comments on the Draft Additional Analysis to the Final Environmental Impact Report for the Gate-King Industrial Park – SCH No. 2001021121

Dear Mr. Hogan:

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

The railroad right of way that goes through the proposed development is owned by Metro and operated and maintained by SCRRA, referred to as Metrolink’s Antelope Valley Line. Approximately the northern half of Tunnel 25 is under the proposed development, north of the tunnel, the active railway is only separated from the proposed development by Pine Street. Based on the proximity of the rail line to the proposed development, the following recommendations are being conveyed by SCRRA after reviewing the project site:

1

1. Since several years have passed since review of Tentative Tract 50282, plus the name of the project has changed from “Needham Ranch” to “Gate-King Industrial Park”, SCRRA requests a copy of the site plan and plat maps to review.
2. SCRRA and emergency personnel need to continue to have an access road that extends south from the end of Pine Street to the land over the north portal of the railroad tunnel, plus access at grade to the tunnel. The exact configuration of the road is not important. The developer can construct a permanent public or private road that reaches the top of the

north tunnel portal. SCRRA has established rights for an easement, if any part of the access road to the tunnel is on Gate-King property.

3. SCRRA recommends adding a public safety mitigation measure that will require the construction of a minimum 8-foot high tubular steel fence or wall along the entire project site adjoining the railroad property. The barrier will help prevent trespassing and illegal dumping on railroad property.
4. There are drainage improvements on the hillsides on both sides of the track, beginning about 200 feet south of the tunnel portal and extending about 1/2 mile north of the tunnel, that the Southern Pacific constructed so SCRRA/Metro are successors in interest. The drainage improvements are vital to the safe, reliable operation of the railroad line. The improvement on the west side is a ditch and a small weir, on the east side is the access road and a series of drop structure culverts to intercept the drainage and protect the track area. The proposed development cannot damage or impair this drainage system, nor can additional flow be added, or an increased rate of discharge be generated into the existing system. SCRRA recommends adding a drainage mitigation measure that ensures that the private developer will have to cover the costs to mitigate any increased runoff draining to the railroad property. This will require review and approval by SCRRA of all drainage plans and the designs for improvements over and adjacent to the railroad right of way.
5. Since this development is located adjacent to the railroad right-of-way owned by Metro and maintained and operated by SCRRA, it may be necessary for the developer or his contractor to enter the right of way for clearing, grubbing, grading, shoring, drainage or other improvements. The developer or his contractor will be required to enter into a license or other agreement with Metro to use the right of way and SCRRA's Temporary Right-of-Entry Agreement (SCRRA Form No. 6) for the construction of the project. Go to [www.metrolinktrains.com](http://www.metrolinktrains.com) > About Metrolink > Public Projects > Right of Way Encroachments > Form No. 6.
6. All text and maps should refer to the "Metrolink Railroad Right of Way".
7. This railroad line is used by 24 Metrolink passenger trains and 3-7 Union Pacific freight trains each weekday (fewer on weekends). Most Metrolink trains follow published schedules, but freight trains can and do operate at any time. Strategic planning by both Metrolink and Union Pacific indicate increased railroad traffic as the economy continues to expand.

Once again, thank you for allowing SCRRA's input on this project. Please ensure that these comments are brought to the attention of the developer and the city's planning commission. If you have any questions regarding these comments please contact Deadra Knox, Strategic Development Planner, at (213) 452-0359 or by e-mail at [knoxd@scrra.net](mailto:knoxd@scrra.net).

Sincerely,

David Solow  
Chief Executive Officer

cc: Patricia Chen, Metro  
Susan Chapman, Metro  
Freddy Cheung, UPRR  
Rosa Munoz, CPUC  
SCRRA Files