

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

Appendix A
Copies of Comment Letters Received on the Draft EIR

DEPARTMENT OF TRANSPORTATION

DISTRICT 7-OFFICE OF REGIONAL PLANNING

100 S. MAIN STREET, MS 16

LOS ANGELES, CA 90012

PHONE (213) 897-0067

FAX (213) 897-1337

www.dot.ca.gov



*Serious Drought!
Making Conservation
a California Way of Life.*

October 9, 2017

Ms. Carla Callahan
City of Santa Clarita/Public Works Department
23920 Valencia Blvd, Suite 300
Santa Clarita, CA 91355

RE: Lyons Ave/Dockweiler Dr
Extension
Vic: LA-14 PM: 27.0
GTS# 07-LA-2017-01081

Dear Ms. Callahan,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The project consists of an extension of Lyons Avenue from Railroad Avenue southeast to a proposed connection with Dockweiler Drive, to provide a T-intersection at Dockweiler Drive. Also included are a new at-grade railroad crossing east of Railroad Avenue and Lyons Avenue as well as an extension of Docweiler Drive and other various modifications on 13th Street.

1.1

The nearest State facility to the project site is State Route 14. Caltrans does not expect project approval to result in direct adverse impacts to existing State transportation facilities.

1.2

Any transportation of heavy construction equipment and/or materials requiring use of oversized-transport vehicles on State highways will require a Caltrans transportation permit. Caltrans recommends that large size truck trips be limited to off-peak commute periods. Also, storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Be mindful that the project needs to be designed to discharge clean run-off water.

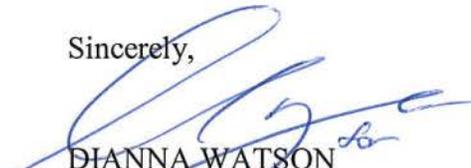
1.3

1.4

If you questions regarding these comments, please contact project coordinator, Severin Martinez at (213) 897-0067 or severin.martinez@dot.ca.gov and refer to GTS# 07-LA-2017-01081.

1.5

Sincerely,


DIANNA WATSON
IGR/CEQA Branch Chief



Edmund G. Brown Jr.
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Ken Alex
Director

October 17, 2017

Carla Callahan
City of Santa Clarita
23920 Valencia Boulevard
Santa Clarita, CA 91355

Subject: Lyons Avenue/Dockweiler Drive Extension Project
SCH#: 2013082016

Dear Carla Callahan:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on October 16, 2017, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

2.1

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

**Document Details Report
State Clearinghouse Data Base**

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

Type EIR Draft EIR
Description Note: Review Per Lead

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

Lead Agency Contact

Name Carla Callahan
Agency City of Santa Clarita
Phone 661 286 4130 **Fax**
email
Address 23920 Valencia Boulevard
City Santa Clarita **State** CA **Zip** 91355

Project Location

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

Proximity to:

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

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

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

Date Received 08/16/2017 **Start of Review** 08/16/2017 **End of Review** 10/16/2017

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013

*clear
10/12/17
E*



September 5, 2017

Governor's Office of Planning & Research

SFP 05 2017

STATE CLEARINGHOUSE

Carla Callahan
Senior Engineer
City of Santa Clarita
23920 Valencia Boulevard
Santa Clarita, CA 91355

Subject: SCH 2013082016 - Comments on Draft EIR for Lyons Avenue/ Dockweiler Drive Extension Project

Dear Ms. Callahan:

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, grade separation and closure of crossings. The Commission's Rail Crossings and Engineering Branch (RCEB) is in receipt of the Draft EIR of the Lyons Avenue/ Dockweiler Drive Extension Project. The City of Santa Clarita (City) is the lead agency.

3.1

As part of the project, the City proposes to create a new at-grade highway-rail crossing of the Los Angeles County Metropolitan Transportation Authority (Metro) tracks and Lyons Avenue, and potentially upgrade or close the at-grade crossing at 13th Street, identified as CPUC crossing No. 101VY-30.39 and DOT No. 746016J. Currently, the Southern California Regional Rail Authority (SCRRA) and the Union Pacific Railroad Company (UPRR) operate thirty passenger trains and nine freight trains over this line per day, respectively, at a maximum speed of 70 miles per hour.

Any development adjacent to or near the railroad right-of-way (ROW) should be planned with the safety of the rail corridor in mind. New developments will increase traffic volumes not only on streets and at intersections, but also at any adjacent at-grade rail crossing. Language should be in place so that any traffic impact studies undertaken should also address rail crossing safety analysis and associated proposed mitigation measures, including grade separation.

3.2

The Commission has adopted the Federal Railroad Administration's (FRA) policy to reduce the number of at-grade crossings on freight or passenger railroad mainlines in California. RCEB issued a comment letter in 2009 opposing the grade crossing alternative at Lyons Avenue and a second comment letter issued in 2015 after reviewing the City's Grade Separation Analysis with the same conclusion. While RCEB applauds the City's efforts to upgrade or close the 13th Street crossing, RCEB staff remains consistent in our position and opposes the at-grade option at Lyons Avenue due to the following reasons:

- Accident history reveals grade crossings located adjacent to a parallel highway and four-legged intersections are prone to accidents;
- Lyons Avenue will be utilized as a major local arterial between Interstate 5 Freeway and State Route 14, therefore traffic volume and roadway function are not comparable to the existing 13th Street crossing;
- Existing railroad mainline contains heavy train traffic, with intercity commuter and freight trains operating in high speed;
- The grade separation options have not been demonstrated as impracticable at this location.

3.3

Carla Callahan
Page 2 of 2
August 29, 2017

If the City intends to move forward with the at-grade option, a formal application must be made to the Commission. The normal timeframe for a formal proceeding usually varies from eight (8) to twelve (12) months but can be longer if the application is contested and evidentiary hearings are held. Please be advised that based on site-specific conditions, train traffic and information provided by the City, RCEB will protest the grade crossing application.

3.4

If you have any questions, please contact Chi Cheung To at (213) 576-5766.

Sincerely,



Chi Cheung To, P.E.
Utilities Engineer
Rail Crossings and Engineering Branch
Safety and Enforcement Division

CC: Ron Mathieu, SCRRA
Jeanet Owens, LACMTA



COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

RECEIVED

SEP 18 2017

Capital Improvement Projects
City of Santa Clarita

DARYL L. OSBY
FIRE CHIEF
FORESTER & FIRE WARDEN

September 12, 2017

Carla Callahan, Senior Engineer
City of Santa Clarita
Public Works Department
23920 Valencia Blvd., Suite 300
Santa Clarita, CA 91355

Dear Ms. Callahan:

NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT,
"THE LYONS AVENUE/DOCKWEILER DRIVE EXTENSION PROJECT," THE
EXTENSION OF LYONS AVENUE FROM RAILROAD AVENUE SOUTHEAST TO
THE PROPOSED CONNECTION WITH DOCKWEILER DRIVE AND CLOSURE OF
AN AT-GRADE RAILROAD CROSSING, CORNER OF LYONS AND RAILROAD
AVENUES, SANTA CLARITA, FFER 201700096

The Notice of Availability of a Draft Environmental Impact Report has been reviewed by
the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous
Materials Division of the County of Los Angeles Fire Department.

4.1

The following are their comments:

PLANNING DIVISION:

We have no comments.

4.2

LAND DEVELOPMENT UNIT:

- 1. All proposals for traffic calming measures (speed humps/bumps/cushions, traffic
circles, roundabouts, etc.) shall be submitted to the Fire Department for review
prior to implementation.

4.3

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

- AGOURA HILLS BRADBURY CUDAHY HAWTHORNE LA HABRA LYNWOOD PICO RIVERA SIGNAL HILL
ARTESIA CALABASAS DIAMOND BAR HIDDEN HILLS LA MIRADA MALIBU POMONA SOUTH EL MONTE
AZUSA CARSON DUARTE HUNTINGTON PARK LA PUENTE MAYWOOD RANCHO PALOS VERDES SOUTH GATE
BALDWIN PARK CERRITOS EL MONTE INDUSTRY LAKEWOOD NORWALK ROLLING HILLS TEMPLE CITY
BELL CLAREMONT GARDENA INGLEWOOD LANCASTER PALMDALE ROLLING HILLS ESTATES WALNUT
BELL GARDENS COMMERCE GLENDORA IRVINDALE LAWNSDALE PALOS VERDES ESTATES ROSEMEAD WEST HOLLYWOOD
BELLFLOWER COVINA HAWAIIAN GARDENS LA CANADA-FLINTRIDGE LOMITA PARAMOUNT SAN DIMAS WESTLAKE VILLAG
SANTA CLARITA WHITTIER

2. Provide three sets of alternate route (detour) plans with a tentative schedule of planned closures prior to the beginning of construction. Complete architectural/structural plans are not necessary.
3. Disruptions to water service shall be coordinated with the County of Los Angeles Fire Department and alternate water sources shall be provided for fire protection during such disruptions.

The County of Los Angeles Fire Department's Land Development Unit appreciates the opportunity to comment on this project.

The statutory responsibilities of the County of Los Angeles Fire Department's Land Development Unit are the review of, and comment on, all projects within the unincorporated areas of the County of Los Angeles. Our emphasis is on the availability of sufficient water supplies for firefighting operations and local/regional access issues. However, we review all projects for issues that may have a significant impact on the County of Los Angeles Fire Department. We are responsible for the review of all projects within contract cities (cities that contract with the County of Los Angeles Fire Department for fire protection services). We are responsible for all County facilities located within non-contract cities. The County of Los Angeles Fire Department's Land Development Unit may also comment on conditions that may be imposed on a project by the Fire Prevention Division which may create a potentially significant impact to the environment.

4.3

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

The statutory responsibilities of the County of Los Angeles Fire Department's Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance.

4.4

The County of Los Angeles Fire Department's Forestry Division has no further comments regarding this project.

HEALTH HAZARDOUS MATERIALS DIVISION:

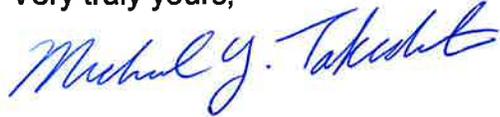
The Health Hazardous Materials Division of the Los Angeles County Fire Department has no comments or requirements for the project at this time.

4.5

If you have any additional questions, please contact this office at (323) 890-4330.

Carla Callahan, Senior Engineer
September 12, 2017
Page 3

Very truly yours,



MICHAEL Y. TAKESHITA, ACTING CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

MYT:ac



OFFICE OF THE SHERIFF

COUNTY OF LOS ANGELES

HALL OF JUSTICE

JIM McDONNELL, SHERIFF



October 26, 2017

Carla Callahan, Senior Engineer
City of Santa Clarita
Public Works Department
23920 Valencia Boulevard, Suite 300
Santa Clarita, California 91355

Dear Ms. Callahan:

REVIEW COMMENTS
NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT
THE LYONS AVENUE/DOCKWEILER DRIVE EXTENSION PROJECT

The Los Angeles County Sheriff's Department (Department) is in receipt of the Notice of Availability of a Draft Environmental Impact Report (DEIR), dated August 16, 2017, from the City of Santa Clarita (City), for the proposed Lyons Avenue/Dockweiler Drive Extension Project (Project). The proposed Project is located in the Newhall community of the City, and includes the extension of Lyons Avenue from Railroad Avenue to Dockweiler Drive, the addition of a new at-grade railroad crossing east of the Railroad Avenue and Lyons Avenue intersection, the extension of Dockweiler Drive at The Master's University, and the closure of an existing at-grade railroad crossing at the intersection of 13th Street and Railroad Avenue. The proposed Project does not include residential, commercial, industrial, and other habitable types of development.

5.1

The proposed Project is located within the service area of the Department's Santa Clarita Valley Station (Station). Accordingly, the Station reviewed the DEIR and authored the attached review comments (see correspondence, dated October 9, 2017, from Captain Robert J. Lewis).

A scanned copy of the correspondence was emailed to you on October 11, 2017.

211 WEST TEMPLE STREET, LOS ANGELES, CALIFORNIA 90012

A Tradition of Service
— Since 1850 —

Ms. Callahan

- 2 -

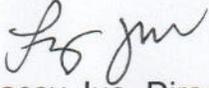
October 26, 2017

Thank you for including the Department in the environmental review process for the proposed Project. Should you have any questions regarding this matter, please contact me at (323) 526-5657, or your staff may contact Ms. Maynora Castro at (323) 526-5578.

5.1

Sincerely,

JIM McDONNELL, SHERIFF



Tracey Jue, Director
Facilities Planning Bureau

COUNTY OF LOS ANGELES
SHERIFF'S DEPARTMENT
"A Tradition of Service Since 1850"

OFFICE CORRESPONDENCE

DATE: October 9, 2017

FILE:

FROM:  ROBERT J. LEWIS, CAPTAIN
SANTA CLARITA VALLEY STATION

TO: TRACEY JUE, DIRECTOR
FACILITIES PLANNING BUREAU

SUBJECT: NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE LYONS AVENUE/DOCKWEILER DRIVE EXTENSION PROJECT

The Santa Clarita Valley Station (Station) reviewed the Notice of Availability of a Draft Environmental Impact Report (DEIR), dated August 16, 2017, for the Lyons Avenue/ Dockweiler Drive Extension Project (Project). The proposed Project is located in the Newhall community of the City of Santa Clarita (City), and includes the extension of Lyons Avenue from Railroad Avenue to Dockweiler Drive; the addition of a new at-grade railroad crossing east of the Railroad Avenue and Lyons Avenue intersection; the extension of Dockweiler Drive at The Master's University; and the closure of an existing at-grade railroad crossing at the intersection of 13th Street and Railroad Avenue. The proposed Project does not include residential, commercial, industrial, and other habitable types of development.

6.1

The proposed Project is intended to relieve existing and projected traffic congestion by reconfiguring, abandoning, and/or extending certain street segments, relocating an existing at-grade railroad crossing, and creating dedicated pedestrian and bicycle lanes. The Station generally supports these types of public improvements because they typically create well-defined separations between vehicular, pedestrian, and rail traffic, often resulting in fewer collisions, injuries, and damages to personal and private property. Such improvements also tend to contribute to an overall positive impact on law enforcement patrol operations, emergency access, and response times. The proposed Project also excludes residential, commercial, office, industrial, and other habitable types of development that affect the resident, workforce, and visitor populations of the Station's service area. Accordingly, the Station expects the proposed Project to have a less than significant impact on the demand for law enforcement services we provide.

6.2



DEIR Section 4.9 contains detailed analyses of potential Project-related impacts on local traffic and circulation systems, and concludes that such impacts will be less than significant following implementation of mitigation measures described in Section 4.9.5. The Station does not dispute the information or findings contained in the DEIR. However, we are concerned with construction-related traffic because of potentially significant impacts on commuters, pedestrians, emergency responders, and our patrol operations. The Station recommends the preparation of a construction traffic management plan, requests advanced notification of temporary lane closures, realignments, etc., and requires the provision of one or more emergency lane through the Project site at all times.

6.3

Thank you for including the Station in the environmental review process for the proposed Project. Should you have any questions regarding this matter, please contact Operations Lieutenant Justin Diez at (661) 890-5300.

6.4

RJL:JRD:jd



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

October 16, 2017

Carla Callahan
Senior Engineer
City of Santa Clarita/Public Works
23920 Valencia Blvd., Suite 300,
Santa Clarita, CA 91355

RE: The Lyons Avenue/Dockweiler Drive Extension Project – Notice of Availability of Draft Environmental Impact Report (EIR)

Dear Ms. Callahan:

Thank you for the opportunity to comment on the Notice of Availability of a Draft EIR for the Lyons Avenue/Dockweiler Drive Extension Project located in the City of Santa Clarita. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (Metro) concerning issues that are germane to our agency's statutory responsibility in relation to our facilities and services that may be affected by the proposed project.

Metro is committed to working with stakeholders across the County to support the development of transit oriented communities (TOCs). TOCs are built by considering transit within a broader community and creating vibrant, compact, walkable, and bikeable places centered around transit stations and hubs with the goal of encouraging the use of transit and other alternatives to driving. Metro looks forward to collaborating with local municipalities, developers, and other stakeholders in their land use planning and development efforts, and to find partnerships that support TOCs across Los Angeles County.

Project Description

The Proposed Project includes: the extension of Lyons Avenue from Railroad Avenue southeast to the proposed connection with Dockweiler Drive, to provide a T-intersection at 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 extension at the Master's University (The Master's University extension of Dockweiler Drive through the Master's University property was approved and evaluated under a separate EIR) northwest to connect with the intersection of Arch Street and 12th Street.

Metro Comments

Metrolink Adjacent

It is noted that the proposed project would extend Lyons Avenue across an existing LACMTA-owned Railroad Right-of-Way (ROW). ROW is operated and maintained by the Southern California Regional Rail Authority (SCRRA) to run the Metrolink commuter rail service and Union Pacific Railroad freight

7.1

7.2

trains also operate on this line. SCRRRA will be providing separate comments, however, the following concerns related to the project's proximity to the ROW should be addressed in the EIR:

1. The project sponsor is advised that rail service operates in both directions and that trains may operate, in and out of revenue service, 24 hours a day, seven days a week, in the ROW adjacent to the proposed project. 7.2
2. The policy adopted by the SCRRRA Board of Director stipulates that if a new at grade crossing is developed, one or more existing at-grade crossings in the area must be closed. 7.3
3. It should be noted that railroad crossings are under jurisdiction of the California Public Utility Commission (CPUC). The project sponsor will be required to obtain the necessary authorization to construct the crossing. This will include demonstrating that a grade separation crossing is not practical. 7.4
4. It is likely that this proposed crossing will include the addition of warning devices, traffic signal modifications, and railroad signaling modifications. These modifications, along with the necessary use of train horns will bring additional noise factors as a result of the project. 7.5
5. All project development, engineering, and construction efforts must be coordinated with LACMTA Regional Rail, LACMTA Real Estate, and the SCRRRA. 7.6
6. Any work Performed on the project infrastructure or property requiring access to the railroad ROW, shall be covered by specific Right-of-Entry permits with specific requirements. These may include permits for construction of infrastructure, and any future repairs, painting, graffiti removal, etc., including the use of overhead of cranes or any other equipment that could potentially impact railroad operations and safety. Frequent access for maintenance tasks such as graffiti removal, will necessitate an active license agreement. This agreement will include an annual license fee, and other requirements that meet safety standards for access to a ROW with active rail operations. 7.7
7. Considering the proximity of the proposed project to the railroad ROW, trains will produce noise, vibration and visual impacts. A recorded Noise Easement Deed in favor of Metro is required, a form of which is attached. The easement recorded in the Deed will extend to successors and tenants, as well. In addition, any noise mitigation required for the project will be borne by the developers of the project and not Metro or the operating railroads. 7.8

Active Transportation

For Option B of the intersection improvements for Arch Street/12th Street/Placerita Canyon and proposed Dockweiler Drive: Roundabout design shall accommodate people on bicycles. Refer to AASHTO's Guide for the Development of Bicycle Facilities (2012) for consideration of bicycle travel at roundabouts (§4.12.11). 7.9

Congestion Management Program

Beyond impacts to Metro facilities and operations, Metro must also notify the applicant of state requirements. A Transportation Impact Analysis (TIA), with roadway and transit components, is required under the State of California Congestion Management Program (CMP) statute. The CMP TIA 7.10

Guidelines are published in the "2010 Congestion Management Program for Los Angeles County," Appendix D (attached). The geographic area examined in the TIA must include the following, at a minimum:

1. All CMP arterial monitoring intersections, including monitored freeway on/off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hour (of adjacent street traffic).
2. If CMP arterial segments are being analyzed rather than intersections, the study area must include all segments where the proposed project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections.
3. Mainline freeway-monitoring locations where the project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hour.
4. Caltrans must also be consulted through the NOP process to identify other specific locations to be analyzed on the state highway system.

7.10

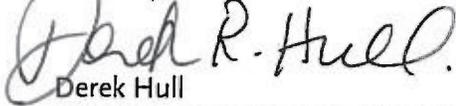
The CMP TIA requirement also contains two separate impact studies covering roadways and transit, as outlined in Sections D.8.1 – D.9.4. If the TIA identifies no facilities for study based on the criteria above, no further traffic analysis is required. However, projects must still consider transit impacts. For all CMP TIA requirements please see the attached guidelines.

If you have any questions regarding this response, please contact Derek Hull at 213-922-3051 or by email at DevReview@metro.net. Metro looks forward to reviewing the Final EIR. Please send it to the following address:

7.11

**Metro Development Review
One Gateway Plaza MS 99-18-3
Los Angeles, CA 90012-2952**

Sincerely,



Derek Hull
Manager, Transportation Planning

Attachments: Noise Easement Deed
CMP Appendix D: Guidelines for CMP Transportation Impact Analysis

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO:

LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY
Real Estate Department
Deputy Executive Officer - Real Estate
P: 213-922-2415 F: 213-922-2400
One Gateway Plaza, Mail Stop 99-18-4
Los Angeles, CA 90012-2932

Space Above Line for Recorder's Use

[Recordation of this Public Document is Exempt from all Recording Fees and Taxes Pursuant to Government Code Section 6103]

Public Agency - No Tax Statement

NOISE EASEMENT DEED

For valuable consideration, receipt of which is hereby acknowledged, **(Name of Owner)**, a _____, for themselves, their heirs, administrators, executors, successors, assigns, tenants, and lessees do hereby grant, bargain, sell, and convey to the **LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY**, a public agency existing under the authority of the laws of the State of California ("Grantee"), its successors and assigns, for the use and benefit of the public and its employees, a perpetual, assignable easement in that certain real property in the City of Los Angeles, County of Los Angeles, State of California described in Exhibit "A" attached hereto and incorporated herein by this reference,

Said easement shall encompass and cover the entirety of the Grantors' Property having the same boundaries as the described Property and extending from the sub-surface upwards to the limits of the atmosphere of the earth, the right to cause in said easement area such noise, vibrations, fumes, dust, fuel particles, light, sonic disturbances, and all other effects that may be caused or may have been caused by the operation of public transit vehicles traveling along the Project right of way.

Grantor hereby waives all rights to protest, object to, make a claim or bring suit or action of any purpose, including or not limited to, property damage or personal injuries, against Grantee, its successors and assigns, for any necessary operating and maintenance activities and changes related to the Project which may conflict with Grantors' use of Grantors' property for residential and other purposes, and Grantors hereby grants an easement to the Grantee for such activities.

The granting of said Easement shall also establish the Grantors' right to further modify or develop the Property for any permitted use. However, Grantor's rights of development shall not interfere with the continued operation of Grantee's Project.

It is understood and agreed that these covenants and agreements shall be permanent, perpetual, will run with the land and that notice shall be made to and shall be binding upon all heirs, administrators, executors, successors, assigns, tenants and lessees of the Grantor. The Grantee is hereby expressly granted the right of third party enforcement of this easement.

IN WITNESS WHEREOF, the undersigned has caused its/their signature to be affixed this day of _____, 20____

By: _____
Name

By: _____
Name

(ATTACH NOTARY SEAL AND CERTIFICATE HERE.)

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

CIVIL CODE § 1189

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)

County of _____)

On _____ before me, _____

Date

Here Insert Name and Title of the Officer

personally appeared _____

Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____

Signature of Notary Public

Place Notary Seal Above

OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: _____ Document Date: _____

Number of Pages: _____ Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____

Corporate Officer -- Title(s): _____

Partner -- Limited General

Individual Attorney in Fact

Trustee Guardian or Conservator

Other: _____

Signer Is Representing: _____

Signer's Name: _____

Corporate Officer -- Title(s): _____

Partner -- Limited General

Individual Attorney in Fact

Trustee Guardian or Conservator

Other: _____

Signer Is Representing: _____

CERTIFICATE OF ACCEPTANCE

This is to certify that the interest in the real property conveyed by the foregoing Grant Deed from _____, a **California Limited Partnership**, ("Grantor") to **LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY**, a public agency existing under the authority of the laws of the State of California ("LACMTA"), is hereby accepted by the undersigned on behalf of the LACMTA pursuant to authority conferred by resolution of the Board of Directors of the LACMTA, and the Grantee hereby consents to the recordation of this Deed by its duly authorized officer.

Dated this ____ day of _____, 20__

By: _____
Velma C. Marshall
Deputy Executive Officer - Real Estate

GUIDELINES FOR CMP TRANSPORTATION IMPACT ANALYSIS

Important Notice to User: This section provides detailed travel statistics for the Los Angeles area which will be updated on an ongoing basis. Updates will be distributed to all local jurisdictions when available. In order to ensure that impact analyses reflect the best available information, lead agencies may also contact MTA at the time of study initiation. Please contact MTA staff to request the most recent release of "Baseline Travel Data for CMP TIAs."

D.1 OBJECTIVE OF GUIDELINES

The following guidelines are intended to assist local agencies in evaluating impacts of land use decisions on the Congestion Management Program (CMP) system, through preparation of a regional transportation impact analysis (TIA). The following are the basic objectives of these guidelines:

- Promote consistency in the studies conducted by different jurisdictions, while maintaining flexibility for the variety of project types which could be affected by these guidelines.
- Establish procedures which can be implemented within existing project review processes and without ongoing review by MTA.
- Provide guidelines which can be implemented immediately, with the full intention of subsequent review and possible revision.

These guidelines are based on specific requirements of the Congestion Management Program, and travel data sources available specifically for Los Angeles County. References are listed in Section D.10 which provide additional information on possible methodologies and available resources for conducting TIAs.

D.2 GENERAL PROVISIONS

Exhibit D-7 provides the model resolution that local jurisdictions adopted containing CMP TIA procedures in 1993. TIA requirements should be fulfilled within the existing environmental review process, extending local traffic impact studies to include impacts to the regional system. In order to monitor activities affected by these requirements, Notices of Preparation (NOPs) must be submitted to MTA as a responsible agency. Formal MTA approval of individual TIAs is not required.

The following sections describe CMP TIA requirements in detail. In general, the competing objectives of consistency & flexibility have been addressed by specifying standard, or minimum, requirements and requiring documentation when a TIA varies from these standards.

D.3 PROJECTS SUBJECT TO ANALYSIS

In general a CMP TIA is required for all projects required to prepare an Environmental Impact Report (EIR) based on local determination. A TIA is not required if the lead agency for the EIR finds that traffic is not a significant issue, and does not require local or regional traffic impact analysis in the EIR. Please refer to Chapter 5 for more detailed information.

CMP TIA guidelines, particularly intersection analyses, are largely geared toward analysis of projects where land use types and design details are known. Where likely land uses are not defined (such as where project descriptions are limited to zoning designation and parcel size with no information on access location), the level of detail in the TIA may be adjusted accordingly. This may apply, for example, to some redevelopment areas and citywide general plans, or community level specific plans. In such cases, where project definition is insufficient for meaningful intersection level of service analysis, CMP arterial segment analysis may substitute for intersection analysis.

D.4 STUDY AREA

The geographic area examined in the TIA must include the following, at a minimum:

- All CMP arterial monitoring intersections, including monitored freeway on- or off-ramp intersections, where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours (of adjacent street traffic).
- If CMP arterial segments are being analyzed rather than intersections (see Section D.3), the study area must include all segments where the proposed project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections.
- Mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.
- Caltrans must also be consulted through the Notice of Preparation (NOP) process to identify other specific locations to be analyzed on the state highway system.

If the TIA identifies no facilities for study based on these criteria, no further traffic analysis is required. However, projects must still consider transit impacts (Section D.8.4).

D.5 BACKGROUND TRAFFIC CONDITIONS

The following sections describe the procedures for documenting and estimating background, or non-project related traffic conditions. Note that for the purpose of a TIA, these background estimates must include traffic from all sources without regard to the exemptions specified in CMP statute (e.g., traffic generated by the provision of low and very low income housing, or trips originating outside Los Angeles County. Refer to Chapter 5, Section 5.2.3 for a complete list of exempted projects).

D.5.1 Existing Traffic Conditions. Existing traffic volumes and levels of service (LOS) on the CMP highway system within the study area must be documented. Traffic counts must

be less than one year old at the time the study is initiated, and collected in accordance with CMP highway monitoring requirements (see Appendix A). Section D.8.1 describes TIA LOS calculation requirements in greater detail. Freeway traffic volume and LOS data provided by Caltrans is also provided in Appendix A.

D.5.2 Selection of Horizon Year and Background Traffic Growth. Horizon year(s) selection is left to the lead agency, based on individual characteristics of the project being analyzed. In general, the horizon year should reflect a realistic estimate of the project completion date. For large developments phased over several years, review of intermediate milestones prior to buildout should also be considered.

At a minimum, horizon year background traffic growth estimates must use the generalized growth factors shown in Exhibit D-1. These growth factors are based on regional modeling efforts, and estimate the general effect of cumulative development and other socioeconomic changes on traffic throughout the region. Beyond this minimum, selection among the various methodologies available to estimate horizon year background traffic in greater detail is left to the lead agency. Suggested approaches include consultation with the jurisdiction in which the intersection under study is located, in order to obtain more detailed traffic estimates based on ongoing development in the vicinity.

D.6 PROPOSED PROJECT TRAFFIC GENERATION

Traffic generation estimates must conform to the procedures of the current edition of Trip Generation, by the Institute of Transportation Engineers (ITE). If an alternative methodology is used, the basis for this methodology must be fully documented.

Increases in site traffic generation may be reduced for existing land uses to be removed, if the existing use was operating during the year the traffic counts were collected. Current traffic generation should be substantiated by actual driveway counts; however, if infeasible, traffic may be estimated based on a methodology consistent with that used for the proposed use.

Regional transportation impact analysis also requires consideration of trip lengths. Total site traffic generation must therefore be divided into work and non-work-related trip purposes in order to reflect observed trip length differences. Exhibit D-2 provides factors which indicate trip purpose breakdowns for various land use types.

For lead agencies who also participate in CMP highway monitoring, it is recommended that any traffic counts on CMP facilities needed to prepare the TIA should be done in the manner outlined in Chapter 2 and Appendix A. If the TIA traffic counts are taken within one year of the deadline for submittal of CMP highway monitoring data, the local jurisdiction would save the cost of having to conduct the traffic counts twice.

D.7 TRIP DISTRIBUTION

For trip distribution by direct/manual assignment, generalized trip distribution factors are provided in Exhibit D-3, based on regional modeling efforts. These factors indicate Regional Statistical Area (RSA)-level tripmaking for work and non-work trip purposes.

(These RSAs are illustrated in Exhibit D-4.) For locations where it is difficult to determine the project site RSA, census tract/RSA correspondence tables are available from MTA.

Exhibit D-5 describes a general approach to applying the preceding factors. Project trip distribution must be consistent with these trip distribution and purpose factors; the basis for variation must be documented.

Local agency travel demand models disaggregated from the SCAG regional model are presumed to conform to this requirement, as long as the trip distribution functions are consistent with the regional distribution patterns. For retail commercial developments, alternative trip distribution factors may be appropriate based on the market area for the specific planned use. Such market area analysis must clearly identify the basis for the trip distribution pattern expected.

D.8 IMPACT ANALYSIS

CMP Transportation Impact Analyses contain two separate impact studies covering roadways and transit. Section Nos. D.8.1-D.8.3 cover required roadway analysis while Section No. D.8.4 covers the required transit impact analysis. Section Nos. D.9.1-D.9.4 define the requirement for discussion and evaluation of alternative mitigation measures.

D.8.1 Intersection Level of Service Analysis. The LA County CMP recognizes that individual jurisdictions have wide ranging experience with LOS analysis, reflecting the variety of community characteristics, traffic controls and street standards throughout the county. As a result, the CMP acknowledges the possibility that no single set of assumptions should be mandated for all TIAs within the county.

However, in order to promote consistency in the TIAs prepared by different jurisdictions, CMP TIAs must conduct intersection LOS calculations using either of the following methods:

- The Intersection Capacity Utilization (ICU) method as specified for CMP highway monitoring (see Appendix A); or
- The Critical Movement Analysis (CMA) / Circular 212 method.

Variation from the standard assumptions under either of these methods for circumstances at particular intersections must be fully documented.

TIAs using the 1985 or 1994 Highway Capacity Manual (HCM) operational analysis must provide converted volume-to-capacity based LOS values, as specified for CMP highway monitoring in Appendix A.

D.8.2 Arterial Segment Analysis. For TIAs involving arterial segment analysis, volume-to-capacity ratios must be calculated for each segment and LOS values assigned using the V/C-LOS equivalency specified for arterial intersections. A capacity of 800 vehicles per hour per through traffic lane must be used, unless localized conditions necessitate alternative values to approximate current intersection congestion levels.

D.8.3 Freeway Segment (Mainline) Analysis. For the purpose of CMP TIAs, a simplified analysis of freeway impacts is required. This analysis consists of a demand-to-capacity calculation for the affected segments, and is indicated in Exhibit D-6.

D.8.4 Transit Impact Review. CMP transit analysis requirements are met by completing and incorporating into an EIR the following transit impact analysis:

- Evidence that affected transit operators received the Notice of Preparation.
- A summary of existing transit services in the project area. Include local fixed-route services within a ¼ mile radius of the project; express bus routes within a 2 mile radius of the project, and; rail service within a 2 mile radius of the project.
- Information on trip generation and mode assignment for both AM and PM peak hour periods as well as for daily periods. Trips assigned to transit will also need to be calculated for the same peak hour and daily periods. Peak hours are defined as 7:30-8:30 AM and 4:30-5:30 PM. Both “peak hour” and “daily” refer to average weekdays, unless special seasonal variations are expected. If expected, seasonal variations should be described.
- Documentation of the assumption and analyses that were used to determine the number and percent of trips assigned to transit. Trips assigned to transit may be calculated along the following guidelines:
 - Multiply the total trips generated by 1.4 to convert vehicle trips to person trips;
 - For each time period, multiply the result by one of the following factors:
 - 3.5% of Total Person Trips Generated for most cases, except:
 - 10% primarily Residential within 1/4 mile of a CMP transit center
 - 15% primarily Commercial within 1/4 mile of a CMP transit center
 - 7% primarily Residential within 1/4 mile of a CMP multi-modal transportation center
 - 9% primarily Commercial within 1/4 mile of a CMP multi-modal transportation center
 - 5% primarily Residential within 1/4 mile of a CMP transit corridor
 - 7% primarily Commercial within 1/4 mile of a CMP transit corridor
 - 0% if no fixed route transit services operate within one mile of the project

To determine whether a project is primarily residential or commercial in nature, please refer to the CMP land use categories listed and defined in Appendix E, *Guidelines for New Development Activity Tracking and Self Certification*. For projects that are only partially within the above one-quarter mile radius, the base rate (3.5% of total trips generated) should be applied to all of the project buildings that touch the radius perimeter.

- Information on facilities and/or programs that will be incorporated in the development plan that will encourage public transit use. Include not only the jurisdiction’s TDM Ordinance measures, but other project specific measures.

- Analysis of expected project impacts on current and future transit services and proposed project mitigation measures, and;
- Selection of final mitigation measures remains at the discretion of the local jurisdiction/lead agency. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the existing mitigation monitoring requirements of CEQA.

D.9 IDENTIFICATION AND EVALUATION OF MITIGATION

D.9.1 Criteria for Determining a Significant Impact. For purposes of the CMP, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$), causing LOS F ($V/C > 1.00$); if the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$). The lead agency may apply a more stringent criteria if desired.

D.9.2 Identification of Mitigation. Once the project has been determined to cause a significant impact, the lead agency must investigate measures which will mitigate the impact of the project. Mitigation measures proposed must clearly indicate the following:

- Cost estimates, indicating the fair share costs to mitigate the impact of the proposed project. If the improvement from a proposed mitigation measure will exceed the impact of the project, the TIA must indicate the proportion of total mitigation costs which is attributable to the project. This fulfills the statutory requirement to exclude the costs of mitigating inter-regional trips.
- Implementation responsibilities. Where the agency responsible for implementing mitigation is not the lead agency, the TIA must document consultation with the implementing agency regarding project impacts, mitigation feasibility and responsibility.

Final selection of mitigation measures remains at the discretion of the lead agency. The TIA must, however, provide a summary of impacts and mitigation measures. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the mitigation monitoring requirements contained in CEQA.

D.9.3 Project Contribution to Planned Regional Improvements. If the TIA concludes that project impacts will be mitigated by anticipated regional transportation improvements, such as rail transit or high occupancy vehicle facilities, the TIA must document:

- Any project contribution to the improvement, and
- The means by which trips generated at the site will access the regional facility.

D.9.4 Transportation Demand Management (TDM). If the TIA concludes or assumes that project impacts will be reduced through the implementation of TDM measures, the TIA must document specific actions to be implemented by the project which substantiate these conclusions.

D.10 REFERENCES

1. *Traffic Access and Impact Studies for Site Development: A Recommended Practice*, Institute of Transportation Engineers, 1991.
2. *Trip Generation*, 5th Edition, Institute of Transportation Engineers, 1991.
3. *Travel Forecast Summary: 1987 Base Model - Los Angeles Regional Transportation Study (LARTS)*, California State Department of Transportation (Caltrans), February 1990.
4. *Traffic Study Guidelines*, City of Los Angeles Department of Transportation (LADOT), July 1991.
5. *Traffic/Access Guidelines*, County of Los Angeles Department of Public Works.
6. *Building Better Communities*, Sourcebook, Coordinating Land Use and Transit Planning, American Public Transit Association.
7. *Design Guidelines for Bus Facilities*, Orange County Transit District, 2nd Edition, November 1987.
8. *Coordination of Transit and Project Development*, Orange County Transit District, 1988.
9. *Encouraging Public Transportation Through Effective Land Use Actions*, Municipality of Metropolitan Seattle, May 1987.



THE METROPOLITAN WATER DISTRICT
OF SOUTHERN CALIFORNIA

Office of the General Manager

October 2, 2017

EMAIL AND FEDERAL EXPRESS

Carla Callahan, Senior Engineer
City of Santa Clarita/Public Works Department
23920 Valencia Blvd., Suite 300
Santa Clarita, CA 91355
Email: ccallahan@santa-clarita.com

Dear Ms. Callahan:

Draft Environmental Impact Report for the Lyons Avenue/Dockweiler Drive Extension Project

The Metropolitan Water District of Southern California (Metropolitan) has reviewed the Draft Environmental Impact Report for the Lyons Avenue/Dockweiler Drive Extension Project (SCH No. 2013082016). The proposed Project includes the extension of Lyons Avenue from Railroad Avenue southeast to the proposed connection with Dockweiler Drive, to provide a T-intersection at 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 extension at The Master's University northwest to connect with the intersection of Arch Street and 12th Street. The proposed Project also includes the closure of an at-grade railroad crossing at the intersection of 13th Street and Railroad Avenue. The intersection at 13th Street would be modified, removing the northbound right turn lane and southbound left turn lane and restricting the eastbound through movement.

Metropolitan is a public agency and regional water wholesaler. It is comprised of 26 member public agencies serving approximately 19 million people in portions of six counties in Southern California, including Los Angeles County.

Metropolitan owns and operates facilities adjacent to the proposed Project Limits. As shown on the attached map, Metropolitan's Foothill Feeder, an approximately 16-foot, 9-inch inside-diameter pipeline within fee property rights-of-way, is located north of the proposed Project Limits. There are no Metropolitan facilities within the proposed Project Limits.

Metropolitan must be allowed to maintain its rights-of-way and access to its facilities and properties at all times, to repair and maintain the current condition of those facilities. In order to avoid potential conflicts with Metropolitan's facilities and rights-of-way, we require that any design plans for any activity in the area of Metropolitan's pipelines or facilities be submitted for our review and written approval. Approval of the project is contingent on Metropolitan's approval of design plans for portions of the proposed project that could impact its facilities. Any

8.1

8.2

Mr. Clara Callahan

Page 2

October 2, 2018

future design plans associated with this project should be submitted to the attention of Metropolitan's Substructures Team.

Detailed prints of drawings of Metropolitan's pipelines and rights-of-way may be obtained by calling Metropolitan's Substructures Information Line at (213) 217-6564. To assist the applicant in preparing plans that are compatible with Metropolitan's facilities and easements, we have enclosed a copy of the "Guidelines for Developments in the Area of Facilities, Fee Properties, and/or Easement of The Metropolitan Water District of Southern California." Please note that all submitted designs or plans must clearly identify Metropolitan's facilities and rights-of-way.

8.2

We appreciate the opportunity to provide input to your planning process and we look forward to receiving future documentation and plans for this project. For further assistance, please contact Ms. Lilia I. Martínez at (213) 217-5656.

Very truly yours,

Jennifer Harriger
Team Manager, Environmental Planning Section

LIM/lim

Enclosures:

- 1) Location Map of Metropolitan's Foothill Feeder within Project Limits
- 2) Guidelines for Developments in the Area of Facilities, Fee Properties, and/or Easements of The Metropolitan Water District of Southern California

The Lyons Ave/Dockweiler Dr Extension Project

Metropolitan Water District Facilities Overlay

- Legend**
- Easement
 - Fee
 - Foothill Feeder
 - Lyons/Dockweiler Extension Project Limits



Guidelines for Developments in the
Area of Facilities, Fee Properties, and/or Easements
of The Metropolitan Water District of Southern California

1. Introduction

a. The following general guidelines should be followed for the design of proposed facilities and developments in the area of Metropolitan's facilities, fee properties, and/or easements.

b. We require that 3 copies of your tentative and final record maps, grading, paving, street improvement, landscape, storm drain, and utility plans be submitted for our review and written approval as they pertain to Metropolitan's facilities, fee properties and/or easements, prior to the commencement of any construction work.

2. Plans, Parcel and Tract Maps

The following are Metropolitan's requirements for the identification of its facilities, fee properties, and/or easements on your plans, parcel maps and tract maps:

a. Metropolitan's fee properties and/or easements and its pipelines and other facilities must be fully shown and identified as Metropolitan's on all applicable plans.

b. Metropolitan's fee properties and/or easements must be shown and identified as Metropolitan's with the official recording data on all applicable parcel and tract maps.

c. Metropolitan's fee properties and/or easements and existing survey monuments must be dimensionally tied to the parcel or tract boundaries.

d. Metropolitan's records of surveys must be referenced on the parcel and tract maps.

3. Maintenance of Access Along Metropolitan's Rights-of-Way

a. Proposed cut or fill slopes exceeding 10 percent are normally not allowed within Metropolitan's fee properties or easements. This is required to facilitate the use of construction and maintenance equipment, and provide access to its aboveground and belowground facilities.

b. We require that 16-foot-wide commercial-type driveway approaches be constructed on both sides of all streets crossing Metropolitan's rights-of-way. Openings are required in any median island. Access ramps, if necessary, must be at least 16-foot-wide. Grades of ramps are normally not allowed to exceed 10 percent. If the slope of an access ramp must exceed 10 percent due to the topography, the ramp must be paved. We require a 40-foot-long level area on the driveway approach to access ramps where the ramp meets the street. At Metropolitan's fee properties, we may require fences and gates.

c. The terms of Metropolitan's permanent easement deeds normally preclude the building or maintenance of structures of any nature or kind within its easements, to ensure safety and avoid interference with operation and maintenance of Metropolitan's pipelines or other facilities. Metropolitan must have vehicular access along the easements at all times for inspection, patrolling, and for maintenance of the pipelines and other facilities on a routine basis. We require a 20-foot-wide clear zone around all above-ground facilities for this routine access. This clear zone should slope away from our facility on a grade not to exceed 2 percent. We must also have access along the easements with construction equipment. An example of this is shown on Figure 1.

d. The footings of any proposed buildings adjacent to Metropolitan's fee properties and/or easements must not encroach into the fee property or easement or impose additional loading on Metropolitan's pipelines or other facilities therein. A typical situation is shown on Figure 2. Prints of the detail plans of the footings for any building or structure adjacent to the fee property or easement must be submitted for our review and written approval as they pertain to the pipeline or other facilities therein. Also, roof eaves of buildings adjacent to the easement or fee property must not overhang into the fee property or easement area.

e. Metropolitan's pipelines and other facilities, e.g. structures, manholes, equipment, survey monuments, etc. within its fee properties and/or easements must be protected from damage by the easement holder on Metropolitan's property or the property owner where Metropolitan has an easement, at no expense to Metropolitan. If the facility is a cathodic protection station it shall be located prior to any grading or excavation. The exact location, description and way of protection shall be shown on the related plans for the easement area.

4. Easements on Metropolitan's Property

a. We encourage the use of Metropolitan's fee rights-of-way by governmental agencies for public street and utility purposes, provided that such use does not interfere with Metropolitan's use of the property, the entire width of the property is accepted into the agency's public street system and fair market value is paid for such use of the right-of-way.

b. Please contact the Director of Metropolitan's Right of Way and Land Division, telephone (213) 250-6302, concerning easements for landscaping, street, storm drain, sewer, water or other public facilities proposed within Metropolitan's fee properties. A map and legal description of the requested easements must be submitted. Also, written evidence must be submitted that shows the city or county will accept the easement for the specific purposes into its public system. The grant of the easement will be subject to Metropolitan's rights to use its land for water pipelines and related purposes to the same extent as if such grant had not been made. There will be a charge for the easement. Please note that, if entry is required on the property prior to issuance of the easement, an entry permit must be obtained. There will also be a charge for the entry permit.

5. Landscaping

Metropolitan's landscape guidelines for its fee properties and/or easements are as follows:

a. A green belt may be allowed within Metropolitan's fee property or easement.

b. All landscape plans shall show the location and size of Metropolitan's fee property and/or easement and the location and size of Metropolitan's pipeline or other facilities therein.

c. Absolutely no trees will be allowed within 15 feet of the centerline of Metropolitan's existing or future pipelines and facilities.

d. Deep-rooted trees are prohibited within Metropolitan's fee properties and/or easements. Shallow-rooted trees are the only trees allowed. The shallow-rooted trees will not be permitted any closer than 15 feet from the centerline of the pipeline, and such trees shall not be taller than 25 feet with a root spread no greater than 20 feet in diameter at maturity. Shrubs, bushes, vines, and ground cover are permitted, but larger shrubs and bushes should not be planted directly over our pipeline. Turf is acceptable. We require submittal of landscape plans for Metropolitan's prior review and written approval. (See Figure 3).

e. The landscape plans must contain provisions for Metropolitan's vehicular access at all times along its rights-of-way to its pipelines or facilities therein. Gates capable of accepting Metropolitan's locks are required in any fences across its rights-of-way. Also, any walks or drainage facilities across its access route must be constructed to AASHTO H-20 loading standards.

f. Rights to landscape any of Metropolitan's fee properties must be acquired from its Right of Way and Land Division. Appropriate entry permits must be obtained prior to any entry on its property. There will be a charge for any entry permit or easements required.

6. Fencing

Metropolitan requires that perimeter fencing of its fee properties and facilities be constructed of universal chain link, 6 feet in height and topped with 3 strands of barbed wire angled upward and outward at a 45 degree angle or an approved equal for a total fence height of 7 feet. Suitable substitute fencing may be considered by Metropolitan. (Please see Figure 5 for details).

7. Utilities in Metropolitan's Fee Properties and/or Easements or Adjacent to Its Pipeline in Public Streets

Metropolitan's policy for the alinement of utilities permitted within its fee properties and/or easements and street rights-of-way is as follows:

a. Permanent structures, including catch basins, manholes, power poles, telephone riser boxes, etc., shall not be located within its fee properties and/or easements.

b. We request that permanent utility structures within public streets, in which Metropolitan's facilities are constructed under the Metropolitan Water District Act, be placed as far from our pipeline as possible, but not closer than 5 feet from the outside of our pipeline.

c. The installation of utilities over or under Metropolitan's pipeline(s) must be in accordance with the requirements shown on the enclosed prints of Drawings Nos. C-11632 and C-9547. Whenever possible we request a minimum of one foot clearance between Metropolitan's pipe and your facility. Temporary support of Metropolitan's pipe may also be required at undercrossings of its pipe in an open trench. The temporary support plans must be reviewed and approved by Metropolitan.

d. Lateral utility crossings of Metropolitan's pipelines must be as perpendicular to its pipeline alinement as practical. Prior to any excavation our pipeline shall be located manually and any excavation within two feet of our pipeline must be done by hand. This shall be noted on the appropriate drawings.

e. Utilities constructed longitudinally within Metropolitan's rights-of-way must be located outside the theoretical trench prism for uncovering its pipeline and must be located parallel to and as close to its rights-of-way lines as practical.

f. When piping is jacked or installed in jacked casing or tunnel under Metropolitan's pipe, there must be at least two feet of vertical clearance between the bottom of Metropolitan's pipe and the top of the jacked pipe, jacked casing or tunnel. We also require that detail drawings of the shoring for the jacking or tunneling pits be submitted for our review and approval. Provisions must be made to grout any voids around the exterior of the jacked pipe, jacked casing or tunnel. If the piping is installed in a jacked casing or tunnel the annular space between the piping and the jacked casing or tunnel must be filled with grout.

g. Overhead electrical and telephone line requirements:

1) Conductor clearances are to conform to the California State Public Utilities Commission, General Order 95, for Overhead Electrical Line Construction or at a greater clearance if required by Metropolitan. Under no circumstances shall clearance be less than 35 feet.

2) A marker must be attached to the power pole showing the ground clearance and line voltage, to help prevent damage to your facilities during maintenance or other work being done in the area.

3) Line clearance over Metropolitan's fee properties and/or easements shall be shown on the drawing to indicate the lowest point of the line under the most adverse conditions including consideration of sag, wind load, temperature change, and support type. We require that overhead lines be located at least 30 feet laterally away from all above-ground structures on the pipelines.

4) When underground electrical conduits, 120 volts or greater, are installed within Metropolitan's fee property and/or easement, the conduits must be incased in a minimum of three inches of red concrete. Where possible, above ground warning signs must also be placed at the right-of-way lines where the conduits enter and exit the right-of-way.

h. The construction of sewerlines in Metropolitan's fee properties and/or easements must conform to the California Department of Health Services Criteria for the Separation of Water Mains and Sanitary Services and the local City or County Health Code Ordinance as it relates to installation of sewers in the vicinity of pressure waterlines. The construction of sewerlines should also conform to these standards in street rights-of-way.

i. Cross sections shall be provided for all pipeline crossings showing Metropolitan's fee property and/or easement limits and the location of our pipeline(s). The exact locations of the crossing pipelines and their elevations shall be marked on as-built drawings for our information.

j. Potholing of Metropolitan's pipeline is required if the vertical clearance between a utility and Metropolitan's pipeline is indicated on the plan to be one foot or less. If the indicated clearance is between one and two feet, potholing is suggested. Metropolitan will provide a representative to assist others in locating and identifying its pipeline. Two-working days notice is requested.

k. Adequate shoring and bracing is required for the full depth of the trench when the excavation encroaches within the zone shown on Figure 4.

l. The location of utilities within Metropolitan's fee property and/or easement shall be plainly marked to help prevent damage during maintenance or other work done in the area. Detectable tape over buried utilities should be placed a minimum of 12 inches above the utility and shall conform to the following requirements:

1) Water pipeline: A two-inch blue warning tape shall be imprinted with:

"CAUTION BURIED WATER PIPELINE"

2) Gas, oil, or chemical pipeline: A two-inch yellow warning tape shall be imprinted with:

"CAUTION BURIED _____ PIPELINE"

3) Sewer or storm drain pipeline: A two-inch green warning tape shall be imprinted with:

"CAUTION BURIED _____ PIPELINE"

4) Electric, street lighting, or traffic signals conduit: A two-inch red warning tape shall be imprinted with:

"CAUTION BURIED _____ CONDUIT"

5) Telephone, or television conduit: A two-inch orange warning tape shall be imprinted with:

"CAUTION BURIED _____ CONDUIT"

m. Cathodic Protection requirements:

1) If there is a cathodic protection station for Metropolitan's pipeline in the area of the proposed work, it shall be located prior to any grading or excavation. The exact location, description and manner of protection shall be shown on all applicable plans. Please contact Metropolitan's Corrosion Engineering Section, located at Metropolitan's F. E. Weymouth Softening and Filtration Plant, 700 North Moreno Avenue, La Verne, California 91750, telephone (714) 593-7474, for the locations of Metropolitan's cathodic protection stations.

2) If an induced-current cathodic protection system is to be installed on any pipeline crossing Metropolitan's pipeline, please contact Mr. Wayne E. Risner at (714) 593-7474 or (213) 250-5085. He will review the proposed system and determine if any conflicts will arise with the existing cathodic protection systems installed by Metropolitan.

3) Within Metropolitan's rights-of-way, pipelines and carrier pipes (casings) shall be coated with an approved protective coating to conform to Metropolitan's requirements, and shall be maintained in a neat and orderly condition as directed by Metropolitan. The application and monitoring of cathodic protection on the pipeline and casing shall conform to Title 49 of the Code of Federal Regulations, Part 195.

4) If a steel carrier pipe (casing) is used:

(a) Cathodic protection shall be provided by use of a sacrificial magnesium anode (a sketch showing the cathodic protection details can be provided for the designers information).

(b) The steel carrier pipe shall be protected with a coal tar enamel coating inside and out in accordance with AWWA C203 specification.

n. All trenches shall be excavated to comply with the CAL/OSHA Construction Safety Orders, Article 6, beginning with Sections 1539 through 1547. Trench backfill shall be placed in 8-inch lifts and shall be compacted to 95 percent relative compaction (ASTM D698) across roadways and through protective dikes. Trench backfill elsewhere will be compacted to 90 percent relative compaction (ASTM D698).

o. Control cables connected with the operation of Metropolitan's system are buried within streets, its fee properties and/or easements. The locations and elevations of these cables shall be shown on the drawings. The drawings shall note that prior to any excavation in the area, the control cables shall be located and measures shall be taken by the contractor to protect the cables in place.

p. Metropolitan is a member of Underground Service Alert (USA). The contractor (excavator) shall contact USA at 1-800-422-4133 (Southern California) at least 48 hours prior to starting any excavation work. The contractor will be liable for any damage to Metropolitan's facilities as a result of the construction.

8. Paramount Right

Facilities constructed within Metropolitan's fee properties and/or easements shall be subject to the paramount right of Metropolitan to use its fee properties and/or easements for the purpose for which they were acquired. If at any time Metropolitan or its assigns should, in the exercise of their rights, find it necessary to remove any of the facilities from the fee properties and/or easements, such removal and replacement shall be at the expense of the owner of the facility.

9. Modification of Metropolitan's Facilities

When a manhole or other of Metropolitan's facilities must be modified to accommodate your construction or reconstruction, Metropolitan will modify the facilities with its forces. This should be noted on the construction plans. The estimated cost to perform this modification will be given to you and we will require a deposit for this amount before the work is performed. Once the deposit is received, we will schedule the work. Our forces will coordinate the work with your contractor. Our final billing will be based on actual cost incurred, and will include materials, construction, engineering plan review, inspection, and administrative overhead charges calculated in accordance with Metropolitan's standard accounting practices. If the cost is less than the deposit, a refund will be made; however, if the cost exceeds the deposit, an invoice will be forwarded for payment of the additional amount.

10. Drainage

a. Residential or commercial development typically increases and concentrates the peak storm water runoff as well as the total yearly storm runoff from an area, thereby increasing the requirements for storm drain facilities downstream of the development. Also, throughout the year water from landscape irrigation, car washing, and other outdoor domestic water uses flows into the storm drainage system resulting in weed abatement, insect infestation, obstructed access and other problems. Therefore, it is Metropolitan's usual practice not to approve plans that show discharge of drainage from developments onto its fee properties and/or easements.

b. If water must be carried across or discharged onto Metropolitan's fee properties and/or easements, Metropolitan will insist that plans for development provide that it be carried by closed conduit or lined open channel approved in writing by Metropolitan. Also the drainage facilities must be maintained by others, e.g., city, county, homeowners association, etc. If the development proposes changes to existing drainage features, then the developer shall make provisions to provide for replacement and these changes must be approved by Metropolitan in writing.

11. Construction Coordination

During construction, Metropolitan's field representative will make periodic inspections. We request that a stipulation be added to the plans or specifications for notification of Mr. _____ of Metropolitan's Operations Services Branch, telephone (213) 250-_____, at least two working days prior to any work in the vicinity of our facilities.

12. Pipeline Loading Restrictions

a. Metropolitan's pipelines and conduits vary in structural strength, and some are not adequate for AASHTO H-20 loading. Therefore, specific loads over the specific sections of pipe or conduit must be reviewed and approved by Metropolitan. However, Metropolitan's pipelines are typically adequate for AASHTO H-20 loading provided that the cover over the pipeline is not less than four feet or the cover is not substantially increased. If the temporary cover over the pipeline during construction is between three and four feet, equipment must be restricted to that which

imposes loads no greater than AASHTO H-10. If the cover is between two and three feet, equipment must be restricted to that of a Caterpillar D-4 tract-type tractor. If the cover is less than two feet, only hand equipment may be used. Also, if the contractor plans to use any equipment over Metropolitan's pipeline which will impose loads greater than AASHTO H-20, it will be necessary to submit the specifications of such equipment for our review and approval at least one week prior to its use. More restrictive requirements may apply to the loading guideline over the San Diego Pipelines 1 and 2, portions of the Orange County Feeder, and the Colorado River Aqueduct. Please contact us for loading restrictions on all of Metropolitan's pipelines and conduits.

b. The existing cover over the pipeline shall be maintained unless Metropolitan determines that proposed changes do not pose a hazard to the integrity of the pipeline or an impediment to its maintenance.

13. Blasting

a. At least 20 days prior to the start of any drilling for rock excavation blasting, or any blasting, in the vicinity of Metropolitan's facilities, a two-part preliminary conceptual plan shall be submitted to Metropolitan as follows:

b. Part 1 of the conceptual plan shall include a complete summary of proposed transportation, handling, storage, and use of explosions.

c. Part 2 shall include the proposed general concept for blasting, including controlled blasting techniques and controls of noise, fly rock, airblast, and ground vibration.

14. CEQA Requirements

a. When Environmental Documents Have Not Been Prepared

1) Regulations implementing the California Environmental Quality Act (CEQA) require that Metropolitan have an opportunity to consult with the agency or consultants preparing any environmental documentation. We are required to review and consider the environmental effects of the project as shown in the Negative Declaration or Environmental Impact Report (EIR) prepared for your project before committing Metropolitan to approve your request.

2) In order to ensure compliance with the regulations implementing CEQA where Metropolitan is not the Lead Agency, the following minimum procedures to ensure compliance with the Act have been established:

a) Metropolitan shall be timely advised of any determination that a Categorical Exemption applies to the project. The Lead Agency is to advise Metropolitan that it and other agencies participating in the project have complied with the requirements of CEQA prior to Metropolitan's participation.

b) Metropolitan is to be consulted during the preparation of the Negative Declaration or EIR.

c) Metropolitan is to review and submit any necessary comments on the Negative Declaration or draft EIR.

d) Metropolitan is to be indemnified for any costs or liability arising out of any violation of any laws or regulations including but not limited to the California Environmental Quality Act and its implementing regulations.

b. When Environmental Documents Have Been Prepared

If environmental documents have been prepared for your project, please furnish us a copy for our review and files in a timely manner so that we may have sufficient time to review and comment. The following steps must also be accomplished:

1) The Lead Agency is to advise Metropolitan that it and other agencies participating in the project have complied with the requirements of CEQA prior to Metropolitan's participation.

2) You must agree to indemnify Metropolitan, its officers, engineers, and agents for any costs or liability arising out of any violation of any laws or regulations including but not limited to the California Environmental Quality Act and its implementing regulations.

15. Metropolitan's Plan-Review Cost

a. An engineering review of your proposed facilities and developments and the preparation of a letter response

giving Metropolitan's comments, requirements and/or approval that will require 8 man-hours or less of effort is typically performed at no cost to the developer, unless a facility must be modified where Metropolitan has superior rights. If an engineering review and letter response requires more than 8 man-hours of effort by Metropolitan to determine if the proposed facility or development is compatible with its facilities, or if modifications to Metropolitan's manhole(s) or other facilities will be required, then all of Metropolitan's costs associated with the project must be paid by the developer, unless the developer has superior rights.

b. A deposit of funds will be required from the developer before Metropolitan can begin its detailed engineering plan review that will exceed 8 hours. The amount of the required deposit will be determined after a cursory review of the plans for the proposed development.

c. Metropolitan's final billing will be based on actual cost incurred, and will include engineering plan review, inspection, materials, construction, and administrative overhead charges calculated in accordance with Metropolitan's standard accounting practices. If the cost is less than the deposit, a refund will be made; however, if the cost exceeds the deposit, an invoice will be forwarded for payment of the additional amount. Additional deposits may be required if the cost of Metropolitan's review exceeds the amount of the initial deposit.

16. Caution

We advise you that Metropolitan's plan reviews and responses are based upon information available to Metropolitan which was prepared by or on behalf of Metropolitan for general record purposes only. Such information may not be sufficiently detailed or accurate for your purposes. No warranty of any kind, either express or implied, is attached to the information therein conveyed as to its accuracy, and no inference should be drawn from Metropolitan's failure to comment on any aspect of your project. You are therefore cautioned to make such surveys and other field investigations as you may deem prudent to assure yourself that any plans for your project are correct.

17. Additional Information

Should you require additional information, please contact:

Civil Engineering Substructures Section
Metropolitan Water District
of Southern California
P.O. Box 54153
Los Angeles, California 90054-0153
(213) 217-6000

JEH/MRW/lk

Rev. January 22, 1989

Encl.

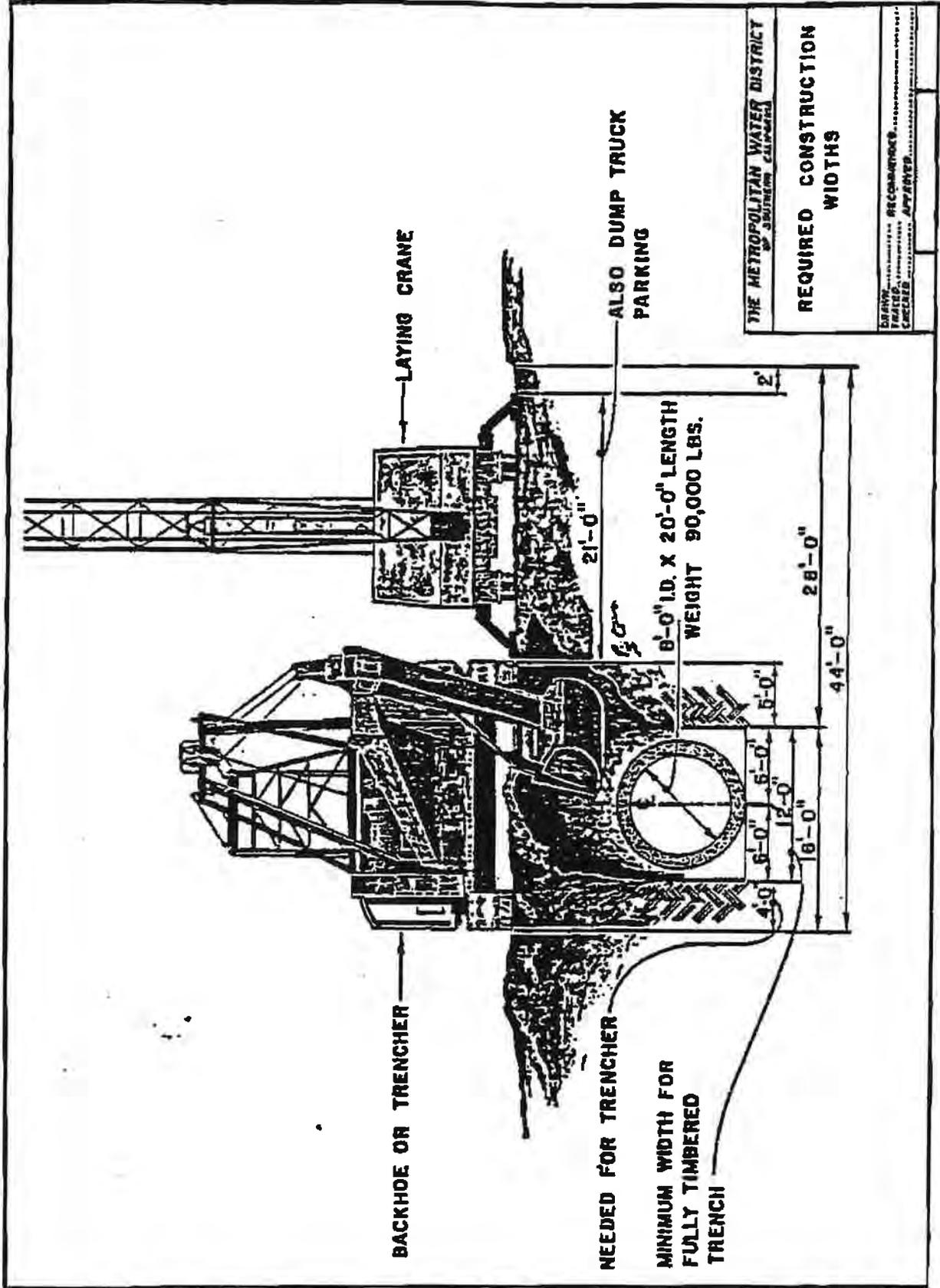
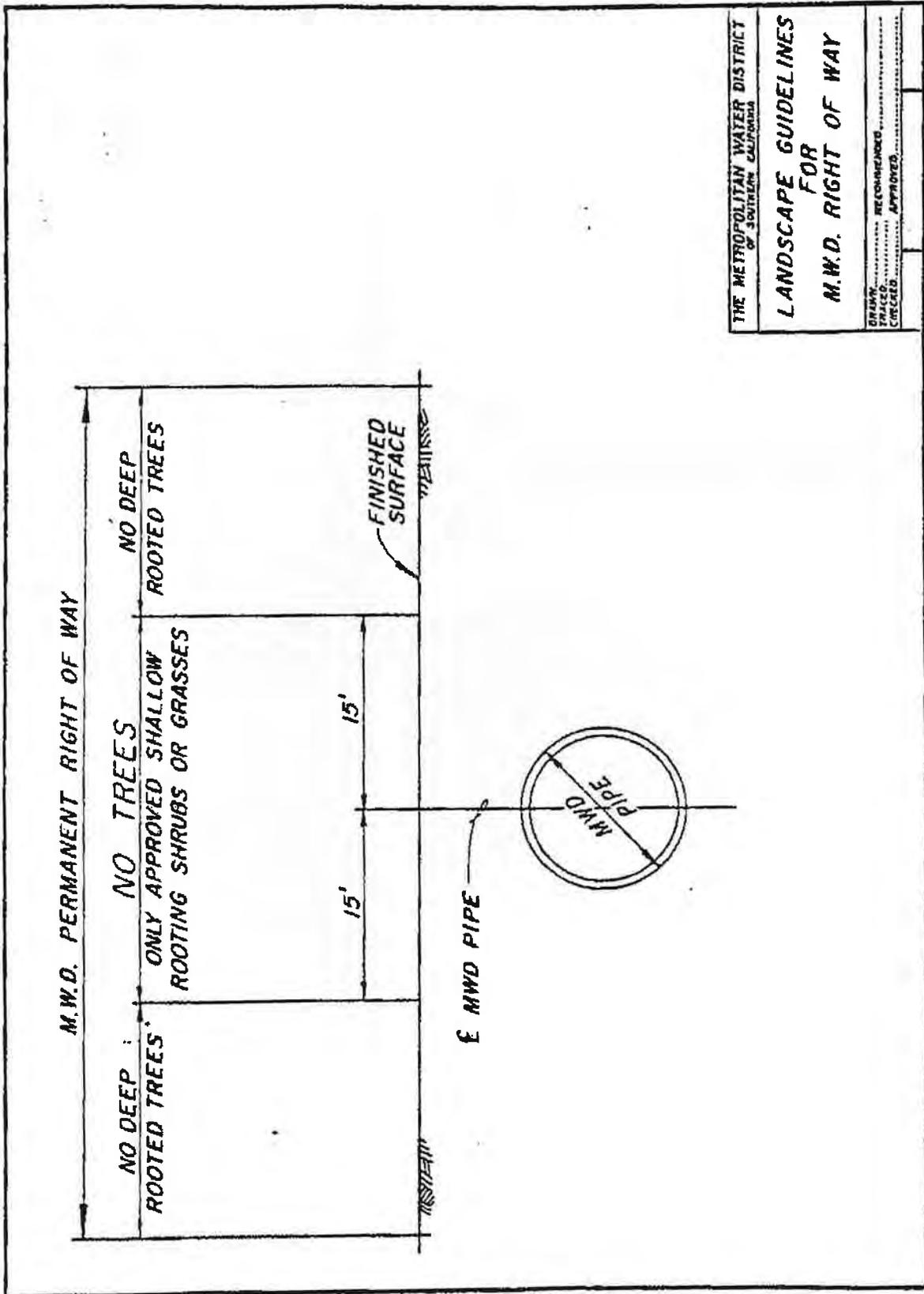


FIGURE 1



THE METROPOLITAN WATER DISTRICT
OF SOUTHERN CALIFORNIA

**LANDSCAPE GUIDELINES
FOR
M.W.D. RIGHT OF WAY**

DRAWN..... RECOMMENDED.....
 TRACED..... CHECKED.....
 APPROVED.....

FIGURE 3

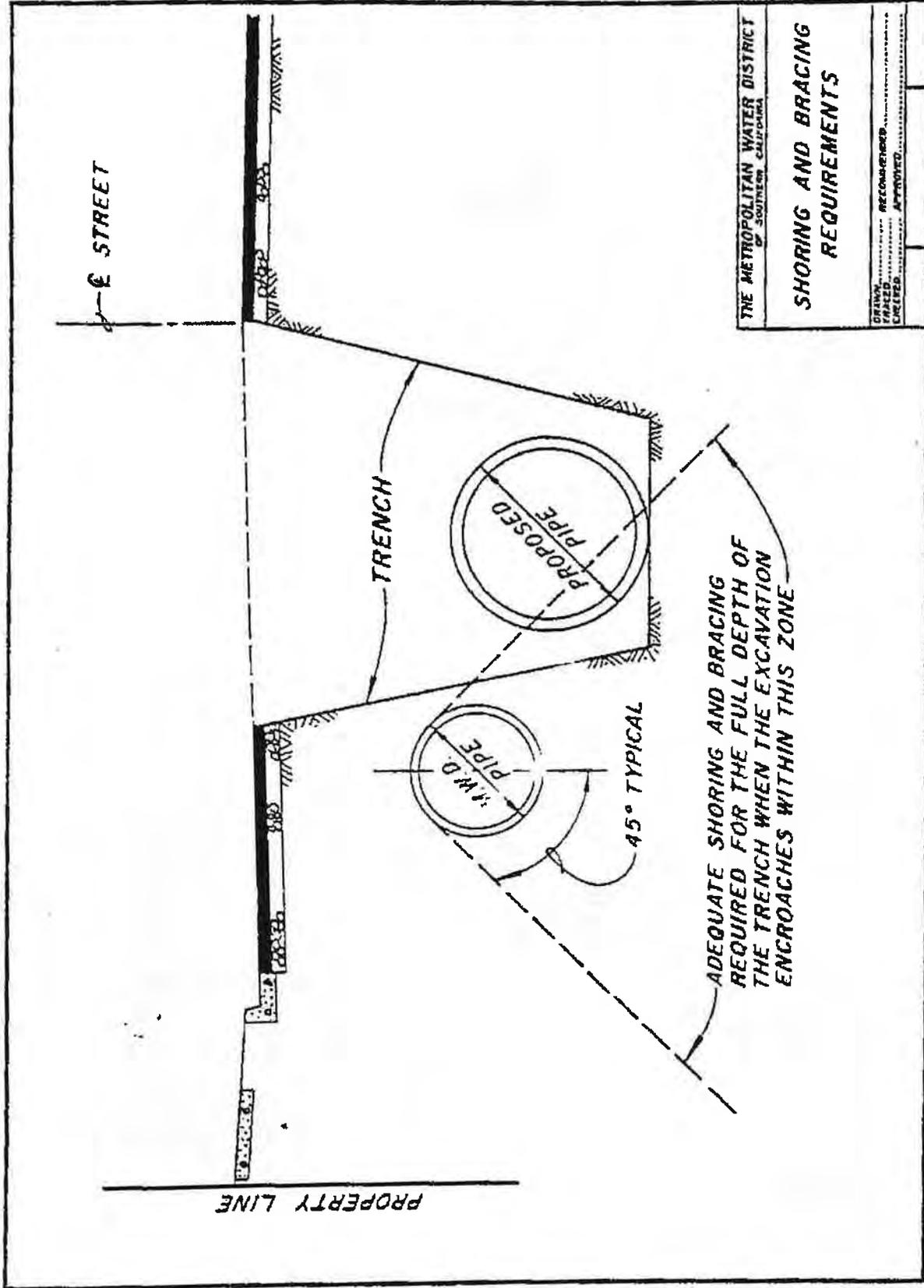
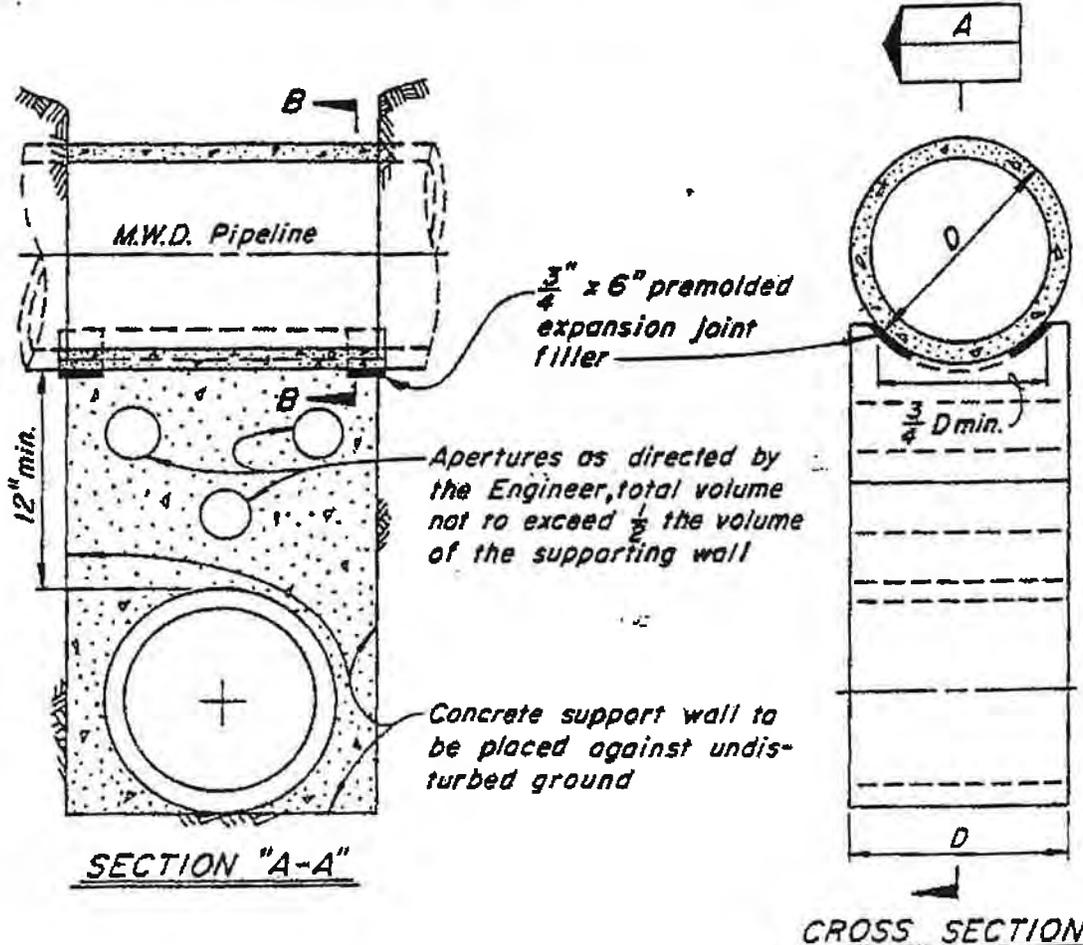


FIGURE 4

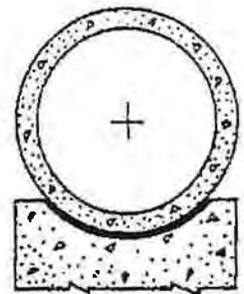
FORM NO. 95-8 1000 11-67 P.O. 97-9774



SECTION "A-A"

CROSS SECTION

1. Supporting wall shall have a firm bearing on the subgrade and against the side of the excavation.
2. Premolded expansion joint filler per ASTM D-1751-73 to be used in support for steel pipe only.
3. If trench width is 4 feet or greater, measured along centerline of M.W.D. pipe, concrete support must be constructed.
4. If trench width is less than 4 feet, clean sand back-fill, compacted to 90% density in accordance with the provisions of ASTM Standard D-1557-70 may be used in lieu of the concrete support wall.



SECTION "B-B"

THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA	
TYPICAL SUPPORT FOR M.W.D. PIPELINE	
DRAWN _____	RECOMMENDED _____
TRACED _____	APPROVED _____
CHECKED _____	C-9547



James Chuang
Senior Environmental Specialist

Southern California Gas Company
Sempra Energy utilities
GT17E2
555 Fifth Street
Los Angeles, Ca. 90013
Tel: 213-244-5817
Fax: 323 518 2324

9/15/2017

Ms. Carla Callahan
Senior Engineer
Santa Clarita Public Works Department
23920 Valencia Boulevard, Suite 300
Santa Clarita, CA 91355

Re: The Lyons Avenue/Dockweiler Drive Extension Project

Dear Ms. Callahan:

Southern California Gas Company (SoCalGas) appreciates the opportunity to review and respond to the Draft Environmental Impact Report (DEIR) for the Lyons Avenue/Dockweiler Drive Extension Project. SoCalGas understands that the proposed project would involve an extension of Lyons Avenue from Railroad Avenue southeast to connect with Dockweiler Drive, creating a T-intersection. The project would also include the addition of a new at-grade railroad crossing east of the Railroad Avenue and Lyons Avenue intersection, as well as another extension of Dockweiler Drive from the approved extension at The Master's University northwest to connect with the intersection of Arch Street and 12th Street. We respectfully request that the following comments be incorporated in the administrative record for the DEIR:

9.1

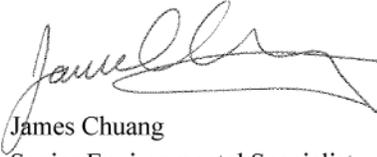
- SoCalGas has several underground facilities in the area that the proposed road extension would traverse. These include a high-pressure transmission line 24 inches in diameter, at the Lyons Avenue/Railroad Avenue intersection. Several medium pressure distribution lines located at the Lyons Avenue/Railroad Avenue intersection and along 12th Street and Placerita Canyon Road where the proposed extension would cross.
- SoCalGas recommends that the project proponent call Underground Service Alert at 811 at least two business days prior to performing any excavation work for the proposed project. Underground Service Alert will coordinate with SoCalGas and other Utility owners in the area to mark the locations of buried utility-owned lines.
- Should it be determined that the proposed project may require SoCalGas to abandon and/or relocate or otherwise modify any portion of its existing natural gas lines, SoCalGas respectfully requests that the County and/or the project proponent coordinate with us by calling (800) 427-2000 for Non-residential to follow-up on this matter.

9.2

Once again, we appreciate the opportunity to comment on the DEIR. If you have any questions, please feel free to contact SoCalGas Environmental Review at Envreview@semprautilities.com or (213) 244-5817.

9.3

Sincerely,



James Chuang
Senior Environmental Specialist
Southern California Gas Company

Cc/ Jennifer Pezda, SoCalGas



METROLINK.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

One Gateway Plaza Twelfth Floor Los Angeles, CA 90012

metrolinktrains.com

October 16, 2017

Ms. Carla Callahan
Senior Engineer
City of Santa Clarita/Public Works
23920 Valencia Blvd. – Suite 300
Santa Clarita, CA 91355

RE: Notice of Availability of a Draft Environmental Impact Report (DEIR) for
Lyons Avenue/Dockweiler Drive Extension Project

Dear Ms. Callahan:

The Southern California Regional Rail Authority (SCRRA) has received the above noted DEIR for the Lyons Avenue/Dockweiler Drive Extension Project. Thank you for the opportunity to comment on key issues relative to SCRRA and operations of the railroad that crosses the project location. As background information, SCRRA is a five-county Joint Powers Authority (JPA) that operates the regional commuter rail system known as Metrolink. Additionally, SCRRA provides rail engineering, construction, operations and maintenance services to its five JPA member agencies. The JPA consists of the Los Angeles County Metropolitan Transportation Authority (METRO), San Bernardino County Transportation Authority (SBCTA), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC) and Ventura County Transportation Commission (VCTC). The railroad right of way where the project is located is owned by Metro and operated, dispatched and maintained by SCRRA.

10.1

The Lyons Avenue extension project (as proposed) would be located at railroad milepost 30.16 on our Valley Subdivision rail line. Currently, there are 30 Metrolink commuter trains and 5 Union Pacific (UPRR) freight trains that pass this location on a daily basis.

As this project involves a new at-grade crossing proposal of the very active rail line we offer the following initial comments:

1. **Noise from warning devices and train horns will be generated from creation of new at-grade crossing.** Trains operate 7 days a week and 24 hours a day. Trains do generate noise both from operations and also from Federal requirements to sound their horn as warning to pedestrians and motorists when approaching at-grade crossings.

10.2

2. **SCRRA's adopted policies discourage the creation of new at-grade crossings.** SCRRA has adopted Resolution 98-21 Regarding Highway-Rail

10.3

Grade Crossings (Exhibit A) and a new *SCRRA Highway-Rail Grade Crossings Recommended Design Practices and Standards Manual*. In Chapter 7.4 of the manual it states that “Before considering a new highway-rail grade crossing, the first alternative that should always be considered is a grade-separated crossing.” In Resolution 98-21 it states in Item 2 that *SCRRA shall oppose the creation of new rail – highway grade crossings to the extent feasible on all regional passenger rail lines*. Item 6 of the same resolution states that *The SCRRA would support the creation of a new rail-highway grade crossing only if improvements to other grade crossings, including elimination of grade crossing(s), are made part of the creation of the new grade crossing which together clearly improve public convenience and safety*. In order for SCRRA to even consider the possibility of supporting a new at-grade crossing the City would have to prove that adequate mitigation measures would be in place to make the new crossing application package safer than what exists today. A closure of a smaller less used at-grade crossing for a new larger multi-lane at-grade crossing (1 for 1 swap) does not prove that the overall safety factor for all crossings would be increased. A clear “reduction in risk” for SCRRA and member agency Metro must be clearly shown. Your DEIR only shows closing 13th Street and opening of a new multi-lane crossing of Lyons Avenue. Other safety mitigation measures could include the closure of other at-grade crossings within the city’s jurisdiction, and upgrade of other existing at-grade crossings to the latest standards as noted in the Design Manual (refer to SCRRA’s previous letter response to NOP of DEIR dated 10-22-13 for possible other safety mitigations).

10.3

3. **A formal application to the California Public Utilities Commission (CPUC) needs to be made** with letters of concurrence from all stakeholders (Metro, SCRRA and UPRR). The CPUC has ultimate jurisdiction for approval of new at-grade crossings in California. Our preference at this time would be that a grade separated crossing proposal be put in place in lieu of the at-grade option.

10.4

4. **At-grade crossing creates operational and safety issues.** The location of the proposed crossing would traverse 2 tracks in the immediate vicinity of an SCRRA control point (CP Hood). The location of the crossing signals and gates could impact line of sight for train engineer needing to see the controlling signals for CP Hood to move from one track to another. This potential operational issue could force relocation or modifications to the control point at city’s expense.

10.5

5. **A new at-grade crossing so close to an existing station could present additional traffic impacts when the trains are sitting in the station.** The gates would either stay down or have to time-out and go back up when the train is stopped in the station. A thorough analysis would have to be done to determine if an at-grade crossing is feasible within the control point location. The traffic impacts if the gates remain in the down position to the new intersection should be studied. This type of situation exists at other Metrolink station locations near crossings and does present some safety concerns and complaints.

10.6

6. **Pedestrian safety and potential trespassing issues** to and from the Newhall Station should be considered in the design of Lyons Avenue extension. An additional safety concern would be the fact that the shortest route for pedestrians using the new proposed crossing to get to the station would be to trespass into the railroad right of way from the sidewalk and off the ends of the existing platforms. Trespassing in the right of way to or from the station would need to be addressed.

10.7

If you have any questions on this DEIR, please contact Ron Mathieu at 213-452-0456 or via e-mail at mathieur@scrra.net.

10.8

Sincerely,



Roderick Diaz
Director Planning & Development

Cc: Jeanet Owens, Metro
Chi Cheung To, CPUC
Ron Mathieu, SCRRA
Justin Fornelli, SCRRA
Jerone Hurst, SCRRA
Whitney O'Neil, SCRRA
Sherita Coffelt, SCRRA

Exhibit A

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

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

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

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

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

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

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

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



Chairman

9-11-98

Date

PCPOA

PCPOA applauds the City for recognizing the physical and environmental challenges of the Lyon to Dockweiler extension.

11.1

We have always favored the Market Street connection and continue to do so.

Here's what we favor: bring Dockweiler, as planned, down to Arch or Pine. Instead of having traffic bear right to the 13th Street crossing, have it bear left to Market Street.

11.2

Market Street is an already-improved crossing. Traffic can go right, left or straight. It leads both to Railroad for north and south travel or directly into Downtown Newhall.

13th Street, on the other hand, is a T-intersection. No matter how much it is improved, it will remain a T-intersection. It has many drawbacks:

- It floods easily.
- It is often overcrowded with long waits.
- It does not lead directly to any destination.
- Traffic waiting to turn in from the north often lines up past 14th Street cutting off a lane of traffic on Railroad.
- The U-turn allowed from the north further impedes access.

11.3

The 13th Street crossing is within Placerita Canyon's Special Standards District in which the City guarantees our rural equestrian neighborhood. Directing more traffic into the Special Standards District will require a General Plan Amendment.

11.4

Please choose the simplest and best alternative and take the Dockweiler traffic down to Arch or Pine and then over to Market Street.

11.5

A

Our horse people are adamant - no roundabout, unsafe!! That's been stated for years!

11.6

LAW OFFICES
GRAHAM • VAAGE LLP
Suite 1180
801 NORTH BRAND BOULEVARD
GLENDALE, CALIFORNIA 91203

TELEPHONE
(818) 547-4800

FACSIMILE
(818) 547-3100

PLEASE REPLY TO:
Arnold K. Graham

FILE NO:
PCPOA

VIA EMAIL, FACSIMILE AND
FIRST CLASS U.S. MAIL

October 13, 2017

Mayor Cameron Smyth and Members of the City Council
City of Santa Clarita
23920 Valencia Blvd., Suite 300
Santa Clarita, CA 91355

Re: *Objection by Placerita Canyon Property Owner's Association to the Lyons Avenue DEIR Proposed At-Grade Rail Crossing and its relationship to the Dockweiler Drive Alignment Project ("Dockweiler Project")*

Dear Mayor Smyth and Council Members:

This office represents the interests of the Placerita Canyon Property Owner's Association ("PCPOA") and its members in regard to their opposition to the above-referenced proposed Lyons Avenue At-Grade Rail Crossing Project ("Lyons Avenue Project"), and its nexus to the proposed Dockweiler Project. The Lyons Avenue Project is required to be tied to the proposed Dockweiler Project.

12.1

As a first point, the Dockweiler Project is neither wanted nor needed especially by that sector of the Santa Clarita that will be the most significantly and severely adversely impacted, namely, PCPOA. The approval of the Dockweiler Project and the Lyons Avenue Crossing Project are in derogation to the protections intended by the Placerita Canyon Special Standards District, enacted "to protect, maintain, preserve and enhance the secluded, rural equestrian character of the community." In fact, if and when constructed, the Dockweiler Project will eviscerate the protections intended Placerita Canon Special Standards District to protect the community against uncontrolled development in the future, and to protect against harm and damage to the existing community, its structures, and its residents.

12.2

12.3

The City is proposing to construct the Proposed Dockweiler Drive Alignment Project directly through the heart and in violation of the Placerita Canyon Special Standards District, by extending Dockweiler Avenue to extend it to Lyons Avenue, across the SCRRA railroad tracks, essentially connecting Sierra Highway (even though it will never be connected to an onramp to the 14 Freeway because it is too close to the existing freeway connections at Placerita Canyon and Newhall Avenue), by formalizing Dockweiler into becoming a major bypass to divert and redirect tens of thousands of cars daily from the 14 Freeway directly through the Placerita Special Standards District, across the proposed Lyons Avenue Crossing, and into the commercial center of Santa Clarita, then connecting on to the I-5 Freeway. (See previous report of Arthur L. Kassan, P.E., dated May 26, 2010, submitted by PCPOA, incorporated herein by this reference.)

12.4

Mayor Smyth and Members of the City Council
City of Santa Clarita
October 16, 2017
Page 2

The City attempts to sanctify the intended Dockweiler Project in conjunction with the Lyons Avenue Project premised on its contention that they are consistent with the General Plan which, of course, presupposes that the General Plan was flawless, which it clearly is not because it never proffered a specific combined Dowkweiler / Lyons Project which was subjected or has met current CEQA standards. The City has admitted such in its DEIR.¹

12.5

As a bureaucratic diversion intended to dilute any opposition to the Dockweiler Project and its eventual intended tie to the Lyons Crossing, purported “alternatives” to the Lyons Avenue Crossing have been referenced in the form of crossings at 13th Street and Market Street, neither of which provides any support for the Dockweiler Project and its intended resulting flow of thousands of additional vehicles through the Placerita Specific Standards District.

12.6

Aside from the major intended increase in traffic volume on Dockweiler, the proposed construction on Dockweiler itself will not meet current highway safety standards, as the gradient of 11.5% (based on the City’s own analyses) far exceeds the legally allowable grade of less than 6%, immediately disqualifying Doweiler from available federal and state funding, causing the City to have to bear the sole cost and expense of millions of dollars to construct a substandard cross-town highway. In short, the Dockweiler Project effectively drops straight down a cliff to reach the river grade before crossing the railroad. Even more egregious is that the Dockweiler Project which would funnel these thousands of additional vehicles would be on a roadway that would be only 10-15 feet from some of the existing structures in an established multiple family and condominium community.²

12.7

12.8

An even further defect on the list of defective analyses is the fact that the proposed Lyons Crossing will expose the railroad tracks to erosion and flood damage, as the constriction of the water course by the proposed Lyons Crossing would raise the water level under high water storm flows that overtop the elevation of the railroad.³ Placerita Canyon is already susceptible to poor

12.9

¹ “The proposed alignment of Dockweiler Drive through this existing residential neighborhood would not be consistent with the alignment identified within the Circulation Element and would not be compatible with respect to public safety and local residential street standards”

² If Dockweiler is constructed with two lanes of traffic in each direction, it would be extremely close to the existing condominiums at the top of the hill, even though former Community Development Director Paul Brotzman deceptively pledged to those residents that the planned expansion would never be built.

³ Mike Hennaway of City of Santa Clarita stated in a December 14, 2009 email to Craig Kwasviewski, Senior Hydrologist / Project Engineer with HMK Engineering, that “...the profile of the (proposed Lyon’s) bridge ... is below the Water Surface Elevation (“WSE”) for both a 100 year clear flow and a 50 year burned-and-bulked flow,” which means that the bridge would be beneath the level of flood waters in Newhall Creek, and in the event of a heavy rainstorm, the Placerita Canyon community of 450+ homes would be cut off from evacuation and emergency support services by floodwaters cresting over the bridge. The overflows would also inundate the Downtown Newhall area, and the section in front of the new Newhall Library would become a lake due to the built-up roadway required to be raised to meet the top of the tracks for an at-grade Crossing at Lyons.

Mayor Smyth and Members of the City Council
City of Santa Clarita
October 16, 2017
Page 3

runoff creating flooding on 12th Street near Placeritos, 13th Street, and other areas. Such constriction of water flow in the water course will exacerbate the already-existing water flow, flooding, and drainage issues.

12.9

Yet another unexplored issue relating to any expansion of Dockweiler is MWD's announced intention to expand its services with its planned 20 foot in diameter parallel feed pipe through the Dockweiler alignment.

12.10

Simply, the Lyons Crossing Project does not and cannot exist in the abstract without also fully considering and evaluating of the corresponding impacts of the proposed Dockweiler Project, because they are completely integrated in their intended purpose and use: piecemealing of contemplated Projects to prevent their full analyses and evaluation in their total context is a direct violation of the fundamental requirements of CEQA. The City has failed to comply with CEQA in not completely combining the environmental analyses of Lyons Crossing Project along with the Dockweiler Project.

12.11

There can be no viable (or legal) alternative Crossing that can be proposed unless and until the full context of the Dockweiler Project is included in the environmental review. The lesser of evils---albeit still legally defective in the present context would be the Market Street Alternative, as it would be a better solution to address the access and circulation issues requiring a crossing. That Crossing already exists and could be expanded, and Market Street has the advantage of having access from other parts of Railroad Street prior to the crossing at Railroad/Newhall/Main St. (Pine and Arch St.) The 13th Street alternative will never receive PUC approval.

12.12

In addition to its objections stated herein, PCPOA restates its previously asserted objections to the proposed Lyons Crossing Project, as follows:

Topic 1: Aesthetics

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

12.13

Topic 2: Agricultural Resources

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

12.14

Mayor Smyth and Members of the City Council
City of Santa Clarita
October 16, 2017
Page 4

Topic 3: Air quality

The Santa Clarita commercial center area is already out of compliance with Federal and State clean air standards, and there will be at least three additional elements that have to be considered: more trains, more traffic, and longer waits for each vehicle to make the crossing, which will create even more air pollution in an area that is already suffering.

12.15

Under the Global Warming Solutions Act of 2006, California emissions must be reduced to 1990 levels by the year 2020. The heavier volume of traffic in the heart of the commercial and governmental center of Santa Clarita, combined with longer wait times, will result in more emissions not less in an already non-attainment area.

12.16

Topic 4: Biological Resources

The proposed Lyons Avenue at-grade Crossing will adversely affect Newhall Creek, an identified "blue line stream" under Fish and Game jurisdiction, and also likely under federal Fish & Wildlife jurisdiction since Newhall Creek would be considered to be "waters of the United States." To accommodate this Crossing and its required elevation change to be at-grade, Newhall Creek would need to be bridged and channeled. Newhall Creek is a natural highway for wildlife, both large and small, including deer, cougars, bobcats, coyotes, skunks, opossums, rabbits, mice, squirrels, snakes, lizards, raptors, owls, turkey vultures, road runners and other species.

12.17

The local oak trees are also highly protected under Santa Clarita's ordinances; changing the water flow will be a threat to many of these cherished denizens, which has to be evaluated. There are many City-built hiking and equestrian trails in the area. Changes to the creek bed will affect these crossings and uses.

12.18

12.19

The proposed at-grade Lyons Crossing will affect the ultimate flow of the Santa Clara River, of which Newhall Creek is a tributary. Full current hydrology studies must be conducted to determine the capacity status of all drains, channels and related facilities.

12.20

Topic 5: Cultural Resources

The historic Old Jail building in Santa Clarita is a cultural icon that will be threatened with the ramping up of Lyons Avenue to make it an at-grade railroad crossing.

12.21

Topic 6: Geology

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

12.22

Mayor Smyth and Members of the City Council
City of Santa Clarita
October 16, 2017
Page 5

Topic 7: Hazards and Hazardous Materials

San Fernando Road (now, Railroad Ave.) is approved for the transporting of hazardous materials. The area is slated for industrial development and will result in hazardous materials crossing the railroad tracks at Lyons Avenue. Trains will also be carrying hazardous materials. Heavy vehicle traffic congestion will increase the potentiality of vehicle interference, and thus collisions and spills.

12.23

Topic 8: Hydrology

FEMA studies show that much of Placerita Canyon as well as much of the area affected by the proposed Lyons Avenue at-grade Crossing and extension to Dockweiler to be in a floodway. An EIR is required to analyze and to show how that designation will impact all traffic flow and how roads must be designed to avoid the areas of concern. A FEMA letter sent to the City dated August 9, 2013 confirms the vulnerability of Placerita Canyon to flooding.

12.24

The Crawford, Multari & Clark study (April 10, 2008) indicates "Potentially Significant Impacts" to all aspects of Hydrology and Water Quality. The Lyons Avenue Project may violate water quality standards and waste discharge requirements, affects groundwater supplies, alter the existing drainage pattern through the alteration of the course of a stream, and affect erosion or siltation. Further, the Project may also affect the overall drainage pattern and increase runoff, causing flooding both on and off-site. This is in an area in which the City has previously warned residents in writing to pay particular attention to protecting themselves from the danger of flooding. (October 2012 letter.)

12.25

Topic 9: Land Use and Planning

Previously applied for/approved projects affecting this proposed Project include Master's College and Placerita Baptist Church expansions, and expansions for Our Lady of Perpetual Help Catholic Church. The impact of the Compass Project, a high-density transit oriented development, must be weighed along with traffic from Dockweiler and Valle del Oro that previously used Newhall Avenue to access Lyons, because much of that traffic will be diverted this proposed at-grade Crossing at Lyons.

12.26

The Lyons at-grade Crossing will facilitate new development which will conflict with Placerita Canyon's Special Standards District which was promised to residents and written into the UDC to maintain the rural equestrian nature of Placerita Canyon. The Special Standards District has no sidewalks, and no curbs or gutters, and special lighting must be designed to be compatible with the area. Such potential development must also be anticipated and evaluated.

12.27

Topic 10: Mineral Resources

The area served by the proposed at-grade Crossing is adjacent to an oil production area, whose trucks will traverse the Crossing.

12.28

Mayor Smyth and Members of the City Council
City of Santa Clarita
October 16, 2017
Page 6

Topic 11: Noise

The design and construction of the proposed at-grade Lyons Crossing, including the lowering of some of the ridgelines called for in OVOV, would allow more noise from trains and traffic to penetrate the entire area. The Crossing remove or reduce some of the existing physical barriers to noise. The area would clearly become a traffic "hub" if the Lyons Crossing were approved, as it would connect with other major roads throughout the City. The Lyons Avenue at-grade Crossing would carry the highest crossing traffic volume in the Santa Clarita Valley

12.29

With the possibility of five at-grade Crossings (Newhall Ave., Market St., Lyons Ave., 13th St., and Circle J) in a two-mile stretch, train whistles will sound for an extended period of time every time a train passes through town at all hours of the day and night which will be a significant disturbance to broad swaths of the community.

Topic 12: Population and Housing

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

12.30

Topic 13: Public Services

The proposed Lyons Crossing would be a traffic hub which could impede response time for fire, sheriff, and other emergency vehicles. The resulting proposed new development would further increase demand and need for those services.

12.31

Topic 14: Recreation

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

12.32

Topic 15: Transportation

A second rail line has been constructed in the area, confirming the demand for additional rail traffic. Additional train traffic can be expected from the proposed feeder lines for

12.33

Mayor Smyth and Members of the City Council
City of Santa Clarita
October 16, 2017
Page 7

ExpressRail. The effect of the High Speed Rail Project on existing facilities is yet unknown but must be anticipated.

12.33

The Lyons Project analysis must fully account for proximity to the Newhall Metrolink Station. Every Metrolink train will bring traffic to a halt whether or not it stops at the station, and the frequency will be greater during peak hour vehicle traffic. When a train is stopped at the Newhall Metrolink Station, the arms will be down for an extended time.

12.34

Placerita Canyon Road is a private road located wildfire/fire hazard zone, and is gated on its eastern end. While the gate is supposed to be open during emergencies, that has not always been the case, requiring residents to cross over the railroad.

12.35

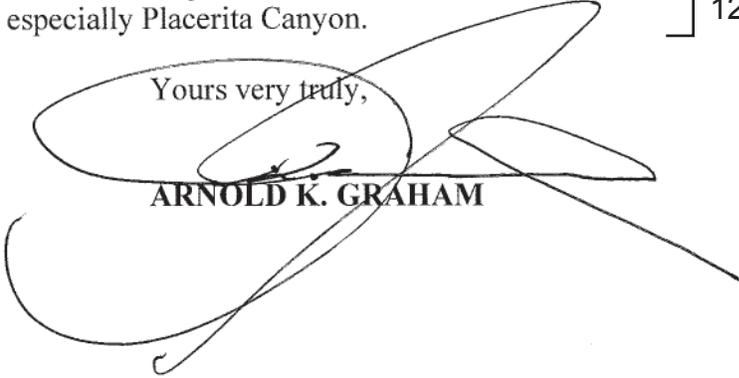
In summary, the Lyons Avenue Project DEIR has not met CEQA requirements. It has not properly evaluated the Dockweiler Project in conjunction with the Lyons Project. The Lyons Project creates its own safety hazards, and will create a traffic hub that connects other major streets, but that foreseeable impact has not been fully evaluated. The alternative crossing at 13th Street will never obtain PUC approval, and is also inadequate. The Market Street crossing is the only alternative which lessens but does not eliminate the major environmental burdens which adversely impact the rest of the community, and especially Placerita Canyon.

12.36

12.37

12.38

Yours very truly,


ARNOLD K. GRAHAM

cc: Client

AKG/fs
Enclosure

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May 26, 2010

Robert P. Silverstein, Esq.
The Silverstein Law Firm
215 North Marengo Avenue
Third Floor
Pasadena, CA 91101

Subject: Lyons Avenue At-Grade Railroad Crossing
Santa Clarita, CA

Dear Mr. Silverstein:

I have reviewed the *Lyons Avenue At-Grade Railroad Crossing Stage 1 Draft EIR*, dated March 2010. I concentrated on the traffic and transportation issues, but I also reviewed the remainder of the text for background purposes. Following are my comments.

1. The document reports on the analysis of the first stage of a two-stage project that, in its second stage, entails the extension of an arterial street and the development of 213 acres of vacant land. As such, the analysis is incomplete, because the potentially significant impacts of the second stage of the project are ignored.

The Draft EIR (DEIR) is focused on the analyses of the impacts of the relocating the existing railroad crossing east of Railroad Avenue from its current location at 13th Street to new location as the extension of Lyons Avenue. However, one of the primary objectives of the relocation is to "Provide greater connectivity between Downtown Newhall, Placerita Canyon, The Master's College, and the residents that live along Dockweiler Drive." [page 7.0-2]

Fulfilling that "connectivity" objective will result in significant impacts on the North Newhall area by opening the area to the opportunity for substantial new development, on Dockweiler Drive because of increased traffic flow through the residential sections of the street, and on Lyons Avenue because of increased attraction as a route between the eastern and western parts of Santa Clarita and the two freeways that serve the city. The DEIR recognizes that by saying "... the two components of the project (CPUC approval [of the new railroad crossing], followed by Specific Plan and roadway [Dockweiler Drive] extension) are interdependent The crossing change cannot be done without the development of the NNSP [North Newhall Specific Plan] area." [page 2.0-3]

Yet, the effects of one part of the project upon the other and upon the greater environment must be postponed according to the DEIR. "The City will prepare the Stage

Robert Silverstein, Esq.

May 26, 2010

Page 2

II document upon receipt of a project application from deemed completed by the Community Development Department.” [page 2.0-3] That statement is made even though enough is known about the NNSP that it can be described in great detail as to the proposed uses – residential units, research and development, offices, community retail, and a hotel – and as to the exact numbers of units and the exact floor areas of the non-residential components. [page 5.6-5]

Certainly, that s enough detail that the specific impacts of that development and of the extension of Dockweiler Drive could be considered as part of a DEIR of the entire “interdependent” project. Postponing consideration of the difficult issues that will arise from the Stage II components may lead the reader to infer that the project proponent is avoiding addressing potentially significant problems for the developer of the NNSP. The fact that the probable developer of the NNSP is funding the preparation of the EIR can only strengthen the inference. [City Council action on May 26, 2009, authorizing the professional services agreement to prepare the EIR. “EIR preparation costs will be borne by the co-applicant, Casden Santa Clarita, LLC,” according the City Council Agenda Report. The City of Santa Clarita is the other co-applicant of the project.]

2. As currently configured, the Lyons Avenue railroad crossing will not connect to any existing street east of the railroad in “Stage I” of the project. Therefore, the crossing will not be functional until a street connection – purportedly the extension of Dockweiler Drive – is complete, and the analysis of the railroad crossing should not be separated from the analysis of the street extension, as they are “interdependent.”

State and federal agencies that are evaluating a road project apply the standard of “independent utility.” That is, they determine whether or not the reposed road improvement will function on its own without further construction of another road project.

As illustrated in several DEIR figures, the eastern extent of the Lyons Avenue railroad crossing project will be the western edge of Newhall Creek. [Figures 2.0-4, 5.5-5, and 5.6-1] The new crossing cannot function until it is connected to the rest of the street network. As currently proposed by the City, the extension of Dockweiler Drive is the connection. The “two components of the project... are interdependent. The crossing change cannot be done without the development of the NNSP area.” [page 2.0-3]

As stated in the DEIR, the existing 13th Street railroad crossing is not proposed to be closed to traffic until Dockweiler Drive has been extended to connect to the new Lyons Avenue railroad crossing. “Upon approval by the California Public Utilities Commission (CPUC) and the completion of the future extension of Dockweiler Drive as a part of the North Newhall Specific Plan (NNSP) Stage II EIR, the existing 13th Street at-grade rail crossing would be abandoned.” [page 3.0-4] Also, “Upon completion of the future Dockweiler Drive extension and the at-grade rail crossing at Lyons Avenue, the existing 13th Street at-grade rail crossing would be closed.” [page 5.6-22]

Robert Silverstein, Esq.

May 26, 2010

Page 3

The Southern California Regional Rail Authority (SCRRA), a five-county joint powers authority created by the CPUC, has passed Resolution 98-21, which requires that a member agency that is requesting a new highway-railroad crossing also request the closure of an existing highway-railroad crossing, "so there will be no net increase in the number of highway-railroad crossings on SCRRA's commuter rail system." [page 5.6-17] Therefore, the Lyons Avenue crossing could not be opened until the 13th Street crossing can be closed. In the meanwhile, the Lyons Avenue crossing will have to be made unusable by the installation of barricades or similar methods to block traffic flow.

There is no substantive explanation of why the proponents of the project are in a hurry to produce the DEIR for the Lyons Avenue railroad crossing when its functionality is entirely dependent on the connection to Dockweiler Drive, and the EIR process for the extension of that street has not yet begun. When will the street extension be constructed, so the new crossing could be opened to traffic?

3. There is no indication in the DEIR that the extension of Dockweiler Drive will be feasible despite several severe physical impediments and substantial impacts on the environment along the existing street.

Currently, Dockweiler Drive extends from a tee-intersection with Sierra Highway, near the southeastern limits of the City of Santa Clarita, to a short distance west of Leonard Tree Lane, a total length of approximately 9/10ths of a mile. Beyond the end of the paved roadway west of Leonard Tree Lane, the extension of Dockweiler Drive is an unpaved, narrow dirt track, less than two lanes wide, along a narrow piece of land that juts out toward the west from the existing residential neighborhood.

On either side of the dirt road and at its western end, there are steep embankments to the valleys below. Both the side embankments and the valley to the west appear to be several hundred feet in height. The area on top of the land that is currently occupied by the narrow dirt road is not wide enough to accommodate the proposed street extension. Therefore, there will have to be substantial importing of earth and, perhaps, construction of large retaining walls to fill in the existing side embankments and provide an adequate "platform" upon which to build the new street. Extending the road toward the west across the valley may require further earth fill and retaining walls, or, perhaps, an expensive bridge with no connections to the land and developments on either side. Alternatively, Dockweiler Drive could be extended downward into the valley by way of relatively steep roadway grades and side slopes.

Either method of extending the street will require substantial earth-moving that may make it impracticable to build the extension.

"According to the Santa Clarita General Plan, Dockweiler Drive is designated as a secondary highway." [page 2.0-19] "The approved Master's College Master Plan amended the Circulation Element to define and re-designate Dockweiler Drive as a four lane secondary highway." [page 10.0-2]

Currently, "Dockweiler Drive consists of one lane in each direction with a landscaped median and is used as the primary access to single-family and multiple-family

Robert Silverstein, Esq.

May 26, 2010

Page 4

residences along Dockweiler Drive." [page 2.0-19] Essentially, the existing street is acting as a Local Residential Street with parking permitted at all times at both curbs. The parking is used extensively throughout the day. The two roadways (including the parking) are each 25 feet wide, and the landscaped median that separates the roadways is 13 to 14 feet wide.

Connecting that residential neighborhood street to a secondary highway will change the character of the street and the residential neighborhood that it serves. The proposed Dockweiler Drive-Lyons Avenue-Pico Canyon Road artery will provide a continuous east-west through route from substantially west of the Golden State Freeway (I-5) to the Antelope Valley Freeway (SR-14), an uninterrupted length of more than five miles. Obviously, such a route connecting several of the City of Santa Clarita's communities and the two freeways will attract substantial volumes of through traffic.

The existing section of Dockweiler Drive functions as a residential neighborhood street now, because the only development it serves is residential, and there can be no through traffic from other communities, because the street ends at Leonard Tree Lane. Residents who are used to a relatively peaceful street environment will experience increased noise, vibrations, and potential safety hazards resulting from the intrusion of through traffic when Dockweiler Drive is connected to Lyons Avenue.

There is no assurance that the existing street section, with only one traffic lane in each direction, will accommodate the substantial increases in traffic flows throughout the day, and particularly during the peak commuter periods. There may come a time when it will become necessary to eliminate the on-street parking on Dockweiler Drive in order to provide a C-second lane in each direction to match the four-lane divided configuration of the proposed secondary highway that will be built as the street extension toward the west to connect to Lyons Avenue. That elimination of curbside parking will cause a hardship to the residents along the existing section of the street who are used to the availability of on-street parking along Dockweiler Drive through their neighborhood, particularly those who have garages that will accommodate cars but not trucks.

Is the City contemplating widening the existing segment of Dockweiler Drive to provide two lanes in each direction while retaining the parking? Adequate widening would essentially eliminate the landscaping, including mature trees, in front of many of the residences that line the street. Will sidewalks be provided along existing Dockweiler Drive to accommodate the school children and other pedestrians where there are no sidewalks now? Considering the increases in traffic volumes and vehicle speeds that will accompany the continuity of the street, the pedestrian safety issues must be addressed before connection can be approved.

The City has recognized the potential for through traffic problems on Dockweiler Drive after its extension to Lyons Avenue. "[T]he City plans to incorporate traffic calming measures on Dockweiler Drive to limit cut-through traffic to and from Sierra Highway to maintain the residential character of the existing Dockweiler Drive." [page 5.6-6] This is an admission that the proposed connection of the two streets is a flawed

plan that will immediately lead to significant impacts on the environment in the existing residential neighborhood.

In traffic engineering, it is not typical practice to apply traffic calming measures to any arterial street, such as the secondary highway. For any arterial street, the primary purpose is the safe and efficient movement of traffic. The installation of traffic calming devices, with the sole purpose of slowing and making the street unattractive to through traffic flow, is at cross purposes with the secondary highway designation. Either the street will be a secondary highway accommodating substantial traffic flows or it will remain a residential neighborhood street providing access and parking for the homes adjacent to the street and a safe, attractive environment for the residents. The street cannot perform both functions effectively.

If Dockweiler Drive is not to become a through traffic route, why not build the new section of the street to be discontinuous from the existing residential section? That is, start the new section in the valley near The Master's College and west of the neighborhood, and then extend it westward to the Lyons Avenue railroad crossing. That new section would serve the college traffic and provide connectivity to downtown Newhall for the NNSP development, which is one of the goals of the crossing project, while protecting the existing residential neighborhood.

A discontinuity between existing Dockweiler Drive and the proposed secondary highway extension would have several advantages: 1) it would protect the existing residential neighborhood from through traffic; 2) it could be built without the substantial earth-moving costs and environmental impacts that will result from a connection to the existing Dockweiler Drive; and 3) the extension could be named Lyons Avenue to remove driver confusion that would result from a change of street names for the new section east of the railroad.

There would be one disadvantage to the street discontinuity: drivers traveling from and to the NNSP development and other nearby developments could not use the extension as an access route to/from Sierra Highway and the Antelope Freeway. That would be a large component of the undesirable through traffic in the residential neighborhood that would not materialize if the discontinuous design is implemented.

4. One of the stated primary objectives of the Lyons Avenue railroad crossing is the improvement of traffic safety. But, the 13th Street crossing has been relatively safe, and its safety could be further enhanced with modernized traffic control devices.

Every traffic accident is regrettable, especially those that could have been prevented by a better physical condition or better application and operation of traffic control devices.

"A review of the United States Department of Transportation (U. S. DOT) - Federal Railroad Administration traffic report indicates a total of four train-auto accidents have been recorded at the 13th Street at-grade rail crossing since December 1977,

including 1 fatality." [page 5.6-9] The DEIR includes the actual accident reports for each of the four accidents as part of the appendix to the Overland Traffic Consultants, Inc. report, which itself is an appendix to the DEIR. Following are data for the four accidents.

<u>Date & Time of Accident</u>	<u>Highway Vehicle Driver Action</u>	<u>Number of People Killed</u>	<u>Number of People Injured</u>
12/03/1977; 5:35 p.m.	Stalled on crossing	0	0
12/06/1990; 10:00 a.m.	Stopped on crossing	0	0
01/16/1999; 3:30 p.m.	"Drove through gates"	1 (83-year-old driver)	0
07/23/1999; 2:32 p.m.	Stalled on Crossing	0	0

After the first accident in 1977, it was 13 years until the next accident in 1990. Then, it was more than eight years until the next two accidents, both in 1999. Since the fourth accident (July 1999), there have been more than ten years with no railroad crossing accidents at 13th Street. That current record is better than the experience cited in the DEIR as exemplary for "the crossing at Ruether Avenue where only one accident has been reported in more than 10 years of operation." [page 5.6-29]

In three of the four accidents, there was no one killed or injured in either the highway vehicle or on the train. In the one fatal accident, there was probably driver error, as the vehicle was driven through or around the crossing gates that were operating properly.

Those four accidents over a 32-year period are not sufficient to warrant the relocation of the 13th Street railroad crossing to Lyons Avenue for safety considerations. All four accidents could have been prevented by the installation of better traffic control devices, that is, the same devices that are being proposed in the DEIR for the relocated crossing and are described as "Sealed corridor safety enhancements". [page 5.6-29] The proposed measures for the Lyons Avenue crossing include "four-quadrant gates to eliminate all travel across the tracks when the signals are activated, ... raised central medians, ...and video cameras to monitor operation of the at-grade rail crossing..." [pages 5.6-29, 30] If those or similar measures had been installed at the 13th Street crossing, all four accidents, especially the fatality, would likely have been prevented.

It would be interesting and useful to the public and the decision makers to have a comparison between the experience of four railroad-highway vehicle accidents in 32 years (1977 through 2009) at the existing 13th Street railroad crossing versus the highway vehicle accident history at the nearby Lyons Avenue/Railroad Avenue intersection during the same 32 years. Although we do not have the accident history for the street intersection, the City staff has access to it, and they should be requested to provide the street intersection accident history for comparison purposes.

5. The DEJR conclusion that the proposed railroad crossing relocation project will not be "growth inducing" is contradicted by other statements in the DEIR.

According to the DEIR, "Generally, a project may foster spatial, economic, or population growth in a geographic area if it meets anyone of four criteria that are identified below:

- Removal of an impediment to growth (...the provision of new access to an area...) [page 10.0-1]

Also in the DEIR, "Growth in an area may result from the removal of physical impediments or restrictions to growth. In this context, physical growth impediments may include non-existent or inadequate access to an area or the lack of essential services." [page 10.0-2]

The DEIR discussion in Section 10 continues by describing several amendments to the General Plan Circulation Element that called for the extension of Dockweiler Drive, as a four-lane secondary highway, and its connection to Lyons Avenue. The objective of that street project would be "...to allow for traffic flow from Sierra Highway to Interstate (I) 5 Freeway." [page 10.0-2]

Then, the DEIR authors come to the following conclusion: "This project [relocation of the railroad crossing is not growth inducing as the proposed project would facilitate circulation within an infill area of the City and does not encourage growth into the area. As such, the proposed project would not be considered growth inducing." [page 10.0-2] That conclusion seems to be based on the theory that a street that is shown in the Circulation Element, although not actually built, can be considered as if it actually exists and is usable by traffic.

The conclusion is completely contradicted by a statement in the "Alternatives" section of the DEIR. In describing "Alternative 1 - No Project Alternative", the DEIR states, "The Stage II North Newhall Specific Plan (NNSP) would not occur" if the railroad crossing relocation does not take place. [page 7.0-10] The NNSP is the planned development of "809 dwelling units plus a commercial land use component of approximately 176,500 square feet (sf) of research and development uses, 186,500 sf of office uses, 40,000 sf of community retail, and a hotel of 70,000 sf." [page 5.6-5] Therefore, a substantial and, perhaps, the primary purpose of the railroad crossing relocation (Stage I) project is to facilitate the development planned for the NNSP (the Stage II project).

Contrary to the DEIR conclusion, it should be concluded that any street improvement project that will make it feasible to build such an extensive development should be considered growth inducing, and the relocation of the railroad crossing meets that definition.

6. The stoppage of trains at the nearby Metrolink station may impact traffic flow at the proposed Lyons Avenue railroad crossing.

"The nearest rail station to the proposed project is located at Railroad Avenue and Market Street approximately 0.2 mile south of the Lyons Avenue and Railroad Avenue

Robert Silverstein, Esq.

May 26, 2010

Page 8

intersection (project site)." [page 3.0-7] The station is approximately 1,000 feet south of the proposed railroad crossing. Will trains stopped at the station result in the crossing gates and flashers remaining activated for the duration of the stop? If so, the crossing would not be usable for highway vehicle traffic during those stops, which will be most significant during the morning and afternoon commuter traffic and commuter train peak periods. If it can be documented, with technical information about the operation of the crossing gates and signals, that there will be no interference with Lyons Avenue traffic flow as a result of stopped trains and the operation of the crossing protection devices, that should be presented clearly in the DEIR. In either case, the concern that has been expressed by many Santa Clarita residents should be specifically addressed in the DEIR.

7. The analysis of the construction impacts of the project does not address the most important issue - the detouring of traffic from Railroad Avenue and Lyons Avenue while both streets are being elevated and widened.

The railroad track east of the Lyons Avenue/Railroad Avenue intersection is approximately 4 to 5 feet higher than the existing surface of the street intersection. To achieve an at-grade crossing of the railroad, substantial sections of both streets will have to be elevated - Lyons Avenue from Main Street to Railroad Avenue, and Railroad Avenue from approximately 9th Street to north of 11th Street. In conjunction with the elevation of the two streets, both streets will be widened, and new sidewalks, retaining walls, and improvements to the adjacent properties will have to be built.

During the time that the two streets are being re-constructed, traffic that currently uses those streets will have to be detoured to other streets. For example, Lyons Avenue traffic heading to the existing 13th Street railroad crossing may be forced to use Walnut Street and 12th Street to bypass the construction area. North-south traffic currently using Railroad Avenue may have to use Main Street, Walnut Street, or Newhall Avenue.

The DEIR does not address the significant issue of traffic that will have to be detoured during the substantial street re-construction period. [page 5.6-22] The only construction-related issues addressed are the movements of large construction equipment and the commuting of construction workers, both of which are significant issues, but will be far less disrupting than the closure of two arterial streets to all traffic during the re-construction of both streets.

The construction-related questions that should be addressed by the DEIR include the following. 1) Will the streets that are available for detour routing have the capacities to carry the substantial volumes of additional traffic? 2) What will be the impacts on developments, particularly downtown businesses, adjacent to those streets? 3) How far from the construction area will drivers route themselves to the detour streets in order to minimize congestion and delay near the construction area? 4) What will be the impact of construction detouring and related congestion on access to and use of the Metrolink station that is located only two blocks south of the beginning of the Railroad Avenue re-construction section?

8. The requirements of the construction plan mitigation measure are confusing and contradictory.

Mitigation Measure MM 5.6-1 begins with the requirement that "The applicant shall develop and implement a construction traffic control plan (CTCP) prior to the start of construction." [page 5.6-26] Some of the conditions for the plan are as follows:

- "The CTCP shall be submitted to, and approved by, the City Engineer." [emphasis added]
- "In areas where traffic control necessitates, the contractor shall provide, post and maintain 'No Parking' and 'No Stopping' signs, as directed by the Director of Public Works." [emphasis added]
- "The locations of all signs shall be determined in the field by the County Engineer in conjunction with the contractor." [emphasis added]

Are those requirements meant to apply to three different people? Or, are the City Engineer and the Director of Public Works the same person? And, why is the County Engineer involved in performing a single task during a construction project that is entirely within the City of Santa Clarita?

In summary, my recommendation is that further study be given to the feasibility of connecting Lyons Avenue to Dockweiler Drive and to the practical problems and environmental impacts that will result. As part of that study, there should be serious consideration of my recommendation to extend Lyons Avenue to the vicinity of the Master's College but not connect it to the existing residential section of Dockweiler Drive, as discussed on pages 4 and 5 of this letter.

Then, after an agreeable program has been set forth, a single DEIR should be prepared to analyze the impacts of the relocation of the railroad crossing, the extension of the arterial street, and the extensive development proposed for the NNSP area, particularly the Casden project and the Compass Blueprint Project. At that time, sufficient duration should be provided for the public to review the complex, multi-faceted project that is the total of all of the issues that should be considered as an "interdependent" project.

I would be pleased to discuss my comments with you, with members of the public, and with the staff and officials of the City of Santa Clarita.

Very truly yours,

Arthur L. Kassan, P.E.
Registered Civil Engineer No. C 15563
Registered Traffic Engineer No. TR 152

LYONS AVE / DOCKWIELER DRIVE EXTENSION PROJECT EIR

PUBLIC OUTREACH MEETING PUBLIC COMMENT FORM

This form is provided for your convenience to make written comments regarding the Draft Environmental Impact Report (EIR) prepared for the Lyons Avenue /Dockweiler Drive Extension Project. Your comments will be considered by the City of Santa Clarita and included in the Final EIR.

After filling out the form, please leave it with City staff prior to leaving this meeting.

Please also provide your name, address, and email address so you can continue to be informed about future meetings on the project and EIR. Please provide your comments below:

THERE ARE MANY CONCERNS:

1.) COST - MARKET ST IS ALREADY GRADED + ACCESSABLE
- WILL YOU HAVE TO PURCHASE PARCELS TO PUT ROAD THROUGH TO LYONS OR 13TH ST ?

2.) MY HOME IS BELOW DOCKWEILER - NOISE, DIRT, TRAFFIC + TRESPASSORS COMING DOWN TO OUR HOME.

3.) TWO OTHER GOOD POSSIBILITIES WERE GIVEN IN LIEU OF THIS PROPOSAL AT THE LAST MEETING.

4.) SAFETY FOR THOSE WHO LIVE ON DOCKWEILER.

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13.4

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Email: renee.berglund@gmail.com

You may also e-mail comments to Ccallahan@santa-clarita.com on or before October 16, 2017.

From: Judith Burkhartsmeier <judiburkhartsmeier@gmail.com>
Date: October 2, 2017 at 11:13:32 AM MDT
To: <Ccallahan@santa-clarita.com>
Subject: Lyons Avenue/Dockwieler Extension Project

Dear City Staff

Thank you for the recent presentation to the Placerita Canyon Homeowners. My husband and I, 30 year residents of the Canyon, support the extension of Dockwieler so that Masters College can safely expand. But we feel that a connection to Market is much better than Lyons Avenue.

-A RR crossing already exists at Market, and that area is a transportation hub. The grade for the Road, and creek crossing is much easier than Lyons Avenue.

-The RR crossing at 13th could remain open, allowing Canyon residents to maintain their primary exit. The crossing could be improved at a later time, as future development of the plot of land off 13th is developed.

-Bringing traffic into downtown Newhall at Market, encourages drivers to become familiar with the shops and restaurants in the area, that the city has worked so hard to promote.

Thank you for this opportunity to offer our opinion.

Judith and JC Burkhartsmeier
22126 Oak Orchard Road
Newhall

Sent from my iPad

From: Sandra Cattell <sumcatt@yahoo.com>
Date: October 16, 2017 at 4:44:05 PM PDT
To: "mhennawy@santa-clarita.com" <mhennawy@santa-clarita.com>
Subject: Lyons/Dockweiler DEIR Comments
Reply-To: Sandra Cattell <sumcatt@yahoo.com>

Mike Hennawy
Senior Engineer

Comments on the Dockweiler Extension DEIR

I moved to Placerita Canyon 20 years because of the rural equestrian lifestyle it supports. I have 2 horses on the property. My home is very special to me. With that said, I believe the city has continually sidestepped the intention of the special standards district. The new Revelo project and mixed use being introduced into the neighborhood have promised to negatively change the neighborhood forever. This Dockweiler Extension will further the decline.

15.1

The proposed Lyons crossing was always a bad idea. It would have necessitated raising Railroad Ave and part of Lyons, dumped lots of traffic into the train track crossing and the Railroad/Lyons intersection, and would have created a traffic nightmare for this community. Alternative 2, the extension of Dockweiler to 13th Street is only a little better (and is the preferred by the DEIR, less encroaching alternative).

15.2

Both alternatives will further erode the rural equestrian feel of the area, and of course, no one would want to ride their horse anywhere near the road. It will increase the traffic flows through our community to a shared track crossing. Your traffic study and its counts are 5 years old, and do not truly reflect the total picture of the traffic in this neighborhood. Long lines when there is a train! Long lines when church gets out (or before church)! These will be exacerbated by more trains and the new development, which most likely (no matter what your counts say) will double the traffic flows across the train tracks. Improvement at the 13th St. crossing will barely improve the built out situation without adding lots of Dockweiler traffic.

15.3

15.4

I am suggesting two outlets; an improved, widened, safe 13th St crossing for Placerita Cyn residents and the new mixed-use development, and a smaller connection to Railroad at Market St. It is possible if a gentle curving road is nested into the hillside. It will dilute the amount of traffic going onto the roadway at one time. And, it will protect the Special Standards District of Placerita Cyn, and its residents from extra traffic. I am not sure why it was dismissed and not included as an alternative when it truly can be accomplished. Of course, it might decrease the total flow of traffic on

15.5

15.6

Dockweiler, and although you might not like that, it is the only safe way to have an extra traffic connection and preserve the safety of the people who live on Dockweiler. That community needs protection too. There is an affordable housing crisis, and the homes along Dockweiler and below are both moderate and lower income housing. Sometimes it takes a roommate or two to afford the rent. There are no sidewalks, and no place to park extra cars other than the street, so removing the lane of parking for widening the road is out of the question.

Thank you for your consideration of my suggestions.

Sandra Cattell

21648 Oak Orchard Rd, in Placerita Canyon

Newhall, CA 91321

From: Jim Coffey [<mailto:Jim@CORElectric.net>] **Sent:** Monday, October 16, 2017 10:27 AM **To:** Mike Hennawy; Paige Coffey **Subject:** Dockweiler extension and Placerita Canyon Road

Good morning Mike. I'm writing you with my Wife in copy to express our opinion of the pending Dockweiler extension in general, and as it relates to both Placerita Canyon Road and the Placerita Canyon neighborhood in general. Both Paige and I are 50 year residents of mostly Newhall, the last 17 of which have been in Placerita Canyon at our current home located at 21551 Placerita Canyon Road. We love our Special Standards District community, and like our neighbors there our goal is to protect it from any negative impact to ourselves or anyone else who created a home there.

We're aware of the multiple Dockweiler extension options on the table, one of which I name as an option even though the City seems not to recognize it as one. We are very optimistic about Masters traffic to and from Dockweiler, as it should lighten the congestion on Placerita Canyon Road which is a source of aggravation often. That said, our formal opinion and request toward the Dockweiler extension is as follows:

- New Lyons crossing and connection to Dockweiler with spurs to adjacent and/or adjoining streets affected. We are strongly opposed to this in any form. The crossing is far too costly and will negatively affect Old Town Newhall. With Newhall Avenue and Via Princessa pending, there is no reason to open such a major flow of traffic between Lyons and Sierra. Such traffic will negatively inhibit Placerita Canyon Residents in and out of the west end of the neighborhood.

- Expanded 13th Street crossing with connection to Dockweiler and associate connection(s) to 12th Street, Placerita Canyon et al. While we are less opposed to this than the new Lyons crossing, we are opposed to it again because of the traffic it will bring to the west end on our neighborhood. In the end, with this option our now overcrowded 13th Street crossing aka west end entry/exit will

16.1

16.2

be worse off than it currently is even though widened. The “shortcut” created by this connection of Sierra Highway to 13th Street will be a traffic nightmare, especially when any Ravello or similar project is built out. As one of only two canyon exits, we’re already in danger of getting out quickly and safely during an emergency.

16.2

· No Dockweiler extension past connection to Masters. We would be in favor of this, since the true goal of any Dockweiler extension should be to gain proper access and traffic flow in and out of Masters’ campus as necessary to avoid negative impact to the Placerita Canyon residents and neighborhood.

16.3

· Dockweiler connection to Market Street. We are in favor of and request this option. We call this an option because it is, even though it would require a few steps back to realign the current approved Dockweiler extension. As a good neighbor should, Masters should allow such a realignment as long as it doesn’t negatively impact their new entry/exit. This option will allow direct access to Old Town Newhall for Masters, as well as provide an additional general entry and exit to Old Town Newhall from an additional point of access. Everyone benefits from this option, and other than some additional preconstruction prep and process work there is no downside.

16.4

Thank you for receiving our formal comments and opinion. Kindly acknowledge your receipt of this and formal entry into the EIR documents.

Jim Coffey

Office: (661) 252-1227
Fax: (661) 252-0800
www.CORElectric.net

LYONS AVE / DOCKWIELER DRIVE EXTENSION PROJECT EIR

PUBLIC OUTREACH MEETING PUBLIC COMMENT FORM

This form is provided for your convenience to make written comments regarding the Draft Environmental Impact Report (EIR) prepared for the Lyons Avenue /Dockweiler Drive Extension Project. Your comments will be considered by the City of Santa Clarita and included in the Final EIR.

After filling out the form, please leave it with City staff prior to leaving this meeting.

Please also provide your name, address, and email address so you can continue to be informed about future meetings on the project and EIR. Please provide your comments below:

HAVING LIVED HERE FOR MORE THAN 35 YEARS, I KNOW THAT A 13TH ST CROSSING CLOSURE WOULD CERTAINLY CREATE HORRENDOUS ADDITIONAL TRAFFIC PROBLEMS. AN AT GRADE CROSSING AT LYONS AVE. IS A NON-WORKABLE ENGINEERING FIASCO.

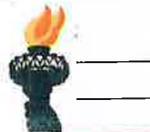
A DOCKWIELER EXTENSION AND CONNECTION TO THE EXISTING MARKET ST. CROSSING WOULD SATISFY MASTERS UNIVERSITY DEVELOPMENT PLAN, BUT WOULD DO NOTHING TO ALLEVIATE ANY INCREASE IN LOCAL TRAFFIC FLOW WITHOUT A CONNECTION TO THE NORTHERLY SIDE OF THE RAILROAD IN THE VICINITY OF ARCH ST, & THENCE TO DOCKWIELER.

ANOTHER IMPORTANT ROAD IMPROVEMENT NEED IS FOR OUR CITY TO GIVE PLACERITA CANYON RESIDENTS A CONNECTION TO AN EXTENDED GOLDEN VALLEY ROAD, AS A SAFETY ESCAPE ROUTE OUT OF THIS AREA IN THE EVENT OF A SERIOUS THREAT OF FIRE OR FLOODING.

PLEASE LEAVE THE 13TH ST CROSSING FUNCTIONAL BUT WITH AN IMPROVED EGRESS "RIGHT TURN LANE" AT THE CROSSING. IT IS HAZARDOUS AT THE PRESENT TIME..

SINCERELY, *F. A. Humelbaugh*
F. A. HUMELBAUGH

Name: HUMELBAUGH
Address: 24829 Meadview Ave
Newhall, CA 91321
Email: LTlbns@sbcglobal.net



You may also e-mail comments to Ccallahan@santa-clarita.com on or before October 16, 2017.

18.1

LYONS AVE / DOCKWIELER DRIVE EXTENSION PROJECT EIR

PUBLIC OUTREACH MEETING PUBLIC COMMENT FORM

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Please also provide your name, address, and email address so you can continue to be informed about future meetings on the project and EIR. Please provide your comments below:

We don't want dockweiler traffic coming down to 13th St and impacting our left turn traffic onto Railroad. (We're a horse community.) (Horse trailers)
We don't want to lose 13th street exit to Railroad. Have Dockweiler exit onto Market.

19.1

At 13th, We want a "legitimate" right turn lane onto Railroad. If we wait legitimately for a right hand turn, we have to wait several lights for left turn to clear.

Name: Olga Kaczmar
Address: 24979 Alderbrook Dr
Newhall CA 91321
Email: okaczmar@earthlink.net

You may also e-mail comments to Ccallahan@santa-clarita.com on or before October 16, 2017.

From: Anthony Matthess <acmatthess@gmail.com>

Date: September 25, 2017 at 9:37:36 PM PDT

To: Laruene Weste <lweste@santa-clarita.com>, <mmclean@santa-clarita.com>, <bkeller@santa-clarita.com>, <kstriplin@santa-clarita.com>, <tcole@santa-clarita.com>, <bmiranda@santa-clarita.com>

Subject: Dockweiler Extension

The Honorable Members of the City Council of Santa Clarita, the Manager of the City of Santa Clarita and the Director of Development for the City of Santa Clarita:

I have written a response concerning the Dockweiler Extension. It is attached. Please read it and distribute it to the various departments and personnel involved with this proposed project. I am aware that my position is not fully in sync with the PCPOA, but I believe my opposition to this project has merits and hopefully I would have the opportunity to discuss or communicate my concerns with the city officials and also present my position points at any public hearing on this matter. In anticipation of your consideration, I thank you.

20.1

Respectfully,

Tony Matthess

--

Anthony Matthess

Office Fax: (661) 253-1393

Cell: (661) 816-0663

Home: (661) 254-3750

email: acmatthess@gmail.com

September 25, 2017

The Honorable Members of the City Council of the City of Santa Clarita
Ken Striplin, Manager of the City of Santa Clarita
Tom Cole, Director of Development

The Dockweiler Extension – WHAT’S THE POINT!

Why is the city fixated on **another** “east-west” connection at this location? Is it simply because it was in the General Plan to make this happen? If that is the case, we need to amend the General Plan before we build Dockweiler, as a route to nowhere, or the Santa Clarita Parkway.

20.2

The blatant fact is that we already have an east-west connection. It’s Newhall Avenue! If Dockweiler is an east-west connection, so is Newhall Avenue. The absurdity of building and using Dockweiler is that Dockweiler and Newhall Avenue parallel each other and are only one-half mile apart.

The positives of using Newhall Avenue are the following:

- It is already built.
- Newhall Avenue extends and/or starts at an existing freeway on and off ramp.
- Newhall Avenue does not go through any residential neighborhoods.
- Newhall Avenue does not cost the city anything.

The negatives of using Newhall Avenue are zero.

The only positive of using and building Dockweiler is that it may be a better entrance and exit to Masters’ College future building expansion, which would be in addition to an existing route to Newhall Avenue already planned by the college. It can be argued that it provides a faster route to the northern part of the east side of the Santa Clarita Valley. However, this is highly debatable as Newhall Avenue provides a north-south freeway on-ramp to this portion of the eastern portion of the Valley, which may take the same amount of time, or at worst approximately the same amount of time. The negatives of building and using Dockweiler as an east-west route are the following:

20.3

- The cost of building and maintaining a new road. Some costs, but not all, include the “mitigation” measures for 13th street, the railroad crossing upgrades, Placeritos, and Placerita Canyon, the road and signal modifications on Railroad Avenue to enable north and south bound traffic proper access to 13th street.
- The road does not serve any benefit, as its primary function would be for the east to the west traffic. However, this route ends at Sierra Highway, with no freeway on or off-ramp access. Traffic traveling south from Dockweiler would turn south and continue on Sierra Highway to the intersection of Newhall Avenue and Sierra Highway. Ironically, this is the same terminus as the Newhall Avenue route!
- There would be very little benefit for traffic that wanted to travel north from the intersection of Dockweiler and Sierra Highway, as the distance from 13th street to Dockweiler to Sierra Highway is greater than the distance from 13th Street to the intersection of Newhall Avenue and Sierra highway.
- Repercussions for and from the community for making the land at the intersection of 13th Street and Railroad Avenue available for large scale development would be egregious. As a case in

point, when the city was considering a Metro Link station at this intersection it was deemed untenable and not in the best interest of the community or Newhall or Placerita Canyon. Additionally, a large scale development's traffic impact on this portion of entrance to Dockweiler would make this an F grade road and intersection.

20.3

- The importance of Placerita Canyon's rural nature and the preservation of one of the last symbols of Newhall's history were confirmed with the establishment of a Special Standards District by the City, which states:

- *The purpose of the Placerita Canyon special standards district (PCSSD) is to protect, maintain, preserve and enhance the secluded, rural equestrian character of the community, to enhance the community's unique appeal and to help mitigate the cumulative impacts of residential development. Additionally, it is the purpose of these special standards to ensure that new and expanded structures are compatible with the characteristics of surrounding single-family residential neighborhoods, and protect the light, air, and privacy of existing single-family residences from negative impacts. These standards are also intended to ensure reasonable access to public riding and hiking trails, and to minimize the need for installation of infrastructure such as sewers, streetlights, concrete sidewalks and concrete flood control systems that would alter the community's character, while providing for adequate drainage and other community safety features.*

20.4

- This route and future mass development of this area of the Canyon is contrapositive to the preservation, and the city's original intent, for the community of Placerita Canyon.
- No study exists as to the importance or need to build a secondary route to Sierra Highway at this location at this time.
- It does not benefit the community of Valencia or the east side of the Santa Clarita Valley, which presently utilizes Newhall Ranch Road and Soledad Canyon Road.

20.5

So, what is the solution, and why did the EIR not include an alternative route in their report? The solution, if needed at this time, is to build that portion of Via Princessa from the existing terminus of Via Princessa (in circle J Ranch), to Golden Valley Road, at the future and planned intersection of Via Princessa and Golden Valley Road. The benefits of this route are as follows:

- It adheres to the General Plan as the planned major east west connection for the valley
- It has an existing bridge crossing spanning Railroad Ave. and the train tracks.
- It serves the communities of Valencia and Newhall and the eastern communities of the valley, including Vista Canyon and most developments in that area.
- The cost of this road will be repaid by future developers, as mandated in their Conditions of Approval.
- The distance of connecting from the present terminus in Circle J to Golden Valley Road is less than the distance from 13th Street to the terminus of Dockweiler (1.2 miles to 1.5 miles).
- Will lessen the traffic impact on Railroad Ave., Newhall Ave and Soledad Canyon.

20.6

The negatives of building this route are as follows:

- None, as it is the planned major east-west connector route of the General Plan, evidenced by the completed construction of the Wiley Canyon Bridge.

Why didn't the EIR include this alternative in their report? I don't know.

Nothing exists as to why a second route at the Dockweiler location is needed at this time. Additionally, the EIR did not mention Newhall Avenue as an alternative to Dockweiler, nor did they mention Via Princessa. Everything should **stop** until a full analysis, with community participation, of constructing a section of Via Princessa is completed: as well as an in depth study of why we need an additional east-west connection at this time paralleling Newhall Ave

20.7

From: Anthony Matthess <acmatthess@gmail.com>
Date: October 3, 2017 at 6:33:46 PM MDT
To: Ken Striplin <KSTRIPLIN@santa-clarita.com>
Cc: Robert Newman <RNEWMAN@santa-clarita.com>, Mike Hennawy <MHENNAWY@santa-clarita.com>, Carla Callahan <CCALLAHAN@santa-clarita.com>, City Council <CityCouncil@santa-clarita.com>
Subject: Re: FW: Dockweiler Extension

Dear Ms. Callahan:

In response to Ken Striplin's letter to me, I want to express my gratitude for having the opportunity to put forward my objections to the Dockweiler Extension at this time.

I have lived in the canyon for over 40 years; 31 in Placerita Canyon. I am a past Board Member of the PCPOA, and with the help of Buck McKeon, was personally instrumental in moving the proposed Metrolink Placerita station to Soledad Canyon, Rd. I have been involved in the real estate industry in Santa Clarita since 1972, including starting and owning a real estate sales company in the 70's, forming a real estate development and construction company in the 80's, entitling and building several residential and commercial developments in the Santa Clarita, and starting Valencia National Bank in 1985. The reason for describing my personal involvement in the city during my 40+ years in Santa Clarita is meant to assure you that my opposition to the Dockweiler Extension is not a rant.

21.1

After taking part in the community meeting held at Masters College last Thursday evening, it was evident the PCOPA board members that were there, and several of the most vocal homeowners in attendance, unfortunately spent most of their time on the minutiae of the Dockweiler Extension issue. Additionally, after meeting with several Placerita Canyon homeowners in attendance and over 20 that were not in the meeting, the "Board" is not aligned with our position, and misrepresenting the majority of the homeowners in the Placerita Canyon area.

It is our position that the focus of the Dockweiler EIR does not address the merits of not building Dockweiler at this time. Those, but not all, are the following:

21.2

- Why should Dockweiler be built at this time? Newhall Ave is not impacted at this time and Newhall proper is built-out. Therefore, traffic from Newhall or the surrounding area of Newhall will not increase enough to warrant another east-west connection at this location at this time,
- Via Princessa would serve as a better east-west connection for the following reasons:
 - It serves the communities of Valencia, Newhall, Circle J, Valencia Town Center and other commercial and office communities of Valencia on the west side of the city.
 - It serves the communities on the east side of the city, such as Vista Canyon, Sand Canyon Plaza, Sand Canyon, Fair Oaks, Friendly Valley, developments boarding Via Princessa, Sierra Highway and Golden Valley, and the commercial developments at Sierra Highway, Via Princessa and Golden Valley, along with those traveling on the Antelope Valley freeway.
 - The overpass of Sierra Highway and the railroad is already constructed via the Wiley Canyon Bridge.

21.3

It should also be noted that very few people throughout the city, including staff at the Signal newspaper, have any awareness of the Dockweiler Extension. It is my belief that if the general public was aware that the city was contemplating building out Via Princessa, you would have thousands of people responding.

In all good conscience, and for the benefit of the whole City of Santa Clarita, an EIR on completing the construction of Via Princessa to Golden Valley prior to building the "Dockweiler Extension" is paramount.

Respectfully,

Tony Matthess

LYONS AVE / DOCKWIELER DRIVE EXTENSION PROJECT EIR

PUBLIC OUTREACH MEETING PUBLIC COMMENT FORM

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Please also provide your name, address, and email address so you can continue to be informed about future meetings on the project and EIR. Please provide your comments below:

Please look at Market st again + use Pine St. as a second as well as Dockweiler Dr. If you use Market or to Dockweiler Pine St. does not cross the RR tracks and any one can get out to Railroad at the end of PINE ST. also PINE ST. is already there to use along with a legible at the end of Pine to Railroad.

22.1

Name: JOE MORILLI
Address: 21213 PLACITA GARDEN
NEWHALL CA 91321
Email: HOSSTYL67@GMAIL.COM 661-433-7985

You may also e-mail comments to Ccallahan@santa-clarita.com on or before October 16, 2017.

LYONS AVE / DOCKWIELER DRIVE EXTENSION PROJECT EIR

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On page Figure 6-1-1 market steel alignment
if 1350 @ 58+00 why stop at 75+00 and
not take it out to 104+66 and it would
be under 1500 that is less than 6%
at points 85+00 Lower road point and draw a
grade line it does go approx 1480 vertical at 104+66.
I not an engineer but please look at it!

23.1

Name: JOE MORELL
Address: 21213 PLACERITA CYN RD
Email: HOSSTYL67@GMAIL.COM

You may also e-mail comments to Ccallahan@santa-clarita.com on or before October 16, 2017.

LYONS AVE / DOCKWIELER DRIVE EXTENSION PROJECT EIR

PUBLIC OUTREACH MEETING PUBLIC COMMENT FORM

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After filling out the form, please leave it with City staff prior to leaving this meeting.

Please also provide your name, address, and email address so you can continue to be informed about future meetings on the project and EIR. Please provide your comments below:

To Whom It May Concern,

After analyzing the DEIR for the *Proposed Lyons Avenue/ Dockweiler Drive Extension* the following questions and concerns have sparked my attention:

1) How will all of the properties needed for the construction of the extension be obtained? Will the needed properties be completely acquired by the City of Santa Clarita, or will only the necessary portions needed for the extension be acquired, either by purchase and re-zoning property lines or leasing the needed portion of the property from the owner?

24.1

2) With the Dockweiler extension, Valle del Oro has a direct connection into Placerita Canyon. With such access, how will The City of Santa Clarita, as well as the Santa Clarita Sheriffs Station enforce and prevent a non-avoidable increase in crime rates. The current layout of Placerita Canyon allows a one-way entrance and exit, resulting in an extremely low rate of crime. However with this connection, there are multiple entrances and exits providing a higher chance of crime. When looking at recent crime maps, the neighborhood surrounding Valle del Oro has numerous incidents (including the recent Lyons Ave. road closure involving LAPD and an armed robbery suspect), while Placerita Canyon has extremely low crime reports.

24.2

3) When reading the DEIR, all options for the project are said to “avoid direct impact to Placerita Canyon”. After analyzing the options, I feel that all rather provide a “direct impact” to Placerita Canyon. Whether it is from a non-avoidable increase in crime, traffic, or the loss of the rural equestrian lifestyle that we all have worked very hard to preserve, this extension will result in a detrimental decline of a neighborhood that is proud of the historical importance it holds. Rather than focusing on increasing the size and profitability of every square inch of Santa Clarita, I truly hope the members of the City Counsel who democratically represent the people of Santa Clarita (including the residents of Placerita Canyon) will listen to, and make an educated decision regarding this extension with the residents’ concerns and opinions in mind.

24.3

24.4

Sincerely,
Candice Nelson

Name: Candice Nelson

Address: 22115 Placeritos Blvd.
Newhall, CA 91321

Email: caln1234@yahoo.com

You may also e-mail comments to Ccallahan@santa-clarita.com on or before October 16, 2017.

at TMU 9-14-2017

Thank You sincerely for helping, careing for us this evening

LYONS AVE / DOCKWIELER DRIVE EXTENSION PROJECT EIR

We needed this meeting, we needed this time with you.
PUBLIC OUTREACH MEETING PUBLIC COMMENT FORM

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Please also provide your name, address, and email address so you can continue to be informed about future meetings on the project and EIR. Please provide your comments below:

25.1

Big concern:

Coming into 13th to Dockweiler - Too much

Noise and traffic Bringing city traffic into or

(near) next to - Placerita ^{City} Placeritas Blvd - No - No - No -

Please - take Market Street to Dockweiler



Noise and hundreds more vehicles at the West end of our
canyon - Sorry - wrong way to solve this problem

Name: Mr. and Mrs. Réal Paradise

Address: 22176 Placeritas Blvd.

Email: Newhall
rparadise #4 at junco.com

You may also e-mail comments to Ccallahan@santa-clarita.com on or before October 16, 2017.

COMMENT LETTER No. 26

-----Original Message-----

From: Michael Ragsdale - gmail [<mailto:ragsdale.michael@gmail.com>]

Sent: Wednesday, October 18, 2017 1:20 AM

To: Carla Callahan

Subject: Lyons Ave / Doc Weiler Extension

To whom it may concern,

I would like to express my concern and disagreement with your plans regarding the Lyons Avenue / Dockweiler Drive Extension Project EIR. As a resident of Placerita Cyn Rd I feel this will have a negative impact on my family and neighbors. Having spoken with a number of the community here, I know that I'm not alone in these thoughts and we believe there are better alternatives to reduce traffic.

26.1

Michael Ragsdale

COMMENT LETTER No. 27

-----Original Message-----

From: Renel Ragsdale [<mailto:manypets48@gmail.com>]

Sent: Monday, October 16, 2017 10:31 AM

To: Carla Callahan

Subject: Dockweiler Drive Extension

To Whom It May Concern,

I have been a resident of Placerita Canyon for forty years. It is a small beautiful area with a unique lifestyle.

I am concerned with and I am AGAINST the Dockweiler Drive extension.

We are constantly threatened by fires. If a passing motorist throws out a cigarette while driving on this new extension our community will be destroyed.

I also think it is a waste of taxpayers money. A Golden Valley extension would make more sense.

The traffic that would be created at the end of our road is also a big concern.

I do not feel this extension is a critical issue at this time and think there should be another solution.

Thank you for reading this and I hope you make the correct decision.

Renel Ragsdale
21306 Placerita Canyon Road
Newhall, CA 91321

27.1

From: taradacktl@aol.com [mailto:taradacktl@aol.com]
Sent: Monday, October 16, 2017 8:30 AM
To: Carla Callahan
Subject: EIR

To whom this may concern,

My name is Tara Ragsdale and I have lived in Placerita Canyon for 35 years. I recently learned about a proposal to connect Dockweiler Drive to 13th Street, Lyons Avenue, or Market Street to decrease the traffic on Newhall Avenue. I believe that the problem isn't lying in the traffic on Newhall Avenue, it is the traffic on the 5 and 14 freeways. Many commuters that drive down Newhall Avenue are not driving to Newhall, they are driving to Valencia, Saugus, or other parts of Santa Clarita. The major intersections in Newhall are two and three lanes wide on each side while the intersections in Valencia are around six. You see a fraction of the cars driving through Newhall compared to Valencia. Newhall Avenue is the first exit off the freeway and people would rather get off to drive on side streets than sit on the freeway in stop and go traffic. My point is that possibly the traffic situation would improve if the residents in the Northern part of Santa Clarita had an easier way to commute to and from their homes. Widening the freeways or improving the off ramps near their homes would be more effective for the future and eminent growth of this city.

I have lived in Placerita Canyon long enough to remember the days before the gate was installed on our street. As kids, we weren't allowed to go outside our fence at any time because the traffic was terrible and too dangerous. After the gate was installed it changed our lives completely. Placerita Canyon became a neighborhood that some of us had never experienced before. I remember looking out the window and couldn't believe when I saw people walking their dogs on the street! My dad started taking us for bike rides in the evening and that was the first time we were ever able to do that together. For once we could ride our horses and bicycles safely across the street to the little market for ice cream on a warm summer day. To this day I walk down the street with my horse and come across families on bicycles, elderly neighbors dropping off their farm fresh eggs at friends' houses, and people that I would have never even met before walking their dogs.

My stand on the proposal is for the "No Build" option. To turn nice quiet residential neighborhoods into major thoroughfares with large amounts of traffic in order alleviate traffic elsewhere is unfair. It is not the responsibility of the residents to solve commuter problems and the issues should be addressed elsewhere. Every person should be able to raise their kids in a nice neighborhood without the concern of their safety. Please take this letter into consideration before moving forward with these proposals.

Thank you,
Tara Ragsdale

From: Linda Redmond <shofurmom88@yahoo.com>
Date: October 16, 2017 at 2:08:27 PM PDT
To: "Ccallahan@santa-clarita.com" <Ccallahan@santa-clarita.com>
Subject: Draft EIR
Reply-To: Linda Redmond <shofurmom88@yahoo.com>

To Whom It May Concern:

I am totally against the "Dockweiler" connection into Placerita Canyon and using the "13th" street option. I have lived in this canyon for over 34 years. There is a quality of life in our canyon that is rare and hard to find elsewhere in the city. By dumping Dockweiler, Casden, and additional Master's College vehicles into the canyon you are greatly disrupting our "quality of Life"! There are several issues I would suggest you review/re-review.

30.1

1). What is the impact of the increased population of Master's College. More students equal more cars equal more traffic. They need an entrance/exit off of Railroad Avenue.

30.2

2). What is the impact of the studio overlay for filming in the Canyon? In addition to Melody Ranch's filming, there has been a huge increase of additional filming in the canyon. Within the last month I have been stopped on Placerita Canyon Road (the private portion) and not allowed to go through until their filming shot was done. There is an additional impact into this canyon related to traffic just from the filming traffic and this is before the possibly additional vehicles are added from Dockweiler, Casden, and Master's. The increase in filming vehicles, trucks, van, etc. is also at a detriment to our quality of life. The oversized trucks from the studios come barreling down the canyon at all hours of the day and night. They even come into contact with the oak trees this city works so hard to protect! What is the impact of all of this additional traffic prior to you adding more vehicles if the proposed option is adopted?

30.3

3). Additionally - what is the impact of accidents on the local freeways? Well I can tell you what happens. Railroad Avenue backs up and trying to get out of Placerita Canyon takes a long time. If you add vehicles from Dockweiler, Casden, and Master's College to this scenario it will be and even larger nightmare. While everyone is always affected by traffic accidents, it is unfair to put the residents of Placerita in an even worse position. On October 5 and October 10 of this year there were accidents of the southbound 5 freeway. Both days saw the traffic on Railroad Avenue back up and left Placerita Canyon residents waiting for multiple lights to get out of the canyon. Again everyone is affected by accidents buy this option will make it three times worse for the canyon which I don't believe is fair or the correct thing to do. There are other options that make more sense.

30.4

Suggestions:

I would highly recomend using the Market Street crossing. There is already more infrastructure at that intersection to handle the amount of vehicles. Cars could go left, right or straight as opposed to only having the option of going left or right with the 13th street option.

30.5

Another suggestion would be to spend our hard earned tax payer money on completing Via Princessa. Have the Casden properties connect with Via Princessa to the North and leave Dockweiler alone. If you must do something with Dockweiler have it connect at Market Street which is better able to handle the traffic.

Lastly, I just would ask that you not ruin the Placerita Canyon way of life. Since this city was incorporated all I hear about is the Quality of Life that we enjoy and need to protect. Well, please practice what you preach and don't ruin our "Quality of Life"!

30.6

Thank you for addressing these issues.

Linda Redmond
21107 Placerita Canyon

From: Jeff Secor <secor6@sbcglobal.net>
Date: September 20, 2017 at 11:15:47 PM PDT
To: "Ccallahan@santa-clarita.com" <Ccallahan@santa-clarita.com>
Subject: Lyons Ave-Dockweiler Extension
Reply-To: Jeff Secor <secor6@sbcglobal.net>

Mr. Callahan,

We attended a meeting on September 14, 2017 held at Masters University regarding the Lyons Ave/Dockweiler Extension, along with a number of our neighbors. We appreciate you holding the meeting, but aren't really sure you came with an open mind and ears to LISTEN to what the community was saying.

31.1

A very compelling question asked, that was not answered very clearly, was "Why this project at all?" It doesn't make sense to divide traffic in one area, just to bring it back together a mile or two later. Is TMU still even planning to do their previously approved plan? That is another discussion that needs to be had.

31.2

We were also very disappointed that the idea of bringing Dockweiler to Market Street, which already has a large RR crossing was not readily discussed. This seems like such a natural solution. It seemed that many of the residents were more favorable toward this crossing than the other crossing options.

31.3

Another question is, who owns the property that will need to be acquired for these projects? Are there any city officials, current or past, that could potentially profit from this Extension Project by selling their land for one or another of the projects and could that be why this is being ramrodded through? (i.e. LaureneWeste)

31.4

If you have spent any time in the Canyon, you would understand what it is like already, to try and cross at 13th Street after a train (of which there are many during the day). It is not uncommon for traffic to be backed up to Placeritos and beyond, just waiting to get across the tracks and on to Railroad Avenue. How many 1000s more cars do you hope to add to the mix? And what will happen when hundreds of houses and businesses are added to the mix on the corner of 13th and Railroad?

31.5

Most of the City's decisions regarding this issue lack common sense, which makes the whole situation very suspect to those of us in the Canyon.

We implore you to re-think this whole project, and if it MUST be done, take a long, hard look at using Market Street instead of creating bigger issues with those of us who pay taxes for your paycheck.

31.6

Finally, our understanding is that there is a legal agreement with the residents of Placerita Canyon to keep the neighborhood rural, as it has been for decades. Perhaps that needs to be looked into as well.

Again, please re-consider this outrageous project and the impact that it will have on those who have lived here for many years.

Thank you,
Jeff & Sharon Secor
21224 Placerita Canyon Road
Newhall 91321

LYONS AVE / DOCKWIELER DRIVE EXTENSION PROJECT EIR

PUBLIC OUTREACH MEETING PUBLIC COMMENT FORM

This form is provided for your convenience to make written comments regarding the Draft Environmental Impact Report (EIR) prepared for the Lyons Avenue / Dockweiler Drive Extension Project. Your comments will be considered by the City of Santa Clarita and included in the Final EIR.

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Please also provide your name, address, and email address so you can continue to be informed about future meetings on the project and EIR. Please provide your comments below:

I have been at your 2 meetings. My wife sent comments as well. I work for a large city and understand how all this works. We chose to live here for a reason; ~~Quiet~~, little traffic - the 16 years we have lived here we have seen the city is not our friend and has our best interests in mind. Aside from Mike West making out on her property - common since dictators we Dont want this connection to bring MORE traffic in - just to widen 13th street crossing like it should be to be safe. This is BAD for us and Dockweiler residents. WE Dont want this - I think you get this from our well informed residents who pay taxes.

32.1

Name: Jeff Secor
Address: 21224 Placerosita Cyn Rd
Newhall, CA 91321
Email: Secor6@sbcglobal.net

You may also e-mail comments to Ccallahan@santa-clarita.com on or before October 16, 2017.

LYONS AVE / DOCKWIELER DRIVE EXTENSION PROJECT EIR

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Please also provide your name, address, and email address so you can continue to be informed about future meetings on the project and EIR. Please provide your comments below:

Part 2 - we are voters, you are
not listening to what we as high paying
taxpayers in this canyon - we are here
for a reason. All this is going to do -
Common sense is to bring more
traffic into this canyon. Government
normally doesn't listen to people who they
are elected by. We don't want any
Bld out - save your money - fix crossing
At 13th street Thanks you

32.1

Name: Jeff Secor
Address: 21224 Placerita Canyon Rd
Newhall, CA
Email: _____

You may also e-mail comments to Ccallahan@santa-clarita.com on or before October 16, 2017.

From: Skinnerz <skinnerz@sbcglobal.net>
Date: September 15, 2017 at 6:13:04 AM PDT
To: <Ccallahan@santa-clarita.com>
Subject: Fwd: Lyons/Dockweiler Extension Project

Sent from my iPad

Begin forwarded message:

From: Skinnerz <skinnerz@sbcglobal.net>
Date: September 15, 2017 at 6:06:41 AM PDT
To: ccallahan@santaclarita.org
Subject: Lyons/Dockweiler Extension Project

I attended the meeting last night at Masters College. This extension project could ruin the quality of life we in Placerita Canyon appreciate and pay for. I heard many people say that is the reason they purchased their homes in Placerita Canyon (a special standards district established years ago when the city did not want to pay for the road). I also heard homeowners living off Dockweiler opposed to this project because of the increase in traffic that will impact their communities.

With the build-out of Santa Clarita I've watched it change tremendously over 25 years. I don't want the traffic and major access to our community that we've fought hard to protect.

Placerita Canyon is a special place in Santa Clarita and should stay that way. We have The Masters University, Melody Ranch Studios and churches, along with homeowners here having horses, ranches, etc. I know the Disney Studios will be here soon across the 14 freeway.

The rebirth of downtown Newhall is great and I love seeing the community coming together.

The City of Santa Clarita seriously needs to reconsider this extension project to protect the Placerita Canyon residents that have lived here for decades, preserve some of our history and what brought people to Santa Clarita in the first place.

Tammy Skinner
Placerita Canyon Resident

33.1

Proposed Alternative to the Dockweiler Extension

As briefly discussed at the Master’s College meeting, I do believe that the Dockweiler connection is fatally flawed and that another “out of the box” solution should be both considered and explored.

34.1

Fundamental Problems with Dockweiler

First, let me state that if Dockweiler did not exist, in other words if there were just an undeveloped hill there, then I do not think anyone would consider this route. It is not only extremely expensive but it is also very disruptive to existing neighborhoods. More fundamentally, this route does not provide the traffic relief or begin to solve the traffic issues that are being considered.

Leaving aside human or quality of life improvement goals, the end game of the Dockweiler extension would be to alleviate traffic and to smooth anticipated future circulation in the Valley.

34.2

As I will outline later, this extension not only will not ease the anticipated traffic but, if built as planned, it will actually increase traffic “friction” with added stops, delays, blockages and inconvenient routings.

There are non-engineering issues created as well. The purpose here is not to expand upon these, but they are important and worthy of mention:

34.3

- Very high cost of construction due to steep grades and mountain terrain.
- Irreversible negative impact upon wildlife (foxes, wild cats, hawks, rabbits, coyotes, deer, native snakes and such).
- Highly negative impact upon ridgeline view to the community, this will destroy the hillside ridges and contours that provide invaluable aesthetic value.
- Loss of valuable open space and trails—currently there are several regularly used trails through the hills.
- Significant quality of life loss in both the Placerita Canyon and in the hilltop Vistas community.
- And, as the Placerita Canyon residents have voiced, there is a significant risk of impeded emergency evacuation due to the layout of the proposed extension

34.4

34.5

34.6

34.7

34.8

A more practical approach would mitigate all of the above WHILE providing a more effective traffic flow solution as well.

34.9

Before I touch upon the reasons that the proposed extension will not achieve its purpose, let’s state the purpose to ensure we are on the same page.

34.10

There are two potential reasons for the extension:

- One, that there is some other reason it is being done than for traffic flow mitigation, such as for expanded development in the hills or simply to finish up a dated plan from 20 years past.
- Or, to improve traffic flow and allow for the increased development along the Railroad corridor. This is not just for current traffic but for future anticipated traffic as well. This is the purpose that makes the most sense and the purpose that has been stated, so we will proceed on this path.

34.10

The basic problem is that the extension to Dockweiler does not solve this and is a poor solution to the problem. It will create a number of significant “stop” points throughout the area and will lead to further slows and congestions.

These are the problematic stops:

- Dockweiler via the Placerita entrance to Sierra Highway is a very poor route for a bypass. This route does not cleanly connect any of the flow lines of the Valley, it starts at a t-intersection and stops at a t-intersection—in effect taking one from nowhere to nowhere.
- At each of these terminus points there will be a significant increase in stopped, jammed traffic. In less than a mile, along Railroad, there will now be 5 significant stops and adding this one as a major traffic outlet will add lengthy stops and delays. Then, adding the projected traffic increase, this corridor will be increasingly difficult to navigate.
- The same is true at Sierra Hwy. Adding lengthy left turn signals and extending stop times will greatly increase the slows along that vital corridor, without achieving much in the way of smoothed traffic. There will be a secondary effect at the Newhall Ave South left turn as this lane will have to be extended and its time length increased. Yet in no way does this route provide easy entrance or exit flow to any desired points, as both ends don't lead anywhere or flow easily.
- An analogy can be found in irrigation systems. Every time a turn is introduced this then creates friction, turbulence, slows and loss of pressure. The same is true in traffic, with the added caveat of introducing higher rates of accidents to the process.
- As amply discussed in the meetings, this routing will create heavy disruption and slows to the traffic flow in and out of the Placerita Canyon. Enough said.
- The Dockweiler extension itself will be a very poor flow. First is the steep grade and potential curves on the route, this never makes for smooth, flowing traffic.

34.11

Second is the number of stop signs that will be required along the route, minimally these are: at the entrance and exit to Master's College and a minimum of three stop signs through the community on top of the hill (Valle del Oro intersection, apartment exit at the east end and at the Lantana community). It will be very slow going through there. Added to this is the fact that traffic will be merging at both ends from two lanes to a single lane at the top of the hill.

34.11

So, adding together the longer waits at traffic lights, the merging lanes, the multiple stop signs (or even an additional stop light) and the grades to the fact that this route is NOT convenient to any destination or flow, makes for a very expensive and ineffective plan.

TARGET ONE: Aside from a restricted corridor in downtown Newhall, the biggest issues lie in the number of stopping points along the way. These should be addressed and solved as a PRIMARY concern, this is low hanging fruit. Traffic that flows equates to reduced congestion and improved capacity. Proposed improvements would include:

- Reposition the bus stop in front of the Metro station. This is the lowest hanging fruit and could be accomplished by eliminating the parking there (there are lots to the rear and south), keeping a drop off zone for passengers and building a pull out for the buses. The stopped bus creates tremendous jams along that area, especially during rush hour.
- Consider eliminating the light at Market Street. Make this a right turn only intersection. Yes, this create some inconvenience, but the benefits outweigh the inconvenience. Residents can go south on Pine to exit to the East. Downtown Newhall visitors can go up to Lyons to turn left. Removing this stop will do much to keep traffic flowing. A pedestrian bridge could be built.
- The most effective move, but costly, would be to build an overpass directing all Newhall Ave traffic over the intersection and then down to the roundabout. This would eliminate any stops, other than train crossings, for the Railroad to Newhall traffic and keep that flowing. If the Dockweiler extension was not done, this would result in tremendous savings and these funds could be used for the overpass.
- There are likely other ways to smooth traffic through Downtown but that should be a priority.

34.12

TARGET TWO: This would be to find an effective bypass route to pull traffic through the area and also accommodate the increased traffic connected to the planned development along Railroad (vacant land to the west of Placerita Canyon).

The ideal here would be to find a less expensive route, to find a more effective route and to find a route that has a lessened negative impact on points mentioned earlier

(such as wildlife, scenic views, neighborhood disruption, etc.). In addition, finding a route that could potentially provide traffic flow benefits above and beyond what was sought would be ideal.

The goal should not be “to build an extension” but to smoothly move traffic, and projected traffic increases, along the Sierra/Newhall–Santa Clarita Railroad Avenue path. The most effective solution would be to have a direct route between Sierra/Newhall and beyond the Downtown Newhall zone. Ideally this direct route would have a minimum of stops or intersections—an express way or bypass route.

With the future planned development along the east side of Railroad as well as the future planned connection of Via Princessa across the valley then this route should ideally facilitate flow through the future development and also connect to the Via Princessa route.

The proposed route, given of course in simple terms, would avoid the Dockweiler path completely. It would follow flat land for the most part by building along the edge of the creek bed at the base of the hill which is largely flat land. This would keep the bypass route away from any new railroad crossings and out of most all neighborhoods. There are several vacant lots along Newhall Ave where this route could connect and if built properly this route could flow into and out of Newhall without any stop signs or lights. (This would require one overpass and would only allow for traffic in the most probable and heavily used directions)

The route would direct traffic into a properly sized roundabout (large enough to accommodate fire trucks and horse trailers) at the Placerita Canyon intersection. This roundabout would be well to the east of the tracks and the current stoplight, to avoid backups in that tight sector). The route would continue on into the new development and then connect into the Via Princessa future route.

There are some engineering issues, such as the need to move significant dirt as the route would pass to the east of the Metro station as well as the need for one-to-three overpasses and potentially a bridge—but all of these are doable and are significantly less expensive than connecting to Dockweiler.

The most significant plus is that this route would allow for greatly increased traffic flow and speed through the area, and would provide access to the Masters College and the newly developed area.

It would provide safer and increased emergency exit from Placerita, minimize neighborhood disruption and loss of quality of life, it would preserve a valuable piece of open space and scenic ridgelines. Ideally that saved open space could be connected to existing open spaces and further improve the area’s appeal and outdoor access. With added trails for hikers and horses, and even an extension of our biking paths, this plus would help gain community support for the project as a whole.

Please see attached map for a general outline of the proposed alternative.

34.12

In closing, while one has always to deal with the NIMBY factor on any development project, the proposed Dockweiler extension lacks the benefits to justify its construction. It is flawed in many ways, but most importantly in that it does not begin to address the projected traffic problems and will in fact lead to increased traffic congestion.

If the traffic flow needs to be resolved then this extension needs to be sidelined while alternative plans and routes that actually solve the problem are explored.

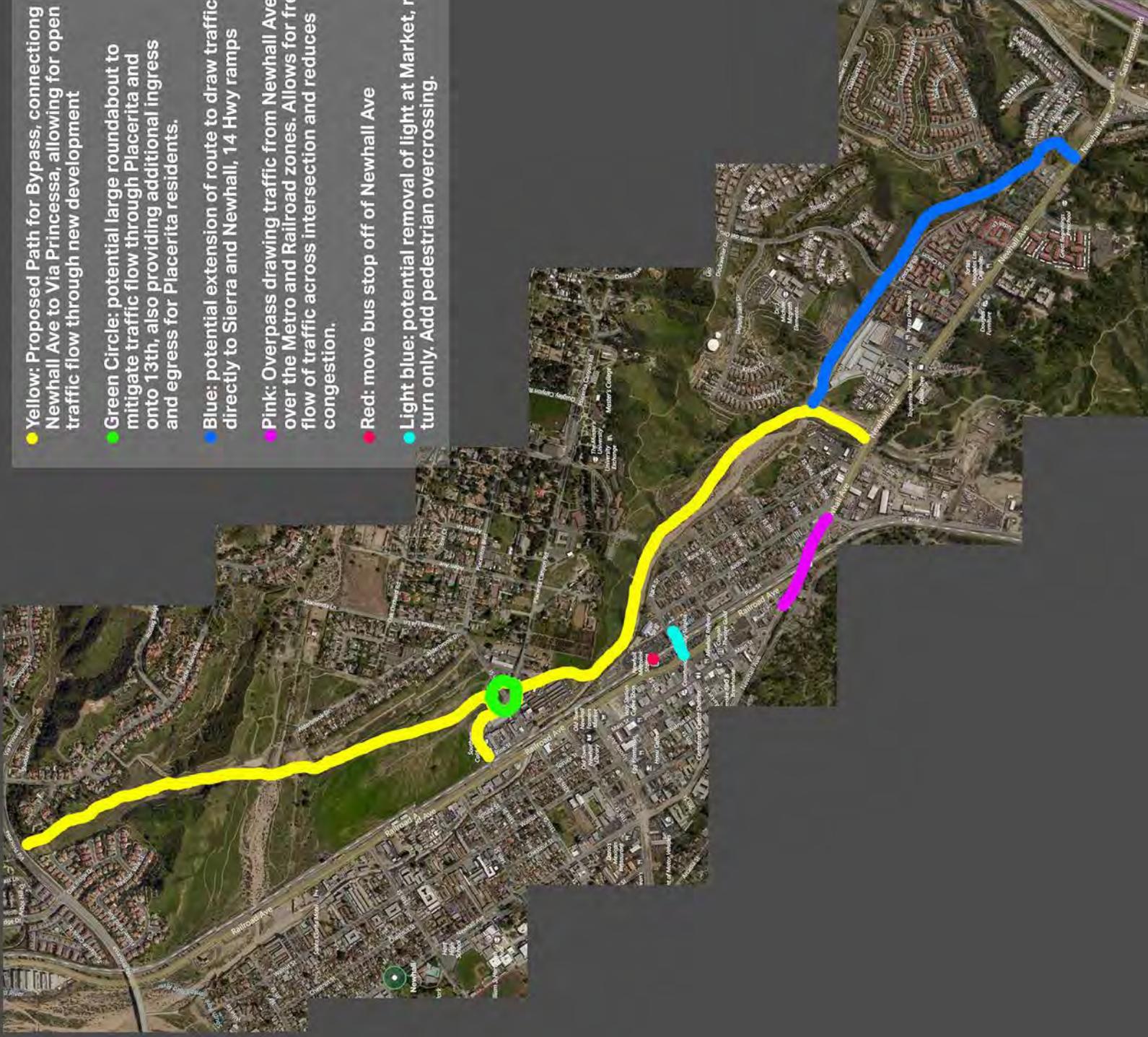
34.13

This is a proposed alternative that would solve the problem. Of course, I have not done feasibility or engineering studies, but this general scope is worth discussion and review.

My contact information:

Thomas Soracco
tomsoracco@gmail.com
818-749-2181

- **Yellow:** Proposed Path for Bypass, connecting Newhall Ave to Via Princessa, allowing for open traffic flow through new development
- **Green Circle:** potential large roundabout to mitigate traffic flow through Placerita and onto 13th, also providing additional ingress and egress for Placerita residents.
- **Blue:** potential extension of route to draw traffic directly to Sierra and Newhall, 14 Hwy ramps
- **Pink:** Overpass drawing traffic from Newhall Ave over the Metro and Railroad zones. Allows for free flow of traffic across intersection and reduces congestion.
- **Red:** move bus stop off of Newhall Ave
- **Light blue:** potential removal of light at Market, right turn only. Add pedestrian overcrossing.



From: Linda Tarnoff [<mailto:haveahunchranch@aol.com>]
Sent: Monday, October 16, 2017 6:28 PM
To: Carla Callahan
Subject: LYONS/DOCKWEILER EXTENSION PROJECT

Unless you can convince me otherwise, I am opposed to the Dockweiler extension unless to just the proposed Masters University expansion project. In other words, I support the No Project alternative. The additional traffic proposed to be routed through our rural equestrian neighborhood would without a doubt jeopardize our community which is already anticipating impacts from the proposed new residential construction at 13th Street. As the Santa Clarita Valley gets built out, obviously there will be a need for additional roads. The success of Golden Valley Road is a prime example. But shunting traffic to an otherwise quiet community is not the solution.

35.1

Each proposal referenced in the EIR is controversial and not without issues. Market Street is next to an active train station with high numbers of pedestrian traffic especially at peak travel times. No doubt this option is opposed by adjacent residents. Lyons Avenue would be the best scenario as a straight shot across if traveling east on Lyons but appears to have too many construction challenges i.e. need for elevation of existing road to traverse over train tracks and bridge construction over creek. 13th Street, though easiest for the planners is problematic for Placerita Canyon.

35.2

In addition, at this time-- with the cleanup of Whittaker Bermite on the horizon for 2018 -- it would make sense to initiate the EIR process for the ultimate extension of Via Princessa through to Golden Valley Road.

Regardless of which route the city ultimately chooses, the left turn queues will undoubtedly create lengthy back ups jutting into left lanes of traffic as demonstrated by the frequent half mile or more long left turn lanes on Sierra Highway to Golden Valley Road. Just imagine the scenario at a left turn lane from Railroad to Market Street if the road is extended there, on a curve no less. In fact, the left turn lane at 13th Street cannot accommodate traffic as it is at peak times.

35.3

Change is inevitable but clearly think this one out from the impact on the local impacted communities whether it be Placerita Canyon, East Newhall or Dockweiler.

Thank you,
Linda Tarnoff
21618 Oak Orchard Road
Newhall 91321
Haveahunchranch@aol.com

Sent from my iPad

Valerie Thomas

COMMENT LETTER No. 36

Mike/Carla

Rebuttal to:
Lyons to Dockweiler Draft EIR
City presentation September 14, 2017

Deficiency in dealing with NOP concerns: In the City's summation to concerns raised at the NOP meeting, no concerns are listed relating to greenhouse gases in concerns that I raised. In the section on Air Quality, I refer to the Global Warming Solutions Act of 2006 (AB 32). This act mandates statewide greenhouse gas emissions must be reduced to 1990 levels by 2020. SB 32, passed in 2016 and signed into law (before this draft EIR was released) expands that mandate to reduce greenhouse gas emissions 40 percent below 1990 levels by 2030. Both are state laws but this report makes no effort to deal with how the additional congestion can be dealt with to comply with state law.

36.1

LOS: PCPOA met with City staff on July 25 for a presentation on the Draft EIR. We were assured LOS levels A-F did not correspond to scholastic letter grades. The Evans Report (page 13) states "The LOS ranges from 'A' (the best) through 'F' (system breakdown)." That's very similar to scholastic grades.

36.2

Ongoing transportation issues:

- The report posits Lyons as a three-lane avenue. While some of Lyons is three-lanes, the portion from Orchard Village to Railroad allows street parking. Merchants have long fought allowing three lanes since there is inadequate off-street parking. OLPH submitted a Master Plan several years ago outlining their proposed expansion; that plan was withdrawn allowing piecemeal expansion.
- The transportation section proposes two left turn lanes, one right turn lane and one straight ahead lane at Lyons where it meets Railroad; where is this additional lane coming from? What provisions are made at this intersection for the traffic from the substantial under-construction parking structure? Or the Laemmle Theater?
- Peak hour numbers do not allow for Metro train traffic. Please adjust the report.
- How does the closer proximity to the Newhall Metro station affect crossing safety/timing at this intersection?
- What provisions are made for circulation during construction? Nighttime construction is not an answer with a road be being raised six feet or more. (The City is already in a mess with three major construction projects: Railroad, Orchard Village and McBean.) Simply posting signs "Use alternate routes" is not sufficient, particularly when the City has made no effort to adjust the timing of the affected signals. How will traffic get to Lyons from either direction?
- Dockweiler parking: The EIR shows Dockweiler as two lanes in each direction. Much of the road by the condos and apartments has been used for years as supplemental parking. What provisions are being made for these vehicles? Many of the units are within 10 feet of the existing roadway; how will the quality of life for these residents (safety, noise, pollution) be maintained?
- If federal funds are sought for any portion of this construction, does that mean the City will have to allow heavy truck traffic on Dockweiler? What safety provisions will be made for locals to protect them from trucks barreling down that grade?
- Roundabout not safe or adequate for truck traffic or horse trailers.

36.3

36.4

36.5

36.6

36.7

36.8

36.9

36.10

Think outside the Box

1. Take traffic up to Circle J. Nice to keep your promises to them, but Placerita has promises written into the General Plan and our Special Standards District to protect our rural equestrian way of life. No part of this proposal is compatible with a rural equestrian lifestyle.
2. Flyover at 15th Street.
3. Bring Dockweiler to Pine Street. Extend to Market and then down to Pine across Newhall Avenue where it goes to NCWD. That avoids trains tracks altogether.

36.11

36.12

36.13

Emberbrook

Need more examination of 13th Street

36.14

Flooding

36.15

Entrance traffic lined up to 14th or beyond

36.16

Reduces southbound to single lane

36.17

LYONS AVE / DOCKWIELER DRIVE EXTENSION PROJECT EIR

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Please also provide your name, address, and email address so you can continue to be informed about future meetings on the project and EIR. Please provide your comments below:

-
1. Regarding the traffic study in the Draft EIR, Dockweiler is a Secondary Highway connecting with Placerita Canyon. Highways and horses do not mix, so this alignment has the potential to negate the rural equestrian lifestyle and/or violate the Special Standards District previously established. 37.1
 2. Dockweiler to 13th St. creates a bypass artery that avoids Downtown Newhall contrary to the economic development objective of the area (traffic study indicates a 31% decrease in Lyons traffic from 2019 to 2035 if Alternative #2 goes forward). 37.2
 3. Dockweiler experiences a 446% increase with Lyons improvement; 272% increase with Alternative #2, yet Railroad Avenue experiences a modest 5% decrease from No Project to Alternative #2. Given the math in the traffic study, neither alternative satisfies the City's objective to reduce volume (as presented as travel time) on Newhall Avenue by nearly half. 37.3
 4. TMU has a dramatic increase in traffic load with the Lyons crossing, yet with No Project and Alternative #2 that load decreases by 10-13,000 vehicles. Question is where did those vehicles go? The traffic counts on Dockweiler and 13th do not make up for the variances in the data. The validity of the Alternative #2 traffic load is questionable given the unexplained variances. 37.4
 5. Safety is a key consideration at an active rail crossing with on average 38 trains per weekday (8 freight and 30 commuter). Alternative #2 has a 92% increase in traffic between 2019 and 2035, which amplifies the risk of rail-related incidents. 37.5

Name: Robert and Teresa Todd
Address: 24760 Oakcreek Avenue
Newhall, CA 91321
Email: mccabetodd@gmail.com

You may also e-mail comments to Ccallahan@santa-clarita.com on or before October 16, 2017.

LYONS AVE / DOCKWIELER DRIVE EXTENSION PROJECT EIR

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After filling out the form, please leave it with City staff prior to leaving this meeting.

Please also provide your name, address, and email address so you can continue to be informed about future meetings on the project and EIR. Please provide your comments below:

Traffic: I'm concerned about
Emergency access in and out of
the canyon with all the additional
traffic at the 13th St. crossing.

What is stopping us from adding a Lyons/
Dockweiler crossing and simply keeping or
improving the 13th St crossing?

38.1

38.2

Name: Pat Willett
Address: 24560 Desert Ave.
Santa Clarita, CA 91321
Email: patwillett@ca.rr.com

You may also e-mail comments to Ccallahan@santa-clarita.com on or before October 16, 2017.

-----Original Message-----

From: John Yoon [<mailto:jyoon1205@gmail.com>]

Sent: Monday, October 23, 2017 11:55 AM

To: James Chow

Subject: Lyons to Dockweiler Extension Project

Hi James,

I am out of country until at the end of November.
I did not have a chance to response about this project formally.
I am not sure that I can use this mail as a formal response or not.

My main concern is to reduce the traffic on Placerita Canyon Road. The main traffic is to the Master's University.
Since I purchase my house, 22011 Placerita Cyn. Rd., 4-years ago, the traffic has been increased almost 3-times on Placerita Cyn. Rd. due to the Master Univ. I am eagle to see the major reduction of traffic on Placerita Canyon Road.

I, as the owner of 22011 Placerita Canyon Road, formally support the original project from Lyons to Dockweiler Extension Project, not the 3rd Street to Dockweiler Extension.

Please let me know the correct email address If this mail is no good for a formal response.

I really appreciate your help,

Sincerely,

Jong Yoon

22011 Placerita Canyon Road
Newhall, CA 91321
323-228-3789
jyoon1205@gmail.com

Sent from my iPhone

LYONS AVE / DOCKWIELER DRIVE EXTENSION PROJECT EIR

PUBLIC OUTREACH MEETING PUBLIC COMMENT FORM

This form is provided for your convenience to make written comments regarding the Draft Environmental Impact Report (EIR) prepared for the Lyons Avenue /Dockweiler Drive Extension Project. Your comments will be considered by the City of Santa Clarita and included in the Final EIR.

After filling out the form, please leave it with City staff prior to leaving this meeting.

Please also provide your name, address, and email address so you can continue to be informed about future meetings on the project and EIR. Please provide your comments below:

Please look At Market St.
it makes more sense would like
to be able to walk down to the
winery. I love that idea..
Do what's Right And make it
Happen. lets Bring money into
down town. And by the way
lets get busy And Repave Newhall
Rd - And Add some trees

41.1

Name: FRANCE ZAMORA
Address: 24742 MEADVIEW
NEWHALL CA 91321
Email: _____

You may also e-mail comments to Ccallahan@santa-clarita.com on or before October 16, 2017.

LYONS AVE / DOCKWIELER DRIVE EXTENSION PROJECT EIR

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The expansion of Arch St to Dockweiler is not in the best interests of the residents of Placerita Canyon. My house sits on Placerita Canyon, close to Arch St. I do not see how bringing unnecessary traffic onto our rural streets will in any way improve our neighborhood. When the residents of Happy Valley complained to the city about excessive traffic on Valley St due to the gate at Calgrove being available to the Hidden Valley residents via a gate card, the city SHUT down a road that was on the master plan as a public road. So to tell us the Arch St-Dockweiler expansion “has” to be done because it is on the master plan is false. The ONLY person who wants this road is oddly a City Council member with property that might be of value to the city. Makes one wonder who the City is “serving” Certainly NOT the vast majority of Placerita canyon residents. We would prefer the third option; DO NOTHING. Perhaps the City should finally expand Via Pricessa. That’s been promised for years and would actually improve traffic flow in Santa Clarita

42.1

Name: Dawn and John Zirbel
Address: 22124 Placerita Canyon Rd Newhall CA
661-816-1218
Email: dzirbel@firstam.com

You may also e-mail comments to Ccallahan@santa-clarita.com on or before October 16, 2017.