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# 1. EXECUTIVE SUMMARY

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## A. INTRODUCTION

### (a) Purpose of the EIR

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

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

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

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

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

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

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

***Overview of the Environmental Setting***

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

***Overview of the Proposed Project***

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

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

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

A detailed description of the Proposed Project including specific street improvements is presented in Section 2 Project Description of the Draft EIR.

## **B. ENVIRONMENTAL REVIEW PROCESS**

### **(a) Notice of Preparation/Scoping Meeting**

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

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

### **(b) Draft Environmental Impact Report**

The Draft EIR was published on August 16, 2017 and circulated for review and comment by the public and other interested parties, agencies, and organizations for a period of 60 days. The public review period ended on October 16, 2017. The Notice of Completion/Notice of Availability (NOC/NOA) was published in The Signal and was posted with the Los Angeles County Clerk's office on August 16, 2017. The NOC/NOA was also distributed by direct mailing (regular U.S.P.S. first class postage) to the owners and occupants of the properties within a 1,000-foot radius of the Project Site. Certified receipt mailing of the

NOC/NOA with a CD copy of the Draft EIR and Technical Appendices was distributed to various non-City governmental agencies in accordance with City policy. Additionally, two public outreach meetings were held on September 14, 2017 and September 28, 2017 at The Master's University. City staff and representative technical consultants involved in the preparation of the EIR attended the outreach meetings to provide the public with a summary of the Draft EIR and obtain questions and comments on the Draft EIR from the public.

At the close of the environmental review period for the Draft EIR, a total of forty-two (42) comment letters were received in response to the Notice of Completion/Notice of Availability (NOC/NOA). The City Council will consider the Project and the Final EIR at a regularly scheduled City Council meeting in early 2018. The Final EIR, together with the Proposed Project, will be recommended for certification and approval by the City Council (State Clearing House No. 2013082016).

**(d) Organization of the Final EIR**

The Final EIR consists of the Draft EIR (which is hereby incorporated by reference), and this Final EIR. The components of the Draft and Final EIR are summarized as follows:

**Draft EIR**

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

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

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

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

Section 5 (General Impact Categories): This section provides a summary of significant and unavoidable impacts of the Proposed Project, a summary of the impacts determined to be less than significant, a discussion of potential growth inducing effects, and an explanation of the significant irreversible environmental changes.

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

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

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

## **Final EIR**

Section 1 (Executive Summary): This section provides an overview of the environmental review process and Proposed Project, and a summary table identifying the Project's environmental impacts, and mitigation measures.

Section 2 (Additions and Corrections to the Draft EIR): This section identifies any technical or editorial corrections and/or additions to the Draft EIR.

Section 3 (Responses to Comments): This section includes the transcribed text of comments received in response to the Draft EIR and detailed responses to each comment. The comments are broken down into paragraphs and or subject and are identified as comment numbers which correspond to the bracketed annotations indicated on the copies of the comment letters provided in Appendix A to this Final EIR.

Section 4 (Mitigation Monitoring Program): This section includes a draft Mitigation Monitoring Program (MMP) prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6, and Section 15097 of the CEQA Guidelines. The MMP identifies the proposed mitigation measures and identifies the applicable phases of enforcement, the monitoring agency, and the monitoring phase for each mitigation measure.

## **C. SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Table 1-1 on the following pages summarizes the various environmental impacts associated with the construction and operation of the Proposed Project. Mitigation measures are proposed for significant environmental impacts, and the level of impact significance after mitigation is also identified.

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

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

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Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>vehicles and would be consistent with the goals and objectives of the AQMP to reduce vehicle emissions throughout the Basin.</p> <p><i>Localized Construction Emissions</i></p> <p>The Proposed Project would result in significant localized air emissions in close proximity to residential land uses within 100 meters of the Project Site on a temporary and intermittent basis during construction. Localized NO<sub>x</sub> and CO emissions would be below the significance thresholds at all sensitive receptor locations. However, localized thresholds would be exceeded for PM<sub>10</sub> and PM<sub>2.5</sub> emissions at two locations: (1) the single family residential land uses located immediately north of the Project Site (within a proximity of 100 meters) and (2) the residential land uses within 100 meters south of the Project Site in the vicinity of Market Street and Race Street. Localized emissions would be below the stated thresholds for any land use located further than 100 meters from the Project Site. Therefore, localized air quality impacts resulting from construction activities would be considered significant.</p>	<p>MM 4.2-1 Prior to grading permit issuance, the Project contractor shall develop a Construction Emission Management Plan to minimize construction-related emissions. The Construction Emission Management Plan shall require the use of Best Available Control Measures, as specified in Table 1 of SCAQMD's Rule 403. The Construction Emission Management Plan shall include the following additional elements:</p> <ul style="list-style-type: none"> <li>a. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. When wind speeds exceed 15 miles per hour the operators shall increase watering frequency.</li> <li>b. Active sites shall be watered at least three times daily during dry weather.</li> <li>c. Suspend grading and excavation activities during windy periods (i.e., surface winds in excess of 25 miles per hour).</li> <li>d. Suspend the use of all construction equipment during first-stage smog alerts.</li> <li>e. Application of non-toxic chemical soil stabilizers or apply water to form and maintain a crust on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive</li> </ul>	<p>Significant and Unavoidable Impact.</p>

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>days).</p> <ul style="list-style-type: none"> <li>f. Application of non-toxic binders to exposed areas after cut and fill operations and hydroseeded areas.</li> <li>g. Plant vegetative ground cover in disturbed areas as soon as possible and where feasible.</li> <li>h. Operate street sweepers that comply with SCAQMD Rules 1186 and 1186.1 on roads adjacent to the construction site so as to minimize dust emissions. Paved parking and staging areas shall be swept daily.</li> <li>i. Scheduling truck deliveries to avoid peak hour traffic conditions, consolidating truck deliveries, and prohibiting truck idling in excess of 5 minutes.</li> <li>j. Reduce traffic speeds on all unpaved roads to 15 miles per hour or less.</li> <li>k. Pave or apply gravel on roads used to access the construction sites when possible.</li> <li>l. Minimize idling time either by shutting equipment when not in use or reducing the time of idling to 5 minutes as a maximum.</li> <li>m. Limit, to the extent feasible, the hours of operation of heavy-duty equipment and/or the amount of equipment in use.</li> </ul> <p>MM 4.2-2 All off-road diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available.</p>	

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<p><i>Operational Emissions</i></p> <p>Although the Proposed Project would not directly generate any new vehicle trips, the Proposed Project would result in changes to the traffic circulation in the vicinity and would alter the average daily traffic</p>	<p>In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. A copy of each unit's certified tier specification, BACT documentations, and CARB, SCAQMD, or ICAPCD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.</p> <p>MM 4.2-3 An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive fugitive dust generation. Any reasonable complaints shall be rectified within 24 hours of their receipt.</p> <p>MM 4.2-4 The contractor shall utilize low-VOC content coatings and solvents that are consistent with applicable SCAQMD and ICAPCD rules and regulations.</p> <p>No mitigation measures are required.</p>	<p>Less Than Significant Impact.</p>

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>volumes and peak hour traffic volumes at local intersections. A CO hotspot analysis was conducted, and it was found that, under worst-case conditions, future CO concentrations at each intersection would not exceed the state 1-hour and 8-hour standards with or without the development of the Project. Therefore, no significant project-related impact would occur relative to future carbon monoxide concentrations. The Proposed Project would have a less than significant impact with respect to this criterion.</p>		
<p><b>Biological Resources</b></p> <p><i>Habitat Modification</i></p> <p><i>(1) Vegetation</i></p> <p>Site grading plans indicate that within the Project Site 2.32 acres of vegetation would be removed (100 percent of the vegetation resources present). Of the vegetation communities impacted Disturbed California Sagebrush-California Buckwheat Scrub is the dominant plant community present by area and approximately 0.63 acre of this habitat would be lost through site grading and project implementation. The loss of 2.32 acres of vegetation is considered adverse; although, due to the Site's disturbance history, its small size, the lack of sensitive plant communities, the lack of structure for wildlife, and high percentage of invasive and non-native plant species generally associated with disturbed areas, impacts associated with the loss of 2.32 acres of vegetation present on-site is considered less than significant.</p> <p>The only special-status plants observed during the field investigation were two coast live oaks. No other special-status plants are considered to have a high potential for occurrence within the Project Site. A permit is required for the encroachment into the Protected Zone. Native oak trees are protected under City of Santa Clarita Oak Tree Ordinance (Ordinance No. 89-10, passed by the City Council on April 25, 1989) and the City's Oak Tree Preservation and Protection Guidelines</p>	<p>MM 4.3-1     The applicant shall retain a qualified biologist with a CDFG Scientific Collection Permit and Memorandum of Understanding to conduct preconstruction surveys for the silvery legless lizard within the Project Site and area. Should this species be located on the Project Site during preconstruction surveys all individuals shall be relocated, with the concurrence of the City and CDFW, to an approved site with suitable habitat. Surveys and relocation of silvery legless lizard may occur prior to construction; however, focused surveys must occur within 30 days prior to construction. Survey and relocation methods shall be approved by CDFW prior to commencement of grading.</p>	<p>Less Than Significant Impact.</p>

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>(adopted September 11, 1990). The removal of or encroachment to oak trees as a result of project construction would be considered a significant impact under both the City of Santa Clarita and CEQA. Replacement oak trees would be planted in the number necessary to comply with the requirements stipulated in the Oak Tree Permit issued by the City. With approval of the required oak tree permits, and implementation of Mitigation Measure 4.3-7, impacts upon the loss or pruning of any oak tree would be reduced to less than significant levels.</p> <p><i>(2) Wildlife</i></p> <p>It is expected that construction activity and grading operations of the Project Site would disturb and/or threaten the survival of common wildlife species present on-site. It is expected that species of low mobility, particularly small mammals, amphibians, and reptiles, would be lost during site preparation, grading, and construction. Site grading and project implementation would eliminate approximately 2.32 acres of natural habitat present on-site, and would result in an incremental reduction in native wildlife species abundance and diversity. However, due to nearby urban development and the associated human disturbance, field investigations indicate wildlife diversity and abundance on the Project Site is relatively low. Most the species of mammals, birds, and reptiles observed on-site or thought to occur on-site are relatively common. Project implementation is not expected to cause current wildlife population of common species on or adjacent to the Project Site to drop below self-sustaining levels. Therefore, impacts to common wildlife species are not considered significant.</p> <p>Project-related activities associated with site preparation and construction could result in the direct loss of individuals of one special-status wildlife species (the silvery legless lizard) and of active nests or the abandonment of active nests by adult birds should grading occur during nesting season. The loss of a California species of special concern and active bird nests would be a considered significant without</p>	<p>MM 4.3-2      Active nests of native bird species are protected by the Migratory Bird Treaty Act (16 U.S.C.704) and the California Fish and Game Code (Section 3503). If activities associated with construction or grading are planned during the bird nesting/breeding season, generally January through March for early nesting birds (e.g., Coopers hawks or hummingbirds) and from mid-March through September for most bird species, the applicant shall have a qualified biologist conduct surveys for active nests. The project management shall endeavor to avoid the breeding season.</p> <p>In the event it is not feasible to avoid the nesting season, a qualified biologist shall perform weekly nesting bird surveys beginning 30 days prior to initiation of ground-disturbing activities, with the last survey conducted no more than three days prior to the start of clearance/construction work. If ground-disturbing activities are delayed, additional preconstruction surveys shall be conducted so that no more than three</p>	<p>Less Than Significant Impact.</p>

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>mitigation. Implementation of mitigation measures 4.3-1 and 4.3-2 would reduce impacts to the silvery legless lizard and nesting birds to a less than significant level.</p> <p><i>(3) Federally Protected Wetlands</i></p> <p>Based on field investigations, two CDFW jurisdictional features occur within the Project Site, the Newhall Creek and a small ephemeral drainage that is a tributary to Newhall Creek. There is also a small area of narrow-leaf willow thicket, which probably does not qualify as a Federally jurisdictional wetland. The Project would result in both temporary and permanent impacts to the areas of the Newhall Creek</p>	<p>days have elapsed between the survey and ground-disturbing activities.</p> <p>Surveys shall include examination of natural habitat for nesting birds. Several bird species such as killdeer and night hawks are known to nest on bare ground. Protected bird nests that are found within the construction zone shall be protected by a buffer deemed suitable by a qualified biologist, and verified by CDFW. Typically, a 300-foot buffer is required for most species and a 500-foot buffer for raptor species. Buffer areas shall be delineated with orange construction fencing or other exclusionary material that would inhibit access within the buffer zone. Installation of the exclusionary material delineating the buffer zone shall be verified by a qualified biologist prior to initiation of construction activities. The buffer zone shall remain intact and maintained while the nest is active (i.e., occupied or being constructed by the adults bird(s)) and until young birds have fledged and no continued use of the nest is observed, as determined by a qualified biologist.</p> <p>MM 4.3-3 Prior to project construction, the following is required to mitigate impacts to jurisdictional resources:</p> <p>a. Areas of impact proposed by the project shall be calculated and permits for these proposed impacts shall be obtained (the discharge of fill into ACOE jurisdictional areas will require</p>	<p>Less Than Significant Impact.</p>

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>and its associated tributary and are classified as “riverine and related permanent water, with continuous flow at least seasonally.” With the implementation of MM 4.3-3, impacts to jurisdictional resources would be reduced to a less than significant level.</p>	<p>a permit pursuant to Section 404 of the Clean Water Act and a 401 Certification from the State Water Resources Control Board, and any modification to a streambed, [analysis states none is present], will require a streambed alteration agreement from CDFW pursuant to Section 1600 of the California Fish and Game Code). Both the streambed alteration agreement and the 401 and 404 permits will required specific mitigations for any impacts within their respective jurisdictions.</p> <p>b. Because the proposed bridge is a ‘span’ design, it does not require footings within the bed of the stream. However, plan designs do include approximately 450 feet of bank stabilization on both sides of the stream that would lie within CDFW, ACOE and Regional Water Quality Control Board jurisdiction. Since little vegetation exists within this drainage, it is uncertain what mitigation these regulatory agencies may require.</p> <p>c. The stream in the impacted area would not be conducive to re-vegetation as the area of the project is deeply incised with little existing vegetation and newly planted vegetation would likely be washed away with the next storm event.</p> <p>d. Mitigation can be completed off site. Because there is essentially no riparian</p>	



Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<p><i>(4) Wildlife Movement and Corridors</i></p> <p>The Project Site is generally surrounded on three sides by development and road networks. However, Newhall Creek does extend through the Site and provides passage through developed areas between the Santa Clarita River and the Angeles National Forest to the southeast and is considered a part of a wildlife movement or migration corridor. To limit impacts to wildlife movement, four 25-foot wide and 8-foot deep openings in a concrete box bridge with 80-foot wide soft base and 2:1 protected side slopes is proposed where the proposed roadway extension crosses Newhall Creek. As designed, this bridge would not result in any barrier to wildlife movement and would serve to protect Newhall Creek as a functioning wildlife movement corridor. The</p>	<p>vegetation being removed with implementation of this project, revegetation off site, in a location approved by the City and CDFW, would be accomplished at a 1:1 area ratio.</p> <p>e. Upon City and agency approval of a suitable location, a detailed restoration plan shall be prepared that provides a planting palette, planting methods, and irrigation plan (as appropriate). The plan will also include a 5-year monitoring effort to ensure success of the restoration effort. The monitoring plan will include monitoring methods, monitoring frequency, success criteria, and contingency actions should the success criteria not be met for any reason. Annual monitoring reports shall be provided to both CDFW and the City.</p> <p>No mitigation measures are required.</p>	<p>Less Than Significant Impact.</p>

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>project as proposed would not result in significant impacts to wildlife movement.</p> <p><i>Construction Activity</i></p> <p>Construction-related activities, particularly site clearing, grading, and the implementation of the road surface, could have adverse effects on plant and wildlife habitat, and together, would be considered a significant impact. Implementation of Mitigation Measure 4.3-4 would reduce these construction-related impacts to a less than significant level.</p>	<p>MM 4.3-4      The following guidelines shall be implemented to minimize impacts on remaining biological resources on the site as a result of construction and grading activities and to ensure that potential impacts on these resources will remain less than significant.</p> <p>A City-approved biologist shall be retained by the applicant as a construction monitor to ensure that incidental construction impacts on retained biological resources are avoided or minimized. Responsibilities of the construction monitor shall include the following:</p> <ul style="list-style-type: none"> <li>• Attend all pre-grading meetings to ensure that the timing and location of construction activities do not conflict with mitigation requirements.</li> <li>• Conduct meetings with the contractor and other key construction personnel, describing the importance of restricting work to within the project boundaries and outside of the preserved areas. The monitor shall also work with the contractor to determine the most appropriate staging/storage areas for equipment and materials.</li> <li>• Guide the contractor in marking/flagging the construction area limits, in accordance with the final</li> </ul>	<p>Less Than Significant Impact.</p>

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>approved grading plan.</p> <ul style="list-style-type: none"><li>Periodically and routinely visit the site during construction to coordinate and monitor compliance with the above provisions.</li></ul> <p>The construction contractor shall install temporary erosion control measures to reduce impacts to and protect on site drainages from excess sedimentation, siltation, and erosion.</p> <p>These measures shall consist of minimization of existing vegetation removal; the use of temporary soil covers, such as hydro-seeding with native species, mulch/binder and erosion control blankets to protect exposed soil from wind and rain erosion; and/or the installation of silt fencing, berms, and dikes to protect storm drain inlets and drainages.</p> <p>No changing of oil or other fluids, or discarding of any trash or other construction waste materials shall occur on the Project Site. Vehicles carrying supplies, such as concrete, shall not be allowed to empty, clean out, or otherwise place materials into natural areas on or immediately adjacent to the site.</p> <p>Any equipment or vehicles driven and/or operated within or adjacent to drainages shall be checked and maintained daily, to prevent leaks of materials that if introduced to water</p>	

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>could be deleterious to aquatic life. No equipment maintenance shall be conducted within the drainage channels or within 50 feet of channels. (Fuel-powered vehicles and equipment shall not be left idling or operated beyond periods need to accomplish approved tasks.)</p> <p>Construction personnel shall be prohibited from entry into areas outside the designated construction area, except for necessary construction related activities, such as surveying. All such construction activities in or adjacent to remaining open space areas shall be coordinated with the project biologist.</p> <p>Standard dust control measures of the South Coast Air Quality Management District shall be implemented to reduce impacts on nearby plants and wildlife. This includes a variety of options to reduce dust including replacing ground cover in disturbed areas as quickly as possible, watering active sites regularly, and suspending all excavating and grading operations during periods of high winds.</p> <p>Upon completion of construction, the contractor shall be held responsible to restore any haul roads, access roads, or staging areas that are outside of approved grading limits. This restoration shall be done in consultation with the project biologist.</p>	

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<p><i>Operation</i></p> <p><i>(1) Increase in Populations of Non-Native Species</i></p> <p>Non-native plants and wildlife are expected to increase on-site, because these species are more adapt to urban environments and can out-compete native species. Historical and ongoing development in the vicinity of the Project Site has already supported continual and ongoing increase and proliferation of non-native plant and wildlife species in the vicinity of the Project Site. Development of the Project is not expected to substantially increase the distribution of non-native plants and wildlife. With compliance to Mitigation Measure 4.3-5, Project impacts would be less than significant.</p> <p><i>(2) Increased Light and Glare</i></p> <p>It is anticipated that nighttime lighting would increase in areas adjacent to the Project Site, which can disturb breeding and foraging behavior, movement, and can potentially alter breeding cycles of birds, mammals, and nocturnal invertebrates. Because of surrounding development around the Project Site, nearby natural areas already receive some nighttime lighting. The Proposed Project would increase light and glare effects near to the Newhall Creek corridor. Implementation of Mitigation Measure 4.3-6 would decrease this impact to a less than significant level.</p>	<p>MM 4.3-5 Any landscaping plan(s) associated with the project shall be reviewed by a qualified biologist or resource specialist, who shall recommend appropriate provisions to prevent invasive plant species from colonizing in natural areas. These provisions may include the following: (a) review and screening of proposed plant palette and planting plans to identify and avoid the use of invasive species; (b) weed removal during the initial planting of landscaped areas; and (c) the monitoring for and removal of weeds and other invasive plant species as part of ongoing landscape maintenance activities.</p> <p>MM 4.3-6 All street lighting shall be downcast luminaries or directional lighting with light patterns directed away from natural areas.</p> <p>MM 4.3-7 Prior to issuance of a grading permit, an Oak tree report shall be prepared and approved. All oaks that will not be removed that are regulated under the City of Santa Clarita's Oak Tree Preservation and Protection Guidelines with driplines within 50 feet of land clearing (including brush clearing) or areas to be graded shall be enclosed in a temporary fenced zone for the duration of the clearing or grading activities. Fencing shall extend to the root protection zone (i.e., the area at least 15 feet from the trunk or 5 feet beyond the drip line, whichever distance is greater). No parking or storage of equipment, solvents, or chemicals that could adversely</p>	<p>Less than Significant Impact.</p> <p>Less than Significant Impact.</p>

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<p><i>(3) Stormwater and Urban Runoff</i></p> <p>It is expected that stormwater runoff would be limited to pavement runoff during periodic storm events. It is reasonable to assume runoff could substantially affect special-status species potentially occurring downstream from the Project Site (i.e. Newhall Creek), incrementally diminish habitat, and degrade the quality of the environment. With the compliance to City's standard stormwater requirements and required design criteria, impacts to Newhall Creek resulting from Stormwater runoff would be less than significant.</p>	<p>affect the trees shall be allowed within 25 feet of the trunk at any time. Removal of the fence shall occur only after the project arborist or qualified biologist confirms the health of preserved trees.</p> <p>No mitigation measures are required.</p>	<p>Less than Significant Impact.</p>
<p><b>Cultural Resources</b></p> <p><i>Cultural and Historic Resources</i></p> <p>No cultural or historic habitable structures are located on-site, and as such, the Project would not have the potential to adversely impact any historic or cultural resources.</p> <p><i>Archaeological Resources</i></p> <p>No known archeological sites are identified within the Project Site. While, portions of the Project Site are improved with roadways, the Project will consist of earthwork activities, such as grading and excavation, in areas that are currently undeveloped. Construction-related earthwork activities may result in the accidental discovery of prehistoric or historic archaeological resources or Native American burial sites. Implementation of Mitigation Measures 4.4-1 would reduce impacts to a less than significant level.</p>	<p>No mitigation measures are required.</p> <p>MM 4.4-1 In the event any archaeological materials are encountered during the course of Project development, all construction activity shall halt in the area of the find and the services of a qualified archaeologist shall be secured to assess the discovered material(s) and prepare a survey, study or report evaluating the significance of the materials encountered. The archaeologist's written assessment shall contain a detailed description of the materials encountered, and recommendations</p>	<p>Less than Significant Impact.</p> <p>Less than Significant Impact.</p>

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<p><i>Paleontological Resources</i></p> <p>The records search conducted by the Vertebrate Paleontology Department of the Natural History Museum of Los Angeles County yielded no known fossil localities within the Project Site. The closest vertebrate fossil localities are from the Saugus Formation, located directly north of the Proposed Project Site. While it is possible that fossilized materials may be discovered during site preparation and construction, specifically grading and excavation activities, precautionary measures set forth in Mitigation Measure 4.4-2 would reduce any potential adverse impacts to paleontological resources to a less than significant level.</p> <p><i>Tribal Cultural Resources</i></p> <p>Based on a records search conducted through the South Central Coastal Information Center (SCCIC) (see Appendix E to this EIR), no archaeological sites have been identified within a ½-mile radius of the Project Site. As such, the Proposed Project would not have a direct</p>	<p>if necessary, for the preservation, conservation, or relocation of the resource. Project development activities may resume once copies of the archaeological survey, study or report are submitted to the satisfaction of the Planning Director and copies distributed to the SCCIC Department of Anthropology.</p> <p>MM 4.4-2 In the event any suspected paleontological materials are encountered during the course of Project development, all construction activity shall halt in the area of the find and the services of a qualified paleontologist shall be secured to assess the discovered material(s) and prepare a survey, study or report evaluating the significance of the materials encountered. The paleontologist's written assessment shall contain a detailed description of the materials encountered, and recommendations if necessary, for the preservation, conservation, or relocation of the resource. Project development activities may resume once copies of the paleontological survey, study or report are submitted to the satisfaction of the Planning Director and copies distributed to the Los Angeles County Natural History Museum.</p> <p>See MM 4.4-1, above.</p>	<p>Less than Significant Impact.</p> <p>Less than Significant Impact.</p>

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>impact upon known archaeological resources, including Native American tribal resources. However, a lack of surface evidence of archeological resources does not preclude their subsurface existence. As such, provisions for the identification and evaluation of accidentally discovered archeological resources would be implemented in accordance with mitigation measure 4.4-1. With the incorporation of mitigation measure 4.4-1, impacts upon tribal resources would be less than significant.</p>		
<p><b>Geology/Soils</b></p> <p>The Project Site is underlain by Saugus Formation, Pacoima Formation, Quaternary alluvium and artificial fill and has historic high groundwater elevations greater than 50 feet in depth. The Project Site is located in the State of California Seismic Hazard Zone map for the Newhall Quadrangle. Hazards related to seismic-related ground failures (including ground rupture and liquefaction) are considered low.</p> <p>All slopes should be evaluated by the Project Geotechnical engineer at the planning and design stages. The hillside area of the Project Site is designated on the State of California Seismic Hazard Zone Map to have earthquake-induced slope instability. No landslides have been mapped on the Project Site. Remedial measures will be required where ascending or descending cut slopes are not stable as determined by geologic or geotechnical stability analyses. The potential for earthquake-induced slope failures is considered low provided that future geologic and geotechnical evaluations and recommendations for slope stability is incorporated into design and construction.</p> <p>Additionally, specific recommendations for design and construction should be provided to address soil stability, including: hydro-compression, expansive soils, rippability, the handling of oversized material, soil corrosivity, shirking and bulking of materials, and the handling of the need for retaining wall.</p>	<p>MM 4.5-1      The Proposed Project shall be designed and constructed in accordance with the City and State Building Codes and shall adhere to all modern earthquake standards, including the recommendations provided in the Project's Geotechnical Report, which shall be reviewed by the Division of the City's Building and Safety Division.</p> <p>MM 4.5-2      Prior to the issuance of a grading permit, the Applicant shall provide grading plans to the City's Building and Safety Division for review and approval. Grading plans shall comply with the City's requirements for slope stability. Grading plans shall also comply with City requirements for stability under static and pseudo static loading conditions to mitigate risks associated with earthquake induced landslides.</p>	<p>Less Than Significant Impact.</p>



Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>No oil wells have been drilled on or immediately adjacent to the Project Site. If any undocumented oil wells are encountered during future construction operations at the site, their location(s) should be surveyed and the current well conditions evaluated. Water wells have been drilled in the vicinity of the proposed road alignments. If one of these water well is within the proposed road alignment, or if a water well is encountered during future construction operations at the Project Site, the location should be surveyed and the potential impacts to well conditions should be evaluated.</p> <p>The implementation of Mitigation Measure 4.5-1 would insure that potential Project impacts would be reduced to a less than significant level.</p>		
<p><b>Hydrology/Water Quality</b></p> <p><i>Construction</i></p> <p>During the construction phase, the typical pollutants that affect surface water quality are: sediment from soil erosion, petroleum products (gasoline, diesel, kerosene, oil and grease), hydrocarbons from asphalt paving, construction equipment leaks, paints and solvents, detergents, fertilizers, and pesticides. The Proposed Project would be required to prepare and implement a SWPPP prior to earthwork activities that will use best management practices and erosion control measures to prevent pollution in stormwater discharge. All Project construction activities would comply with the City's grading permit regulations, which require the implementation of grading and dust control measures, including a wet weather erosion control plan if construction occurs during rainy season, as well as inspections to ensure that sedimentation and erosion is minimized. Therefore, through compliance with NPDES requirements and City grading regulations, the Project's construction impacts related to water quality would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade water quality. Construction-related impacts to hydrology and water quality would therefore be less than significant.</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact.</p>

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Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>The Proposed Project would not conflict with any applicable land use plans, policies, or regulations, including: the Regional Transportation Plan / Sustainable Communities Strategy, City of Santa Clarita Municipal Code, City of Santa Clarita General Plan (including the Circulation Element), the Placerita Canyon Special Standards District and North Newhall Area, Old Town Newhall Specific Plan, and the Compass Blueprint Concept Plan.</p> <p>The Proposed Project would require the approval of an Oak Tree Permit and Hillside Review Permit at such time as development occurs or when funding of roadway construction becomes available. These entitlements will be obtained at such time as the proposed alignment is approved and roadway funding is available to implement the Project. With procurement of the required Oak Tree Permit and Hillside Review Permits, land use impacts would be less than significant. As such, Project implementation would create a less than significant impact with regards to land use and planning.</p>		
<p><b>Noise</b></p> <p><i>Construction Noise</i></p> <p>Construction of the Proposed Project would require the use of heavy equipment for ground clearing, site grading, and roadway construction. Several pieces of construction equipment operating simultaneously would generate a noise level of approximately 94.6 dBA. The estimated construction noise levels impacting sensitive receptors are expected to exceed the City's daytime noise standards for residential uses (see Table 4.8-3). The construction noise levels would therefore constitute a significant impact.</p> <p><i>Construction Groundborne Vibration</i></p> <p>Site clearing and grading activities would not occur within 100 feet of any occupied residential structure within the Project area. The nearest</p>	<p>4.8-1. Pursuant to Section 11.44.080 of the City's Noise Ordinance, no construction work shall occur within 300 feet of occupied residences except between the hours of 7:00 AM and 7:00 PM Monday through Friday, and between 8:00 AM and 6:00 PM on Saturday. No construction work shall occur on Sunday, New Year's Day, Independence Day, Thanksgiving Day, Christmas Day, Memorial Day, and Labor Day.</p> <p>4.8-2 The construction schedule (including the various types of activities that would be occurring throughout the duration of construction phases, anticipated truck routes, and the potential for noise impacts along local roadways from construction-related</p>	Significant and Unavoidable

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>homes to the north on Aden Avenue would be exposed to vibration levels in the range of 69 VdB, which is below the dividing line between barely perceptible and distinctly perceptible levels for many people. Construction activities that would occur within 300 feet of a residential zone would be limited to the hours of 7:00 A.M. through 7:00 P.M. Monday through Friday and 8:00 A.M. through 6:00 P.M. on Saturday. Therefore, vibration impacts would not occur during recognized sleep hours for residences. The Proposed Project would not generate vibration levels in excess of the 80 VdB threshold at any residences and/or buildings where people normally sleep. Thus, the Proposed Project's potential impact upon exposing persons to excessive groundborne vibration or groundborne noise levels would be less than significant.</p>	<p>4.8-3 vehicles) shall be prominently posted on-site during construction stages. When construction activities are anticipated to occur within 200 feet of residences, notice of the construction schedule shall be mailed to such residences two weeks prior to commencement of activity.</p>	
	<p>4.8-4 The phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective actions, and report the action taken to the reporting party. Contract specifications shall be included in the Project's construction document.</p> <p>All internal combustion engine construction equipment shall be properly muffled or equipped with other noise attenuating devices capable of achieving a sound attenuation of at least 3 dB(A) at 50 feet of distance. Such equipment shall also be in good working condition.</p>	
	<p>4.8-5. As feasible, construction activities shall use specially quieted equipment, such as electric air compressors and similar power tools, rather than diesel equipment.</p> <p>4.8-6 Construction staging areas shall be located away from sensitive land uses, particularly away from single-family residences near Dockweiler Drive's current western terminus, single-family residences near Deputy Jake Drive's western cul-de-sac,</p>	

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<p><i>Operational – Roadway Noise Impacts</i></p> <p>The Proposed Project is anticipated to alter roadway traffic volumes as the Proposed Project would create a new roadway segment connecting Lyons Avenue to Dockweiler Drive. Locations in the vicinity of the Project Site could experience slight changes in noise levels as a result of the change in traffic patterns. The changes in future noise levels along the study-area roadway segments in the project vicinity are for the Proposed Project's near term (Year 2019) impacts would increase local noise levels by a maximum of 2.7 dBA CNEL (at the location of Dockweiler Drive (between Sierra Highway and Valle del Oro). This</p>	<p>single-family residences near Market Street and Race Street, and existing on-site dormitories.</p> <p>4.8-7 Construction and grading activities shall be scheduled in such a way so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.</p> <p>4.8-8 Construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise-sensitive land uses, particularly away from single-family residences.</p> <p>4.8-9 Temporary construction noise barriers of sufficient height shall be erected in such a way so as to disrupt line-of-sight between the active construction noise sources and any residences within 500 feet of the Project Site.</p> <p>No mitigation measures are required.</p>	<p>Less Than Significant</p>

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>increase would be inaudible/imperceptible to most people and would not exceed the identified thresholds of significance. At all other roadway segments, the resulting noise levels are anticipated to decrease. As such the Proposed Project's potential to generate a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project would be less than significant.</p> <p>The Future (2019) With Project noise levels on the new roadway segment from Lyons Avenue to Valle del Oro are expected to be 63.3 dBA (CNEL) within 50 feet of the centerline of the roadway. The resulting noise levels at the three identified sensitive receptors would be below 52.9 dBA. Thus, the anticipated with project noise levels at all off-site receptor locations would be within the "normally acceptable" range of noise for residential areas. Therefore, the Proposed Project's noise impacts would be less than significant.</p> <p><i>Operational Noise Levels – Railroad Crossing Bells</i></p> <p>The closure of the existing at-grade railroad crossing at 13<sup>th</sup> Street would reduce the railroad warning signal bell levels in the vicinity of 13<sup>th</sup> Street and Railroad Avenue as the railroad crossing warning signal devices would be removed at this location and installed at a new at-grade crossing at Lyons Avenue and Railroad Avenue. The relocation of the existing railroad crossing signal at 13<sup>th</sup> Street and Railroad Avenue approximately 1,150 feet south to the Lyons Avenue and Railroad Avenue crossing would not result in a noticeable change to the ambient noise levels during train events. Noise impacts from at-grade warning signals would be less than significant.</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant</p>
<p><b>Transportation/Circulation</b></p> <p>The Traffic Report analyzed sixteen intersections for existing year conditions (2014), opening year conditions (2019), and future year</p>	<p>MM 4.9-1     <b><i>Year 2019 Project Mitigation Measures</i></b>  Dockweiler Drive extension: Construct to full Secondary Highway Pavement width, from Aden Avenue to west of Valle Del Oro, providing two lanes eastbound (uphill) and</p>	<p>Less Than Significant Impact.</p>

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>conditions (2035). Potential Project traffic impacts were found for opening year conditions and future year conditions. With the incorporation of the mitigation measures, potential traffic impacts associated with the Proposed Project would be reduced to a less than significant level.</p>	<p>one lane westbound (downhill), as necessary. May be striped for parking lane on both sides of roadway in interim condition. Class II Bike lanes and Pedestrian Sidewalks to be provided.</p>	
	<p>MM 4.9-2 Railroad Avenue (North-South) and Lyons Avenue (East-West): Construct the railroad crossing and improve the intersection. The intersection improvements will include widening the northbound direction to accommodate an additional left turn lane and convert a through lane to a shared through-right lane and southbound direction to accommodate an additional left turn lane and convert the right turn lane to a shared through-right turn lane. The north and southbound directions will include two left turn lanes, a through lane, and a shared through-right turn lane. The eastbound direction will provide a left turn lane, a through lane, and a shared through-right turn lane. The westbound direction will provide a left turn lane, two through lanes and a right turn lane.</p>	
	<p>MM 4.9-3 Arch Street (north leg) / Dockweiler Drive (south leg) / 12<sup>th</sup> Street (east and west legs) / Placerita Canyon Road (southeast leg): Convert intersection to a 5-leg all way stop controlled intersection including Dockweiler Drive as the 5th leg. Arch Street will include a shared left-through-right lane accommodating left turning movements to the west leg (12th Street) and Placerita</p>	

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>Canyon Road. Dockweiler Drive will include a shared left-through right lane accommodating right turning movements to Placerita Canyon Road and the west leg (12th Street). The east leg (12th Street) will include a shared left- through-right lane accommodating left turning movements to Placerita Canyon Road and Dockweiler Drive. The west leg (12th Street) will include a shared left-through-right lane accommodating right turning movements to Dockweiler Drive and Placerita Canyon Road. Placerita Canyon Road will include a shared left-right lane accommodating left turning movements to Dockweiler Drive and west leg (12<sup>th</sup> Street) and right turning movements to the east leg (12th Street) and Arch Street.</p> <p>MM 4.9-4 Lyons Avenue (North-South) and Dockweiler Drive (East-West): Extend Lyons Avenue to intersect with Dockweiler Drive as a signalized T-intersection. The northbound direction will include two left turn lanes and a through lane. The southbound direction will include a through and two right turn lanes. The eastbound direction will include a left turn lane and two right turn lanes.</p> <p>MM 4.9-5 Railroad Avenue (North-South) and 13<sup>th</sup> Street (East-West): The railroad crossing to be closed. The intersection modifications include removing the northbound right turn lane and southbound left turn lane and</p>	



Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>restricting the eastbound through movement. The northbound direction will include a left turn lane and two through lanes. The southbound direction will include a through lane and a shared through-right turn lane. The eastbound direction will include a shared left-right turn lane.</p> <p><b><i>Year 2019 Regional Mitigation Measures</i></b></p> <p>MM 4.9-6 Sierra Highway (North-South) and SR-14 Freeway Southbound Ramps (East-West): The intersection modifications include installing a traffic signal and widening the southbound direct to provide an additional left turn lane. The northbound direction will include a through lane, and a shared through-right turn lane. The southbound direction will include two left turn lanes, and two through lanes. The eastbound direction will include a left turn lane and a right turn lane.</p> <p>MM 4.9-7 Sierra Highway (North-South) and Placerita Canyon Road (East-West): The intersection modifications include lane modifications to provide an exclusive right turn westbound lane and right turn northbound lane. The northbound direction will include a left turn lane, two through lanes, and a right turn lane. The south and eastbound directions will include a left turn lane, a through lane, and a shared through-right turn lane. The westbound direction will include a left turn lane, a through lane, and a right turn lane.</p> <p>MM 4.9-8 SR-14 Freeway Northbound Ramps (North-</p>	

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>South) and Placerita Canyon Road (East-West): The intersection modifications include installing a traffic signal. The northbound direction will include a left turn lane and a right turn lane. The east and westbound directions will include two through lanes.</p> <p>MM 4.9-9 SR-14 Freeway Southbound Ramps (North-South) and Newhall Avenue (East-West): The intersection modifications include converting the east and southbound right turn lanes to free right turns and signalizing the intersection. The eastbound direction will include two through lanes and a free right turn lane. The southbound direction will include a shared through-left turn lane and a free right turn lane. The westbound direction will include a left turn lane and two through lanes.</p> <p>MM 4.9-10 Newhall Avenue (North-South) and Lyons Avenue (East-West): The intersection modifications include converting the eastbound through-right lane to a right turn lane. The northbound direction will include two left turn lanes and a shared through-right lane. The southbound direction will include a left turn lane and a shared through-right lane. The east and westbound directions will include a left turn lane, two through lanes, and a right turn lane.</p> <p><b><i>Year 2035 Project Mitigation Measures</i></b> Valle Del Oro (North-South) and Dockweiler</p>	

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>MM 4.9-11 Drive (East-West): Install a traffic signal. The intersection modifications include signalizing the intersection and widening the east and west bound direction to accommodate an additional through lane and widening the northbound direction to accommodate an exclusive right turn lane. The northbound direction will include a shared left-through lane and a right turn lane. The southbound direction will include a shared left-through-right turn lane. The east and westbound directions will include a left turn lane, a through, and a shared through-right turn lane.</p>	
	<p>MM 4.9-12 <i><b>Year 2035 Regional Mitigation Measures</b></i> Sierra Highway (North-South) and Placerita Canyon Road (East-West): The Intersection modifications include widening to accommodate lane modifications to all approaches. Widen the northbound direction to accommodate an additional through lane. Widen the east and southbound directions to accommodate two additional through lanes and restripe the shared through-right lane to a right turn only lane. Widen the westbound direction to accommodate two additional through lanes. The north, east, south, and westbound direction will include a left turn lane, three through lanes, and a right turn lane.</p>	
	<p>MM 4.9-13 Sierra Highway (North-South) and Newhall Avenue (East-West): Intersection modifications include converting the</p>	

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>northbound through-right turn lane to a through lane and widening to accommodate a free right turn. The northbound direction will include two left turn lanes, two through lanes, and a free right turn. The southbound direction will include a left turn lane, two through lanes, and a shared through-right turn lane. The east and westbound directions will include two left turn lane, three through lanes, and a right turn lane.</p> <p>MM 4.9-14 Main Street (north leg) / Newhall Avenue (south leg) / Newhall Avenue (west leg): The intersection modifications include widening the northbound direction to accommodate a left turn lane and the eastbound direction to accommodate a right turn lane. Newhall Avenue (south leg) will include a left turn lane and a shared left-through lane. Main Street will include a shared right-through lane. Newhall Avenue (east leg) will include a shared left-right lane and a right turn lane.</p> <p>MM 4.9-15 <b><i>Construction Mitigation Measures</i></b> Construction related heavy duty truck trips should be scheduled during off-peak commuting periods, when possible.</p> <p>MM 4.9-16 A Construction Management Plan shall be submitted to the City of Santa Clarita Public Works Department (Traffic and Transportation Division) and LASD Santa Clarita Valley Station for review and approval prior to the commencement of any construction. The plans shall show the</p>	

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
	location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties, and if applicable, the location of off-site staging areas for haul trucks and construction vehicles, and provide one or more emergency lane through the Project site at all times. All construction related traffic shall be restricted to off-peak hours. The County of Los Angeles Sheriff's Department Santa Clarita Valley Station shall receive advance notice prior to any changes in temporary lane closures or realignments.	
<p><b>Utilities</b></p> <p>The Proposed Project would include Mitigation Measure 5.1-1 to ensure that locations of buried utility-owned lines are marked prior to commencement of excavation work for the Proposed Project. Additionally, Mitigation Measure 5.1-2 would ensure that the abandonment and/or relocation and/or modification of any portion of an existing natural gas lines would be coordinated with SoCalGas.</p>	<p>MM 5.1-1 The project Applicant shall 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.</p> <p>MM 5.1-2 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 Applicant coordinate with us by calling (800) 427-2000 for Non-residential to follow-up on this matter.</p>	Less Than Significant Impact.
Source: A detailed discussion of each of the topics summarized above is presented in Sections 4.1 through 5.1 of the Draft EIR.		