5.0 ENVIRONMENTAL IMPACT ANALYSIS

20. TRANSPORTATION/TRAFFIC

1. INTRODUCTION

This section of the Draft Environmental Impact Report (EIR) analyzes the Project's potential impacts on traffic, access, and parking. The analysis is based largely on the *Entrada South (VTTM 53295) Traffic Impact Analysis* (Traffic Study) prepared by Stantec Consulting Services Inc. in June 2014 and approved by the County of Los Angeles (County) Department of Public Works (Public Works) on September 17, 2014, provided in **Appendix 5.20A** of this Draft EIR. The analysis also is based on the *Alternative Intersection Analysis for Entrada South (VTTM 53295) Project* (Alternative Intersection Analysis) prepared by Stantec Consulting Services Inc. in January 2015, provided in **Appendix 5.20B**; the *Entrada South (VTTM 053295) Supplemental Freeway Traffic Impact Analysis* (Supplemental Freeway Analysis) prepared by Stantec Consulting Services Inc. and dated January 2015, provided in **Appendix 5.20C**; and the memorandum entitled *Entrada South City Recommended Mitigation ICU Worksheets* (City Mitigation ICU Worksheets), also prepared by Stantec Consulting Services Inc. and dated April 2015, provided in **Appendix 5.20D** of this Draft EIR.

The following provides background information and an overview of the methodology utilized to conduct the impacts analysis presented herein.

a. Definitions

The following terms are used throughout this analysis:

ADT — Average Daily Traffic. Generally used to measure the total two-directional traffic volumes passing a given point on a roadway.

CMP — Congestion Management Program. A state-mandated program administered by the Los Angeles County Metropolitan Transportation Authority (Metro) that provides a mechanism for coordinating land use and development decisions.

ICU — Intersection Capacity Utilization. A measure of the volume-to-capacity ratio for an intersection. Typically used to determine the peak-hour level of service for a given set of intersection volumes.

LOS — Level of Service. A scale used to evaluate circulation system performance based on intersection ICU values or volume/capacity ratios of arterial and freeway segments.

Peak Hour — This refers to the hour during the A.M. peak period (typically 7:00 A.M.–9:00 A.M.) or the P.M. peak period (typically 3:00 P.M.–6:00 P.M.) in which the greatest number of vehicle trips are generated by a given land use or are traveling on a given roadway.

Tripend — A trip-generation measure which represents the total trips entering and leaving a location; each trip has two tripends.

V/C — Volume-to-Capacity Ratio. This is typically used to describe the percentage of capacity utilized by existing or projected traffic on a segment of an arterial or intersection.

VPH — Vehicles per Hour. Used for roadway volumes (counts or forecasts) and trip generation estimates. Measures the number of vehicles in a 1-hour period, typically the A.M. or P.M. peak hour.

b. Project Study Area

The Project study area encompasses both local and regional roadways and intersections. The local system within the Santa Clarita Valley (Valley), illustrated in **Figure 5.20-1**, Project Local Study Area, on page 5.20-3, includes the roadways and intersections within the Project Site in addition to locations off-site where Project-generated traffic could potentially cause a significant impact. The local study area also includes several future new roadways and improvements to existing roadways that are currently planned and programmed. As shown, the local study area extends easterly to include Bouquet Canyon Road and Railroad Avenue in the City of Santa Clarita (City) and westerly to include the planned extensions of Magic Mountain Parkway, Valencia Boulevard, and the future Long Canyon Road. The regional study area, which takes into account the freeway system, is illustrated in **Figure 5.20-2**, Project Regional Study Area, on page 5.20-4. The Project study area was derived using the Santa Clarita Valley Consolidated Traffic Model, a computerized travel demand model that utilizes a sophisticated trip distribution function to derive the distribution of vehicle trips and which has been calibrated to reflect existing conditions in the Valley. Each major intersection with a discernible volume of Project traffic (i.e., daily Project traffic volumes greater than 500 ADT) was included in the Project study area.

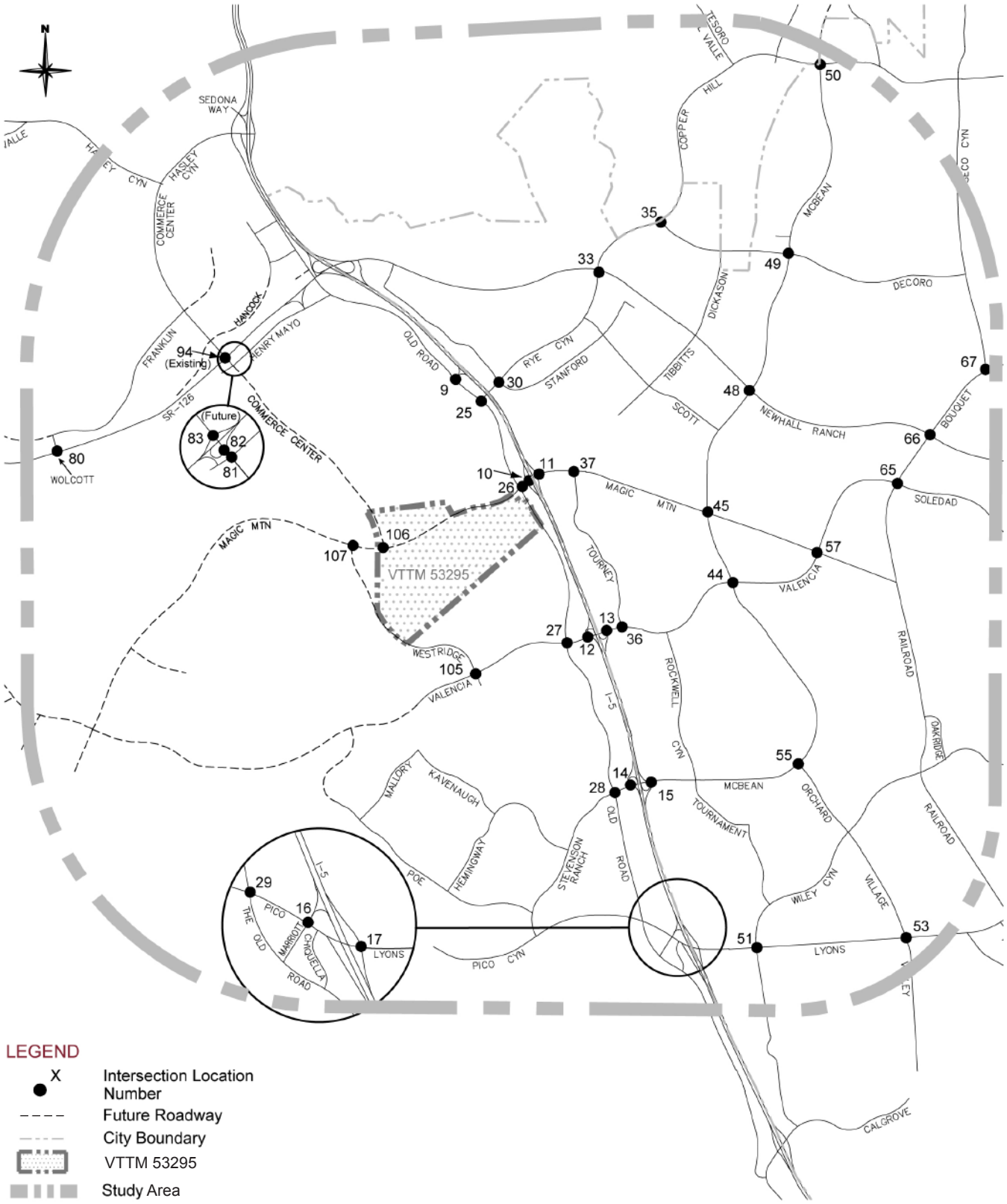

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Figure 5.20-1
Project Local Study Area

Source: Stantec Consulting Services Inc., 2014.

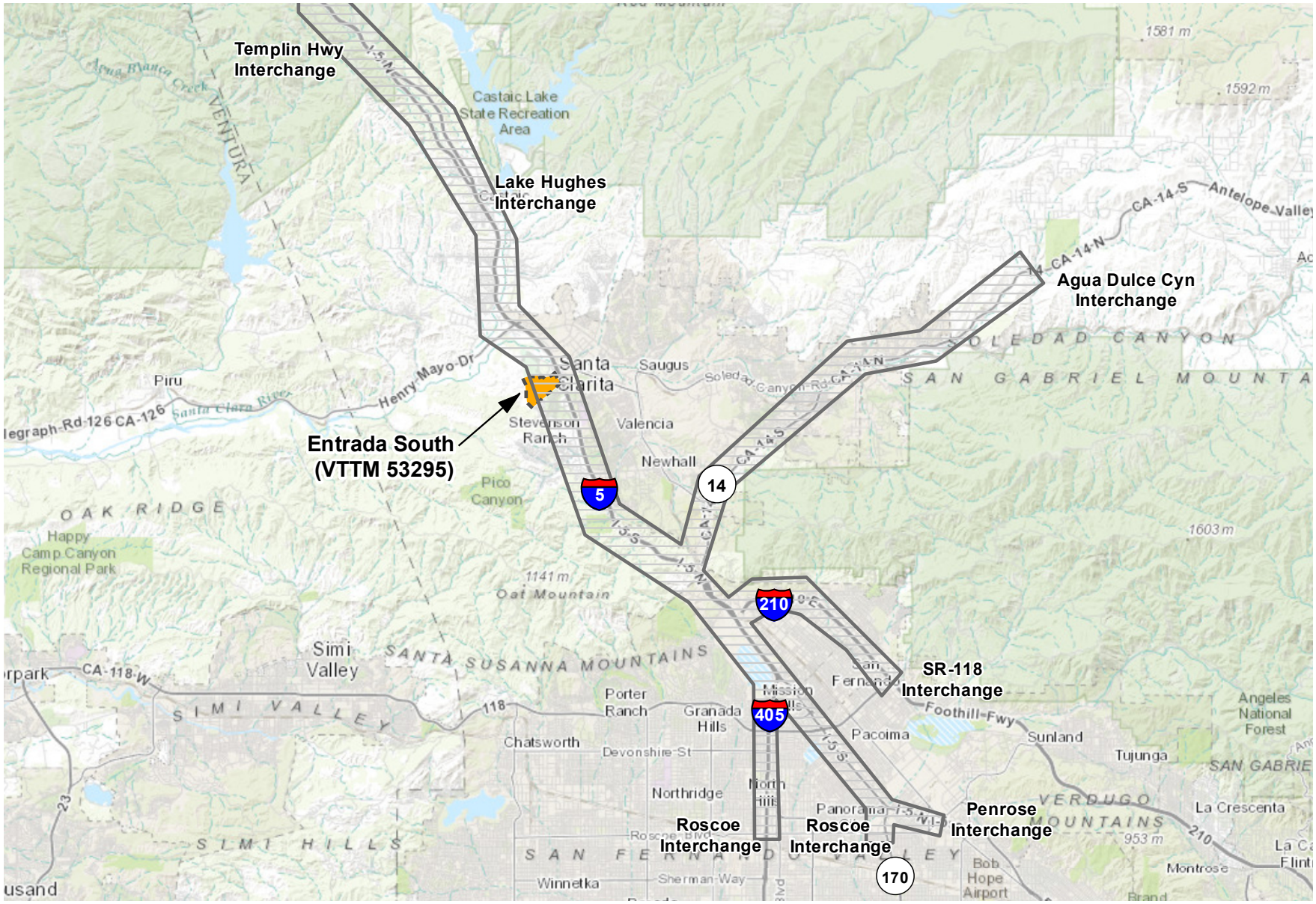

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Figure 5.20-2
Project Regional Study Area

Source: Stantec Consulting Services, Inc., 2015.

c. Impact Analysis Scenarios

The Project's potential traffic impacts have been evaluated utilizing the guidelines set forth by Public Works.[1] For locations within the City, the analysis follows the City's established guidelines for analysis.[2] The following eight scenarios were analyzed:[3]

1. Existing Conditions;
2. Existing Conditions plus Ambient Growth;
3. Existing Conditions plus Ambient Growth plus Project;
4. Year 2024 Cumulative Conditions/Related Projects without Project;
5. Year 2024 Cumulative Conditions/Related Projects with Project;
6. Year 2034 Cumulative Conditions (Buildout) without Project;
7. Year 2034 Cumulative Conditions (Buildout) with Project; and
8. Existing Conditions plus Project.

The County's traffic study guidelines specify the analysis of Scenario 1 (Existing Conditions), Scenario 2 (Existing Conditions plus Ambient Growth), Scenario 3 (Existing Conditions plus Ambient Growth plus Project), and Scenario 5 (Year 2024 Cumulative Conditions/Related Projects with Project). In addition, the City utilizes Scenario 4 (Year 2024 Cumulative Conditions/Related Projects without Project) for determining Project impacts. The analysis of Scenario 8 (Existing Conditions plus Project) is included for disclosure, information, and comparison purposes only, as discussed further below.

d. Ambient Growth and Cumulative Conditions

In assessing impacts under Scenario 2 (Existing Conditions plus Ambient Growth) and Scenario 3 (Existing Conditions plus Ambient Growth plus Project), an average annual growth rate of 2.0 percent per year was utilized to account for increases in background traffic volumes not otherwise accounted for. This ambient growth rate was derived by comparing traffic counts collected between 2008 and 2012 and through consultations with

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[1] *County of Los Angeles Department of Public Works, Traffic Impact Analysis Report Guidelines, January 1997.*

[2] *City of Santa Clarita, Preliminary Traffic Impact Report Guidelines, August 1990.*

[3] *The order of these traffic scenarios varies from that presented in the Traffic Study.*

County Traffic and Lighting Division staff. Because the actual measured growth during this period was approximately 1.3 percent, use of a 2.0 percent growth rate is conservative in that it likely both overstates future growth and accounts for potential increases in traffic attributable to improving economic conditions.[4] In total, ambient growth of 24 percent (2.0 percent x 12 years) has been applied to the 2011/2012 existing condition traffic counts to approximate future conditions in 2024 (i.e., the Project buildout year).

As discussed further in **Section 4.2**, Cumulative Impact Analysis Methodology, of this Draft EIR, cumulative conditions in 2024, specifically Scenario 4 (Year 2024 Cumulative Conditions/Related Projects without Project), Scenario 5 (Year 2024 Cumulative Conditions/Related Projects with Project), Scenario 6 (Year 2034 Cumulative Conditions [Buildout] without Project), and Scenario 7 (Year 2034 Cumulative Conditions [Buildout] with Project), were determined based on forecasts derived using the Santa Clarita Valley Consolidated Traffic Model, which was developed jointly by County Public Works and the City as the primary tool for forecasting traffic volumes within the Valley. This model has the ability to predict the complex interaction of vehicle trips between existing and future land uses. More specifically, the Santa Clarita Valley Consolidated Traffic Model can provide traffic volume forecasts for a long-range setting (i.e., area-wide buildout conditions, generally considered as year 2035 or later), as well as Interim Year forecasts (in this case, 2024) based on a defined list of planned, approved, and pending projects, referred to as Related Projects. The Related Projects included in the 2024 Interim Year database are identified in **Table 4.2-1**, Related Projects, and **Figure 4.2-1**, Related Projects Map, in **Section 4.2**, Cumulative Impact Analysis Methodology. Where future development is anticipated to occur but specific projects have not yet been developed or planned, the Interim Year database utilizes interpolated land use projections based on the designated land uses set forth in the Santa Clarita Valley Area Plan: One Valley One Vision 2012 (Area Plan).

For the evaluation of impacts to the regional freeway system, the Santa Clarita Valley Consolidated Traffic Model was used to derive the volume of Project-generated traffic anticipated to utilize the freeway. Background freeway volumes for future year cumulative conditions were derived using data and growth rates from the State of California Department of Transportation (Caltrans) I-5 Improvement Project Supplemental EIR/Environmental Reevaluation (May 2013), the Southern California Association of Governments' (SCAG) Regional Transportation Model, and the 2010 Congestion Management Program (CMP) for Los Angeles County. The resulting forecasts for the

[4] *Subsequent traffic counts were collected in 2014 to validate the 2012 data. Appendix G of the Traffic Study includes a comparison between the 2012 and 2014 counts and shows that traffic increased, on average, by 1.5 percent per year during that period, which is still less than the ambient annual growth rate of 2.0 percent assumed for this analysis.*

Project's buildout year of 2024 and Westside buildout conditions in 2034 (discussed below) are, therefore, consistent with the regional traffic forecasts.

e. Westside Santa Clarita Valley Roadway Phasing Analysis

The Westside Santa Clarita Valley Roadway Phasing Analysis (Phasing Analysis) is a comprehensive phasing analysis that addresses the cumulative development of projects planned in the Valley west of I-5, which are collectively referred to as the Westside projects.[5] The Phasing Analysis identifies the specific roadway and intersection improvements needed to mitigate the cumulative impacts of the Westside projects. The Phasing Analysis was approved by the County in May 2007 for use as a supporting document for traffic studies evaluating Westside projects, such as the Project. The specific projects addressed by the Phasing Analysis include:

- Mission Village (VTTM 61105)—part of the Newhall Ranch Specific Plan;
- Landmark Village (VTTM 53108)—part of the Newhall Ranch Specific Plan;
- Homestead South (VTTM 60678)—part of the Newhall Ranch Specific Plan;
- Homestead North—part of the Newhall Ranch Specific Plan;
- Potrero Village (VTTM 61911)—part of the Newhall Ranch Specific Plan;
- Legacy Village (VTTM 61996)—part of Stevenson Ranch;
- Entrada South (VTTM 53295)—the proposed Project;
- Entrada North (VTTM 71377); and
- Valencia Commerce Center (TPM 18108).

All together, these projects represent the development of over 27,000 residential dwelling units and over 11 million square feet of commercial uses. Along with the phased development of the Westside projects, the Phasing Analysis incorporates other anticipated developments outside of the Westside area and buildout of the remaining portions of the Valley, in accordance with the land uses designated in the County's and City's General Plans.

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[5] *Austin-Foust Associates, Inc. (AFA), Westside Santa Clarita Valley Roadway Phasing Analysis, November 2006; and AFA, Westside Santa Clarita Valley Phasing Analysis for the City of Santa Clarita, July 2006, are collectively referred to as the Westside Santa Clarita Valley Roadway Phasing Analysis or Phasing Analysis.*

The Phasing Analysis is the most comprehensive roadway planning effort prepared to date for the Santa Clarita Valley and, as such, is referenced by this analysis as the source of cumulative traffic data forecasts and the identification and timing of roadway improvements. Periodic updates of the Phasing Analysis will be prepared, the purpose of which is to ensure that the roadway improvements occur when needed and based on actual development activity as changes occur over time. The development timeline of the Westside area may evolve based on several factors, such as economic conditions and consumer driven requirements, and periodic updates of the Phasing Analysis will allow the timing of roadway improvements to be prioritized based on the actual land development activity as it occurs. An update to the 2007 Phasing Analysis currently is pending County Department of Public Works' review and approval.

f. Levels of Service Descriptions

For purposes of CEQA, defined performance criteria are utilized to determine if a proposed project causes a significant impact. Performance criteria are based on two primary measures: (1) capacity, which establishes the vehicle carrying ability of a roadway; and (2) volume, which is either a traffic count (in the case of existing volumes) or a forecast for a future point in time. The ratio between the volume and the capacity yields a Volume to Capacity (V/C) ratio, based upon which a corresponding Level of Service (LOS) is defined. Traffic LOS is designated as A through F, with LOS A representing free flow conditions and LOS F representing severe traffic congestion. Traffic flow quality for each LOS is described in **Table 5.20-1**, Level of Service Descriptions—Arterial Roadways and Intersections, on page 5.20-9 for arterial roadways and intersections and in **Table 5.20-2**, Level of Service Descriptions—Freeways, on page 5.20-10 for freeways. Please refer to Subsection 3c, Significance Thresholds, below for the specific methods of calculating the LOS for arterial roads and freeways in the Project study area.

Table 5.20-1
Level of Service Descriptions—Arterial Roadways and Intersections

LOS	Traffic Flow Description	V/C or ICU
A	Minimal or no vehicle delay.	0.00–0.60
B	Slight delay to vehicles.	0.61–0.70
C	Moderate vehicle delays, traffic flow remains stable.	0.71–0.80
D	More extensive delays at intersections.	0.81–0.90
E	Long queues create lengthy delays.	0.91–1.00
F	Severe delays and congestion.	>1.00

V/C = Volume-to-Capacity ratio

ICU = Intersection Capacity Utilization

Source: Transportation Research Board, National Research Council Highway Capacity Manual 2010; Congestion Management Program of Los Angeles County; Stantec Consulting Services Inc., 2014.

Table 5.20-2
Level of Service Descriptions—Freeways

LOS	Traffic Flow Description	Density (pc/mi/ln)	V/C Ratio Range
A	Free-flow conditions. Free-flow speed prevails and vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream. The effects of incidents or point breakdowns are easily absorbed.	≤11	0.00–0.30
B	Reasonably free-flow operations, and free-flow speed on the freeway is maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high. The effects of minor incidents and point breakdowns are still easily absorbed.	>11–18	0.31–0.50
C	Traffic flow and speeds near the free-flow speed of the freeway. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver. Minor incidents may still be absorbed, but the local deterioration in service quality will be significant. Queues may be expected to form behind any significant blockages.	>18–26	0.51–0.71
D	Speeds begin to decline with increasing flows, with density increasing more quickly. Freedom to maneuver within the traffic stream is seriously limited and drivers experience reduced physical and psychological comfort levels. Even minor incidents can be expected to create queuing, because the traffic stream has little space to absorb disruptions.	>26–35	0.72–0.89
E	Operation at capacity. Operations on the freeway at this level are highly volatile because there are virtually no usable gaps within the traffic stream, leaving little room to maneuver within the traffic stream. Any disruption to the traffic stream can establish a disruption wave that propagates throughout the upstream traffic flow. The physical and psychological comfort afforded to drivers is poor.	>35–45	0.90–1.00
F	Breakdown, or unstable flow. Breakdown occurs when the ratio of demand to capacity exceeds 1.00. Whenever queues due to a breakdown exist, they have the potential to extend upstream for considerable distances.	>45	>1.00

pc/mi/ln = passenger cars per mile per lane

Source: Highway Capacity Manual 2010; Congestion Management Program of Los Angeles County; Stantec Consulting Services, Inc., 2014.

g. Trip Generation

Trip generation (i.e., the number of trips) for a project is based upon the amount and type of future land uses proposed in an area. Vehicle trip generation estimates for the Project were calculated using the Santa Clarita Valley Consolidated Traffic Model, the County of Los Angeles Department of Public Works Traffic Impact Analysis Guidelines, and the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th Edition. Given

the nature of the mix of residential, commercial, school, and park land uses proposed under the Project, many of the trips generated by the Project will remain internal to the Project Site. To derive the amount of trips internal to the Project Site, a mixed-use development trip generation methodology was prepared by Fehr & Peers and approved by County staff for use with the Project's Traffic Study.[6] Further discussion of the Mixed-Use Development trip generation estimates is provided below.

h. Trip Distribution

The geographic distribution of Project-generated vehicle trips was derived by the Santa Clarita Valley Consolidated Traffic Model. As discussed above, this computerized travel demand model utilizes a sophisticated trip distribution function to derive the distribution of vehicle trips and has been calibrated to the existing conditions of the Valley. Production and attraction trip data is generated by the Santa Clarita Valley Consolidated Traffic Model based on five separate trip purposes, and trip distribution patterns are then derived by the model.[7] As a final step, the model assigns trips to the roadway network based on the derived distribution patterns. The process by which the Project trips are distributed on the area roadways is discussed in more detail below.

i. Planned Roadway Improvements

The Los Angeles County Highway Plan (formerly known as the Master Plan of Highways) and the Newhall Ranch Specific Plan (Specific Plan) include future roadways near and within the Project Site. One primary roadway designated on the County Highway Plan is Magic Mountain Parkway, which will be extended west through the Project Site and into the planned Mission Village community within the Specific Plan area. This extension is proposed both as part of the Project and as part of the Mission Village project (refer to **Section 3.0**, Project Description, of this Draft EIR for further discussion of such shared improvements). The extension of Magic Mountain Parkway is included within the Westside Bridge and Thoroughfare (B&T) District, which will provide the necessary funding for this improvement.

Under the Project, Magic Mountain Parkway would function as the primary east/west roadway through the Project Site and would provide access to the City of Santa Clarita and I-5 to the east and to the planned community of Mission Village to the west. This portion of

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[6] *Fehr & Peers, Technical Memorandum—Newhall Ranch Villages Mixed-Use Trip Generation Estimate, March 2010. Note: Although entitled "Newhall Ranch Villages", all of the Westside projects, including the Entrada South Project, are addressed in this document.*

[7] *The five trip purposes identified in the traffic model are: Home to Work (H-W), Home to Shopping (H-S), Home to Other (H-O), Other to Work (O-W), and Other to Other (O-O).*

Magic Mountain Parkway is classified as a Major Highway in the Los Angeles County Highway Plan and is currently constructed as far west as the entrance to Six Flags Magic Mountain.[8]

The future roadway system also includes the southerly extension of Commerce Center Drive to Magic Mountain Parkway (to be developed as part of Mission Village and/or partially as part of the Project); the northerly extension of Westridge Parkway to B Drive adjacent to the Project Site (proposed as part of both Mission Village and the Project); the extension of Westside Parkway from B Drive to Magic Mountain Parkway (part of Mission Village); the westerly extension of Valencia Boulevard to Magic Mountain Parkway (part of the proposed Legacy Village); and the northerly extension of Poe Parkway beyond Valencia Boulevard (also part of the proposed Legacy Village). Each of these improvements is planned and included within the Westside B&T District, which will provide the necessary funding for the roadway improvements.

In addition, Caltrans and Metro are in the process of expanding I-5, which is currently built to eight lanes in the Project study area, to provide additional capacity. In September 2009, Caltrans approved a Final EIR/Environmental Assessment for the I-5 High Occupancy Vehicle (HOV)/Truck Lanes Project State Route 14 (SR-14) to Parker Road. This project would add: (1) one HOV lane in each direction on I-5 from the SR-14 interchange north to Parker Road; (2) truck climbing lanes in each direction from the SR-14 interchange to Calgrove Boulevard (northbound) and Pico Canyon Road/Lyons Avenue (southbound); and (3) full auxiliary lanes within portions of the Project study area. In May 2013, Caltrans approved a Supplemental EIR/Environmental Reevaluation (EIR/ER) for the improvement project that replaces the planned HOV lanes with high occupancy toll (HOT) lanes.[9,10] Caltrans completed construction of the truck lanes from Pico Canyon Road/Lyons Avenue to SR-14 in December 2014. In the southbound direction, the truck lane extends 3.7 miles from Pico Canyon Road/Lyons Avenue to SR-14, while in the northbound direction, the truck lane extends from SR-14 to Gavin Canyon (1.4 miles). The EIR/ER estimated completion of the HOT lanes in 2018.

Other transportation improvement projects planned or underway in the Project area include a new grade-separated interchange at the intersection of Commerce Center Drive

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[8] *Major Highways are classified as having six lanes.*

[9] *State of California Department of Transportation, I-5 HOV/Truck Lanes Project SR-14 to Parker Road Final Environmental Impact Report/Environmental Assessment with Finding of No Significant Impact (SCH No. 2007051028), September 2009.*

[10] *State of California Department of Transportation, I-5 HOT Lane Project Supplemental EIR/Environmental Reevaluation (SCH No. 2007051028), May 2013.*

and SR-126, undertaken by the County in conjunction with Metro and Caltrans. The project includes on- and off-ramps at Commerce Center Drive and Henry Mayo Drive, installation of new traffic signals, widening of SR-126, and realignment of Henry Mayo Drive along the Santa Clara River. The project is being funded with fees paid to the Westside B&T District and grant funds from Metro. The interchange construction is scheduled to be completed in the summer of 2016.

The County is also preparing roadway design plans to improve The Old Road to Major Highway standards. The planned improvements would: widen The Old Road from four to six lanes from approximately 700 feet north of Magic Mountain Parkway to Turnberry Lane; widen Henry Mayo Drive from The Old Road to the SR-126 hook ramps; and widen Rye Canyon Road between The Old Road and Avenue Stanford, near the unincorporated Castaic Junction area located west of the City. In addition to roadway widening, Class II bike lanes are planned along both sides of The Old Road per the Los Angeles County Bike Master Plan. The project is currently in the design phase, and construction is presently anticipated to begin in 2018 or sooner.

j. Existing Conditions Plus Project

An Existing Conditions plus Project analysis (sometimes referred to as a "plan to ground" analysis) was suggested as a required CEQA analysis in *Sunnyvale West Neighborhood Association v. City of Sunnyvale City* Council (2010) 190 Cal. App. 4th 1351. Although the holding in the Sunnyvale case was recently rejected in *Neighbors for Smart Rail v. Exposition Metro Line Construction Authority* (2012) 205 Cal. App. 4th 559, such an analysis is provided herein and in the Traffic Study (see Section 5.0 therein).[11]

The Existing Conditions plus Project scenario is regarded by traffic engineers as a hypothetical scenario when used in connection with a long-range development project such as the proposed Entrada South Project, which is not anticipated to reach full buildout until 2024. The scenario is hypothetical because it assumes that the Project would be fully built immediately, and the corresponding full buildout traffic volumes would be added to existing roadway volumes and infrastructure.

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[11] *The Court there held: "Projected future conditions may be used as the sole baseline for impacts analysis if their use in place of measured existing conditions—a departure from the norm stated in [CEQA] Guidelines Section 15125(a)—is justified by unusual aspects of the project or the surrounding conditions. That the future conditions analysis would be informative is insufficient, but an agency does have discretion to completely omit an analysis of impacts on existing conditions when inclusion of such an analysis would detract from an EIR's effectiveness as an informational document, either because an analysis based on existing conditions would be uninformative or because it would be misleading to decision makers and the public."*

The Existing Conditions plus Project analysis also presumes that the existing environment (i.e., existing traffic volumes, existing roadway infrastructure, and existing land uses) will not change over the long-term buildout of a project. As a result, future increases in traffic volumes attributable to other development projects (i.e., cumulative traffic volumes) are not accounted for in this analysis.

As a result, this analysis can result in a misunderstanding of a project's impacts because capacity that otherwise would be utilized by future development that precedes a project is now available to that project. Conversely, because this analysis does not account for future planned roadway network improvements that would increase roadway capacities, it also can potentially result in overstating a project's impacts. Furthermore, because the analysis does not account for future development and related changing land uses, it does not account for the corresponding change in trip distribution patterns that accompany changing land uses. The Existing Conditions plus Project evaluation is a theoretical construct because it hypothetically assumes that an entire project and traffic generated by that project exist at the time of preparation of the traffic study; in effect, it assumes that the entire project and all its traffic "appeared," fully developed, the same day the traffic study assessed current traffic in the area.

Accordingly, the County has determined that an Existing Conditions plus Project evaluation is uninformative and could be misleading. In particular, assuming the Entrada South Project's traffic conditions today, which may not actually occur until 2024, ignores the substantial development anticipated in the Project area, such as the Newhall Ranch Specific Plan, which includes approximately 20,000 residential units. For these reasons, the Project analysis provided below is included for disclosure, information, and comparison purposes only. As such, significant impacts and recommended mitigation are assessed herein under the Existing Conditions plus Ambient Growth plus Project scenario, the Year 2024 Cumulative Conditions/Related Projects with Project scenario, and the Westside Buildout Conditions scenario.

2. ENVIRONMENTAL SETTING

a. Regulatory Setting

(1) County of Los Angeles General Plan

As discussed in greater detail in **Section 5.11**, Land Use and Planning, of this Draft EIR, the County's General Plan directs future growth and development in the County's unincorporated areas and establishes goals, policies, and objectives that pertain to the entire County. The current General Plan, adopted in 1980, includes a Transportation Element that sets the direction for the development of a comprehensive, coordinated, and continuing transportation system for the County. Relevant policies focus on the

coordination of land use and transportation improvements, planning and developing non-vehicular improvements, supporting a public transit system, and implementing traffic-operation improvements to improve vehicular flows. In addition, the current General Plan includes a sub-element of the Transportation Element, the Plan of Bikeways. Relevant goals encourage the development of convenient bicycle routes and bikeways that interconnect with other transportation modes.

As also discussed further in **Section 5.11**, Land Use and Planning, the County circulated a draft General Plan update, entitled Los Angeles County General Plan 2035 (Draft General Plan), in January 2014 and a Draft EIR addressing the Draft General Plan in June 2014. This Draft General Plan contains a new Mobility Element that assesses the challenges and constraints of the County's transportation system and offers policy guidance to reach the County's long-term mobility goals. An updated Highway Plan, adopted on August 15, 2012, and an updated Bicycle Master Plan, adopted on March 13, 2012, are included as part of the new Mobility Element.

The General Plan policy consistency analysis provided in **Section 5.11**, Land Use and Planning, indicates the Project would be consistent with relevant General Plan polices related to transportation and traffic.

(2) Santa Clarita Valley Area Plan: One Valley One Vision 2012

As discussed in greater detail in **Section 5.11**, Land Use and Planning, of this Draft EIR, the recently updated Santa Clarita Valley Area Plan: One Valley One Vision 2012 (Area Plan) serves as a long-term guide for development in the Valley Planning Area over the next 20 years. The Area Plan ensures consistency between the General Plans of the County and City in order to achieve common goals and encourages the coordination of land use plans with public services and other departments or agencies. The Area Plan acknowledges that within the Valley, connectivity of the street network is interrupted by topographic constraints, including rolling terrain, canyons, and the Santa Clara River. As a result, regional traffic is concentrated on a limited number of arterial streets. In addition, the Area Plan notes that the Valley experiences typical suburban traffic patterns, which are characterized by traffic volumes that peak during the A.M. and P.M. commute periods. Based on existing conditions traffic data and traffic model forecast data for 23 key intersections within the Valley, the current A.M. and P.M. peak-hour conditions will continue to worsen over time absent any changes to the current circulation system.

Within the Area Plan, the Circulation Element plans for the continued development of efficient, cost-effective and comprehensive transportation systems that are consistent with regional plans, local needs, and the Valley's community character. Relevant policies call for the expansion of alternative transportation options, planning of efficient links

between circulation systems at appropriate locations, and creation of walkable communities. As shown in Area Plan's Table C-3, Roadway Improvements Needed for Build-Out of Highway Plan, Magic Mountain Parkway is identified as a future roadway improvement needed to implement the recommended Highway Plan.

The Area Plan policy consistency analysis provided in **Section 5.11**, Land Use and Planning, indicates the Project would be consistent with applicable Area Plan polices related to transportation and traffic.

(3) County Development Monitoring System

The County General Plan includes provisions known as the Development Monitoring System (DMS) to give the County planning agency—the Regional Planning Commission and/or Department of Regional Planning (collectively referred to herein as the County Planning Agency)—information about the existing capacity of available specified public services in the four major Urban Expansion Areas of the General Plan (Antelope Valley, Santa Clarita Valley (which includes the Project Site), Malibu/Santa Monica Mountains, and East San Gabriel Valley).[12] The primary purpose of the DMS is to ensure that new development in Urban Expansion Areas will occur in a manner consistent with stated DMS policies and will pay for the expansion costs that it generates. To accomplish this purpose, the DMS is used to determine the availability of certain public services, including road service, on an individual and cumulative basis; analyze the expansion costs to certain public service providers; and work towards ensuring that the expansion costs of new development are paid for by that development. For further information with regard to the County's DMS, please see **Section 4.1**, Environmental and Regulatory Setting, of this EIR.

(a) Project Subject to DMS

The Project is located within the Santa Clarita Valley, an Urban Expansion Area within the DMS, and includes a subdivision map application (Vesting Tentative Tract Map (VTTM) 53295). Therefore, the Project is subject to a County DMS analysis or its equivalent.

(b) DMS Infrastructure/Service Provisions

The Project's Initial Study, included as **Appendix 1A** of this Draft EIR, provided general information concerning available road service and determined that an EIR would be required. Data derived from the approved General Plans of the County and the City of

[12] *See Resolution of the Board of Supervisors of the County of Los Angeles Relating to Plan Amendment Case No. SP 86-173, adopted on April 21, 1987.*

Santa Clarita, including the updated Area Plan, and the Traffic Analysis Zone (TAZ) land use data input into the traffic model used to forecast traffic volumes and patterns for the Valley, are summarized herein and provide up-to-date road service and facility information.

(c) DMS Access Provisions

As stated above, the DMS includes analysis of the access factors associated with a development project in an Urban Expansion Area. Under the DMS, where applicable, a project must be located within reasonable proximity to commercial development and job opportunities (generally within five miles) and served by an acceptable level of road service (including associated public transit). If it is determined that the project is not located in proximity to commercial and employment facilities, mitigation measures set forth in the DMS must be considered and applied prior to any approval of the project.

As applied, the Project satisfies the DMS access requirements because the Project Site is located nearly adjacent to Six Flags Magic Mountain, within 0.25 mile from Castaic Junction and Valencia Commerce Center, and approximately 0.25 mile from Valencia Industrial Park. All of these existing development areas are served by County or other road service and provide substantial commercial services and job opportunities.

(4) Congestion Management Program

The Congestion Management Program is a state-mandated program enacted by the California legislature in 1990 to address the increasing concern that urban congestion is affecting the economic vitality of the State and diminishing the quality of life in some communities. The CMP provides the analytical basis for transportation decisions through the State Transportation Improvement Program. Metro is the local CMP agency and has established a County-wide approach to implement the statutory requirements of the CMP in Metro's 2010 Congestion Management Program for Los Angeles County. This approach includes designating a highway network that includes all state highways and principal arterials within the County, monitoring traffic conditions on the designated transportation network, specifying performance measures to evaluate current and future system performance, promoting alternative transportation methods, analyzing the impact of land use decisions on the transportation network, and developing mitigation to reduce impacts on the network. If LOS standards deteriorate, then local jurisdictions must prepare a deficiency plan in conformance with the County-wide plan.

Based on Metro's 2010 CMP for Los Angeles County, a Transportation Impact Analysis must be conducted at all CMP arterial monitoring intersections where a project would add 50 or more trips during the weekday A.M. or P.M. peak hours. A TIA also must be conducted at all CMP freeway monitoring locations where a project would add 150 or

more trips in either direction during the weekday A.M. or P.M. peak hours. The following CMP intersections are nearest to the Project Site:

- Valencia Boulevard & Magic Mountain Parkway (City);
- Chiquito Canyon Road & SR-126 (County); and
- Railroad Avenue (formerly named San Fernando Road) & Lyons Avenue (County).

With respect to the mainline freeways, the CMP monitoring locations nearest to the Project Site are the following:

- I-5 north of SR-126;
- I-5 north of SR-14; and
- I-5 north of Osborne Street.

(5) Los Angeles County Code

With respect to construction traffic, Section 12.08.440 of the County Code prohibits noise-generating construction activities between the weekday hours of 7:00 P.M. and 7:00 A.M. or at any time on Sundays or holidays if such noise would create a noise disturbance across a residential or commercial real-property line, except for emergency work of public service utilities or by variance issued by the health officer.

In addition, the Project site is located within the County's Westside (B&T) District, a traffic funding mechanism.

(6) Bridge and Thoroughfare Districts

Within the Santa Clarita Valley, the County and the City of Santa Clarita have established Bridge & Thoroughfare (B&T) Districts to manage and fund planned roadway improvements. Under the B&T District mechanism, the adoption of a specific area of benefit permits the County and City to levy a fee against future development located within the area of benefit for the improvement of arterial highways. This funding method assesses development projects, which create the need for additional improvements, for the additional costs associated with constructing the necessary roadway improvements. The charge is levied in proportion to the estimated number of trips generated by each development.

The Project Site is located within the Westside B&T District, which is a full mitigation district. This means that the collected B&T fees, combined with other funding sources (e.g., state and federal funds, gas and sales taxes, etc.), have been calculated to cover the full cost of all improvements necessary to construct the arterial roadway network as described in the respective County and City General Plan Transportation Elements and located within the boundaries of the district. Other existing B&T Districts located in the Project study area include the Valencia B&T District and the Via Princessa B&T District, each of which also is a full mitigation district. Additional information regarding the B&T Districts is provided in the *Westside Bridge and Major Thoroughfare Construction Fee District Report* (February 2011), *Valencia B&T District Report Update* (March 2008), and *Via Princessa Bridge and Major Thoroughfare Construction Fee District Update Report* (March 2002).

(7) Metro Bicycle Transportation Strategic Plan

The Metro Board adopted the Metro Bicycle Transportation Strategic Plan in 2006 to promote bicycle use throughout the County. The Plan's vision is to make cycling a viable travel choice by promoting links between bicycle facilities and the transit network. The plan identifies four "bike-transit" hubs within the Valley: the three Metrolink commuter rail stations (i.e., Santa Clarita, Janheidt/Newhall, Vincent Grade/Acton), and the McBean Transfer Station.[13] The plan also evaluates gaps in the inter-jurisdictional bikeway network connecting cities and unincorporated areas to destinations and transit stops. Within the Valley, four gaps in the inter-jurisdictional bikeway network are identified: The Old Road, SR-126, Castaic/San Francisquito Creek, and Sierra Highway corridors.[14,15]

(8) Previously Adopted Plans and Mitigation

(a) Newhall Ranch RMDP/SCP and EIS/EIR

The Project Site is included in the project area for the Applicant's Newhall Ranch Resource Management and Development Plan and Spineflower Conservation Plan (RMDP/SCP), shown in **Figure 3-5**, RMDP/SCP Project Area, in **Section 3.0**, Project Description, of this Draft EIR, which covers certain aspects of resource management for the Project and other nearby developments. As discussed in greater detail in **Section 4.1**,

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[13] *Metro Bicycle Transportation Strategic Plan, Los Angeles County Metropolitan Transportation Authority,, Table A1—Bike-Transit Hub List, June 2006.*

[14] *Metro Bicycle Transportation Strategic Plan, Los Angeles County Metropolitan Transportation Authority,, Table 1—Gaps in the Inter-Jurisdictional Bikeway Network, June 2006.*

[15] *The proposed on-site bike lanes would connect to future lanes along The Old Road, if ultimately constructed.*

Environmental and Regulatory Setting, the RMDP component of the Newhall Ranch RMDP/SCP project is a conservation, mitigation, and permitting plan for the long-term management of sensitive biological resources and development-related infrastructure in the River and tributary drainages within the 11,999-acre Specific Plan area and along the extension of Magic Mountain Parkway through the Project Site. The SCP component of the Newhall Ranch RMDP/SCP project is a conservation and management plan to permanently protect and manage a system of preserves designed to maximize the long-term persistence of the San Fernando Valley spineflower (*Chorizanthe parryi ssp. Fernandina*) (spineflower), a federal candidate and state-listed endangered plant species. The SCP encompasses the Specific Plan area, the Valencia Commerce Center planning area, and the Project Site, in order to conduct conservation planning and preserve design on the Project Applicant's land holdings in Los Angeles County that contain known spineflower populations.

The Newhall Ranch RMDP/SCP project was the subject of a joint Environmental Impact Statement/Environmental Impact Report (EIS/EIR) (SCH No. 2000011025) by the U.S. Army Corps of Engineers (Corps) and the California Department of Fish and Wildlife (CDFW).[16,17] At the time CDFW certified the EIR portion of the EIS/EIR in December 2010, it also adopted the Mitigation Monitoring and Reporting Plan (MMRP) for the RMDP/SCP project. This regulatory plan, required under CEQA, describes the mitigation measures, monitoring, and/or reporting plan for the Newhall Ranch RMDP/SCP project (including the Entrada South Project Site). CDFW adopted mitigation measures to reduce potential impacts to transportation/traffic resulting from implementation of the Newhall Ranch RMDP/SCP project (see Section 5.0, and Mitigation Measures (MM) RMDP/SCP TR-1 through TR-18 in **Appendix 2A).**

b. Existing Conditions

(1) Existing Roadway System

The existing roadway network in the Project study area is illustrated in **Figure 5.20-3**, Existing Roadway System, on page 5.20-21. Existing intersection lane configurations are illustrated in **Figure 5.20-4**, Existing Intersection Lane Configurations—North Area, on page 5.20-22 for the northern portion of the Project study area and in **Figure 5.20-5**, Existing Intersection Lane Configurations—South Area, on page 5.20-23 for locations in the southern portion of the Project study area.

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[16] *Newhall Ranch Resource Management and Development Plan and Spineflower Conservation Plan, Final Joint Environmental Impact Statement and Environmental Impact Report, June 2010.*

[17] *The California Department of Fish and Game was officially renamed the California Department of Fish and Wildlife as of January 1, 2013.*

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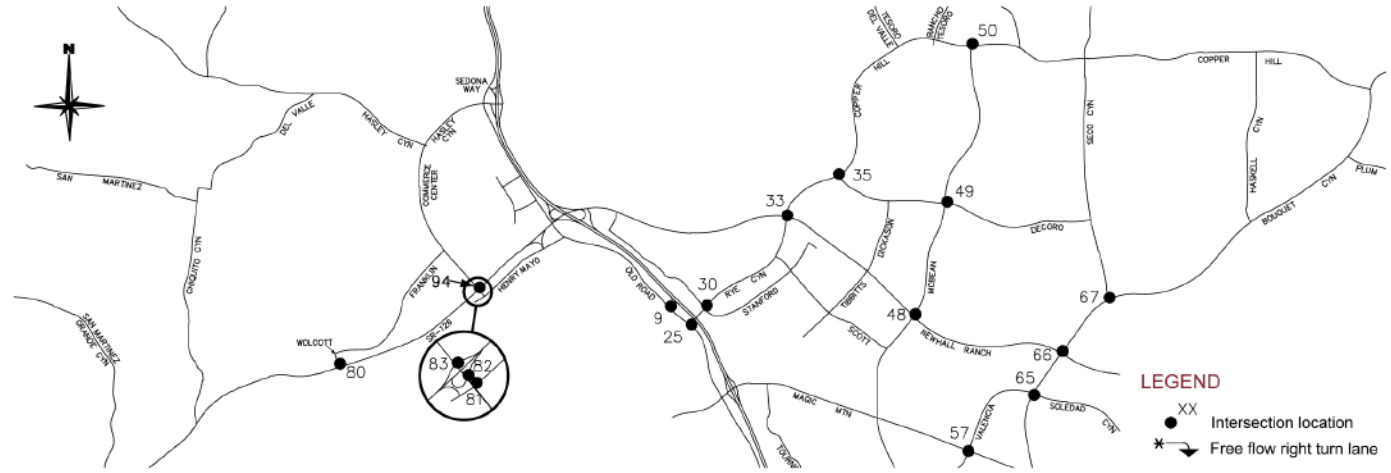
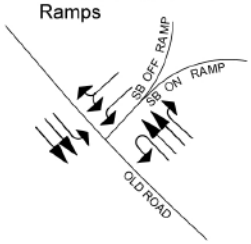
Figure 5.20-3
Existing Roadway System

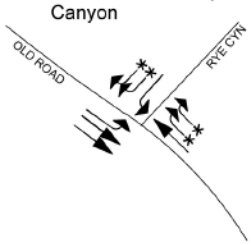
Source: Stantec Consulting Services Inc., 2014.



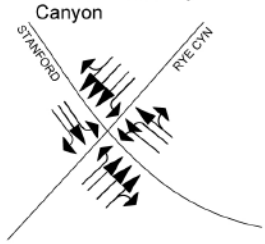
9. The Old Road & I-5 SB Ramps



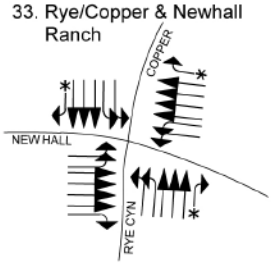
25. The Old Road & Rye Canyon



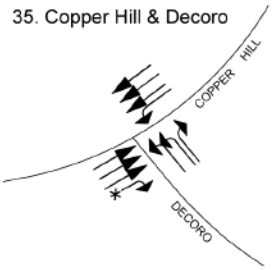
30. Ave Stanford & Rye Canyon



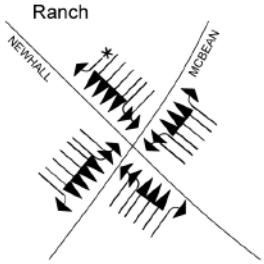
33. Rye/Copper & Newhall Ranch



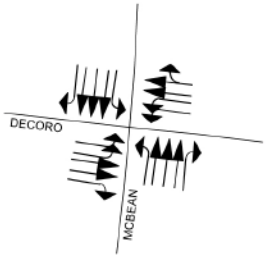
35. Copper Hill & Decoro



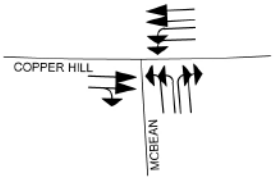
48. McBean & Newhall Ranch



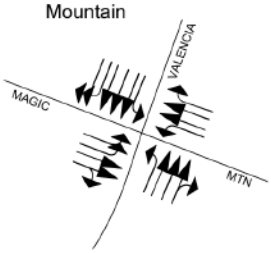
49. McBean & Decoro



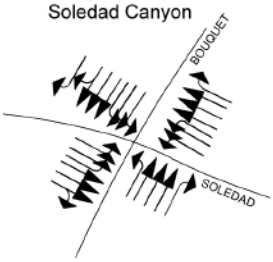
50. McBean and Copper Hill



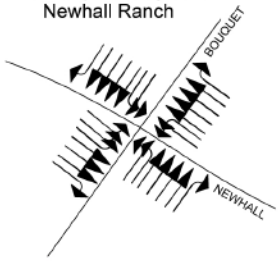
57. Valencia & Magic Mountain



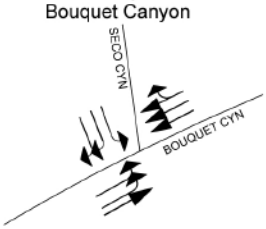
65. Bouquet Canyon & Soledad Canyon



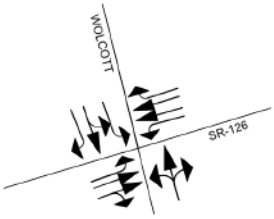
66. Bouquet Canyon & Newhall Ranch



67. Seco Canyon & Bouquet Canyon



80. Wolcott & SR-126



81. Commerce Center & Henry Mayo

Intersection under construction

82. Commerce Center & SR-126 EB Ramps

Intersection under construction

83. Commerce Center & SR-126 WB Ramps

Intersection under construction

94. Commerce Center & SR-126

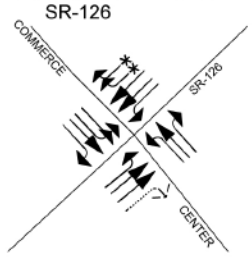


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Figure 5.20-4
Existing Intersection Land Configurations - North Area

Source: Stantec Consulting Services Inc., 2014.

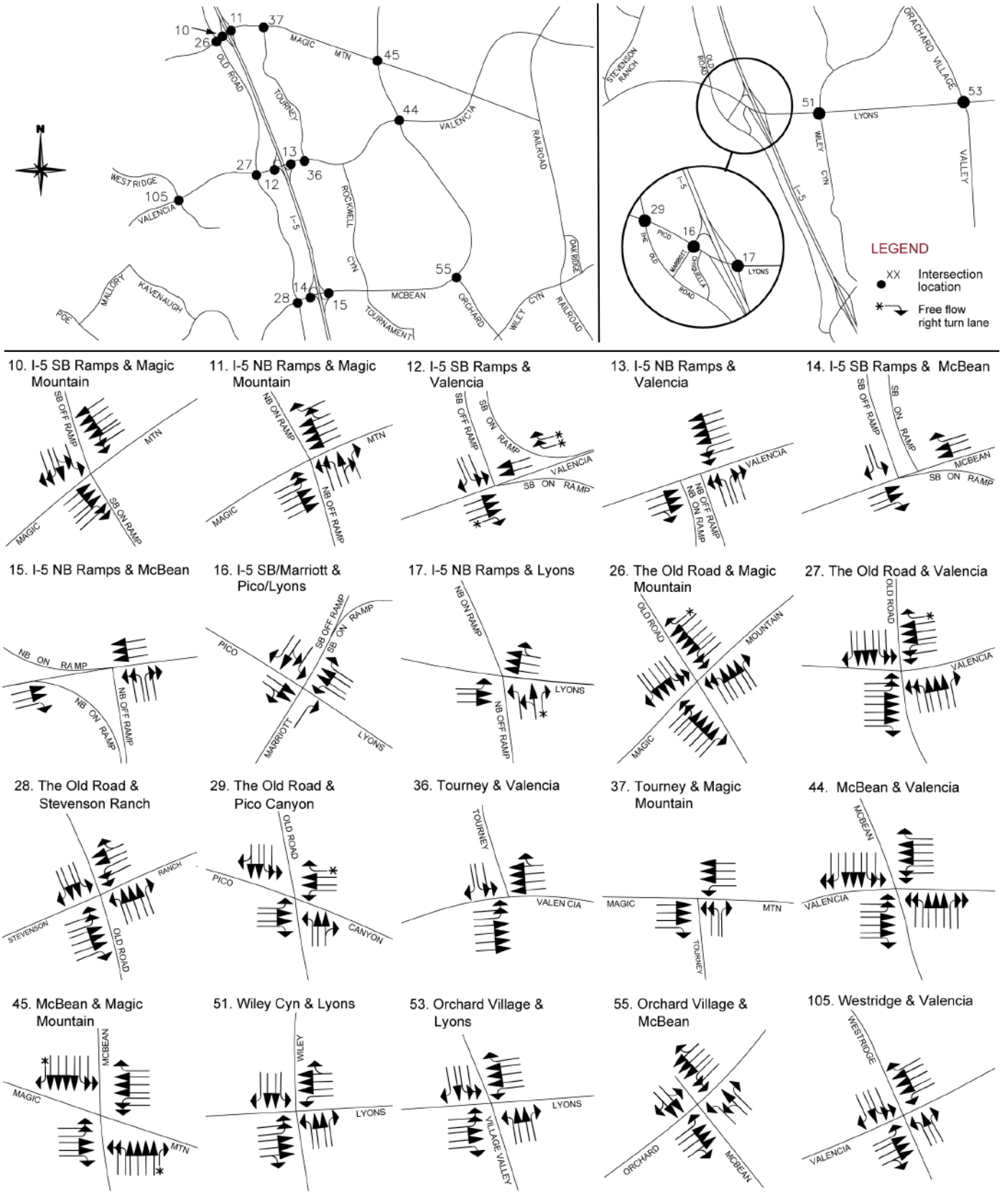

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Figure 5.20-5
Existing Intersection Land Configurations - South Area

Source: Stantec Consulting Services Inc., 2014.

Regional access to the Project Site would be provided by I-5, located just east of the Project Site, and SR-126, located north of the Project Site. Additional freeways in the area include SR-14, which provides access to the Antelope Valley, and I-210 and I-405, which along with I-5 provide access to the region south of Newhall Pass. Magic Mountain Parkway, which is classified as a major highway by the County, would be the primary east/west roadway through the Project Site once extended west as part of the Project. Access from the south would be provided via Westridge Parkway once extended north as part of the Project.

(2) Existing Traffic Volumes and Levels of Service

Illustrations of peak-hour turning movement volumes for the A.M. peak hour are provided in **Figure 5.20-6**, A.M. Peak-Hour Turning Movement Volumes—Existing Conditions (North Area), on page 5.20-25 and **Figure 5.20-7**, A.M. Peak-Hour Turning Movement Volumes—Existing Conditions (South Area), on page 5.20-26 for the northern and southern portions of the Project study area, respectively.

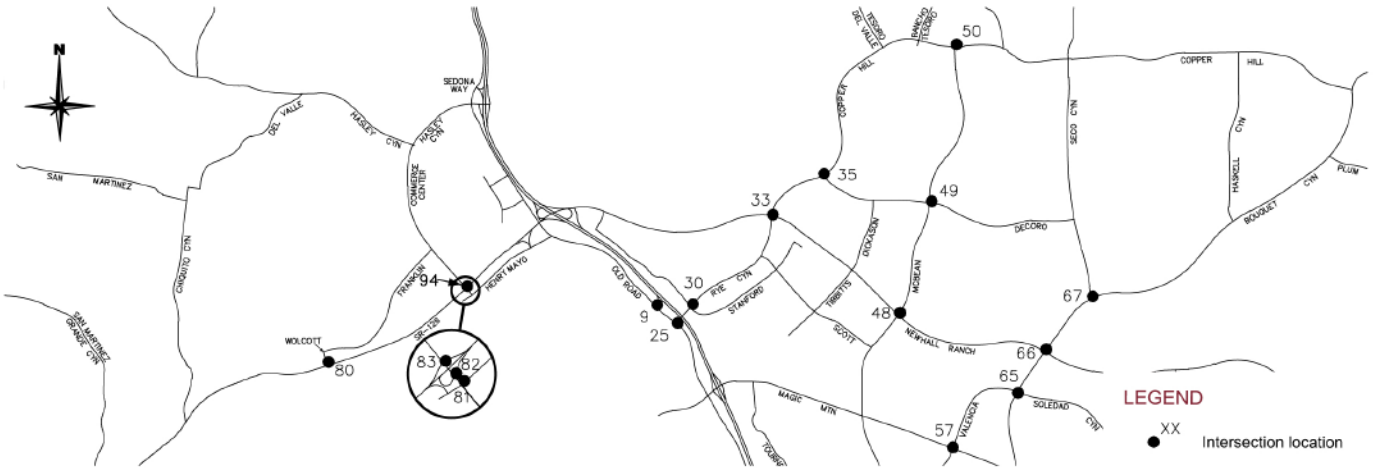
Illustrations of peak-hour turning movement volumes for the P.M. peak hour are provided in **Figure 5.20-8**, P.M. Peak-Hour Turning Movement Volumes—Existing Conditions (North Area), on page 5.20-27 and **Figure 5.20-9**, P.M. Peak-Hour Turning Movement Volumes—Existing Conditions (South Area), on page 5.20-28 for the northern and southern portions of the Project study area, respectively.

Traffic count data were collected during the critical A.M. and P.M. peak hours on various dates between 2011 and 2012 throughout the Project study area.[18] Printouts of the traffic count data sheets are provided in Appendix C of the Traffic Study.

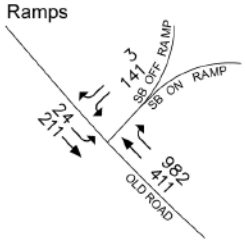
Intersection capacity utilization (ICU) and LOS analyses for the Project study area intersections are provided in **Table 5.20-3**, ICU and LOS Summary—Existing Conditions, on page 5.20-29. As shown therein, all intersections in the study area currently operate at LOS D or better, with the exception of Intersection No. 9 (The Old Road and I-5 southbound ramps), which is currently deficient in the P.M. peak hour (LOS E). None of the Project study area intersections currently operate at LOS F.

Freeway traffic volumes in terms of average annual daily traffic under existing (2013) conditions are provided in Table 2-1 in the Supplemental Freeway Analysis. Table 2-2 and Table 2-3 in the Supplemental Freeway Analysis list the freeway peak-hour volumes and

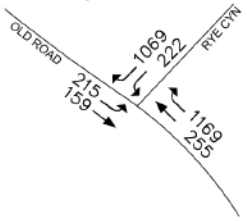
[18] *Traffic counts were collected in 2012 specifically for use in the Traffic Study. Subsequent traffic counts were collected in 2014 to validate the 2012 data.*



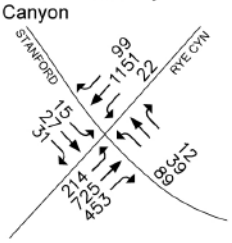
9. The Old Road & I-5 SB Ramps



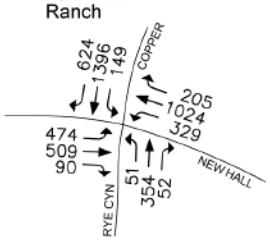
25. The Old Road & Rye Canyon



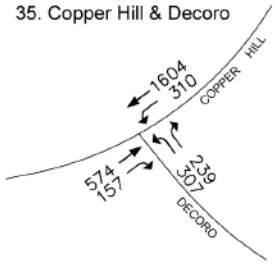
30. Ave Stanford & Rye Canyon



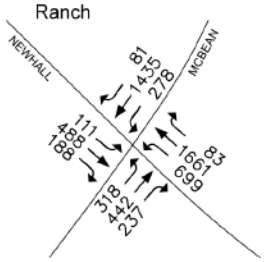
33. Rye/Copper & Newhall Ranch



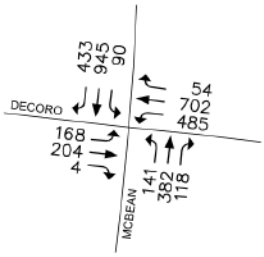
35. Copper Hill & Decoro



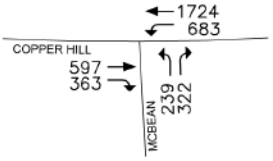
48. McBean & Newhall Ranch



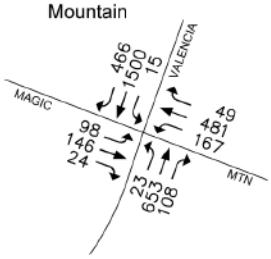
49. McBean & Decoro



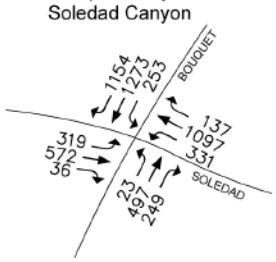
50. McBean and Copper Hill



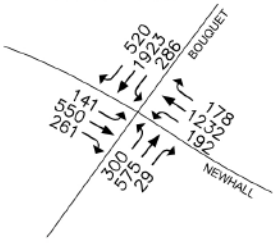
57. Valencia & Magic Mountain



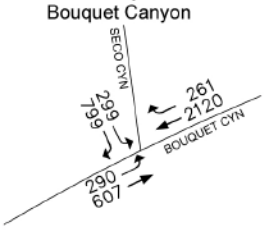
65. Bouquet Canyon & Soledad Canyon



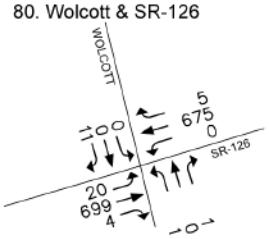
66. Bouquet Canyon & Newhall Ranch



67. Seco Canyon & Bouquet Canyon



80. Wolcott & SR-126



81. Commerce Center & Henry Mayo

Intersection under construction

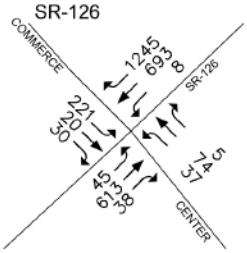
82. Commerce Center & SR-126 EB Ramps

Intersection under construction

83. Commerce Center & SR-126 WB Ramps

Intersection under construction

94. Commerce Center & SR-126



Note: The A.M. peak period is defined as 7:00 A.M. to 9:00 A.M.

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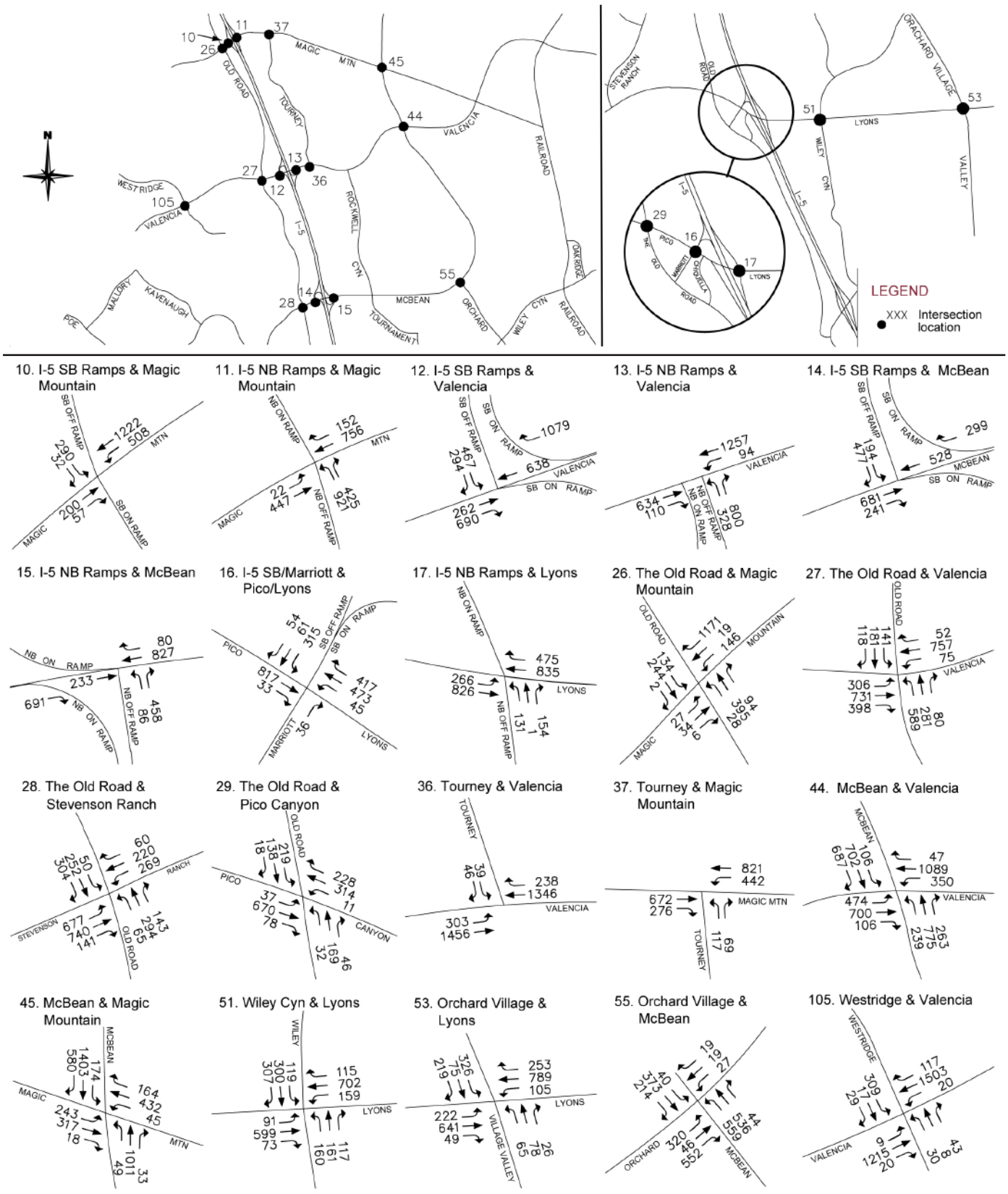
Figure 5.20-6
A.M. Peak-Hour Turning Movement Volumes - Existing Contitions North Area

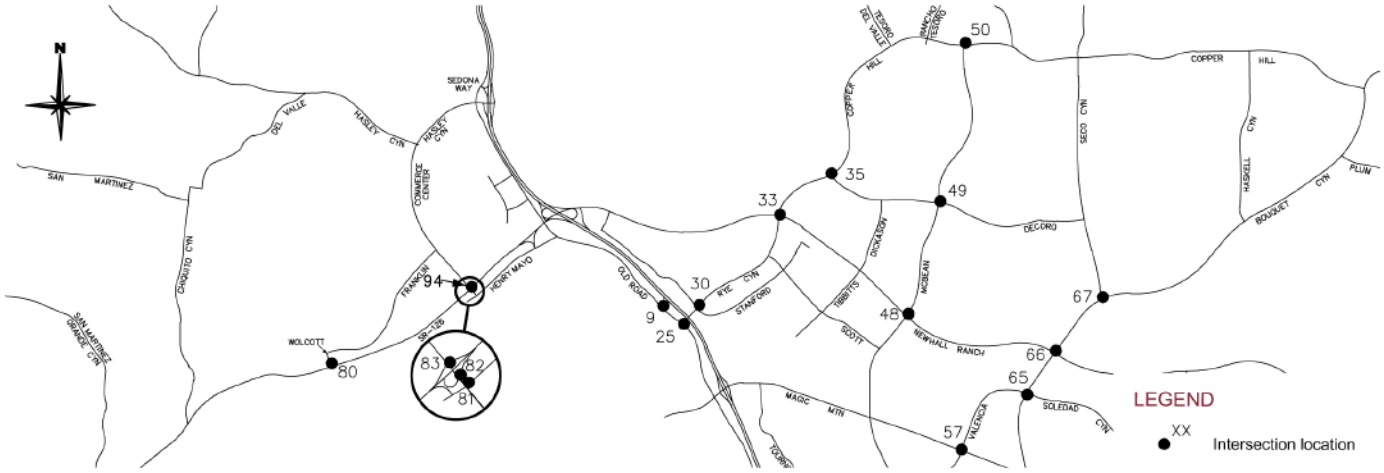
Source: Stantec Consulting Services Inc., 2014.

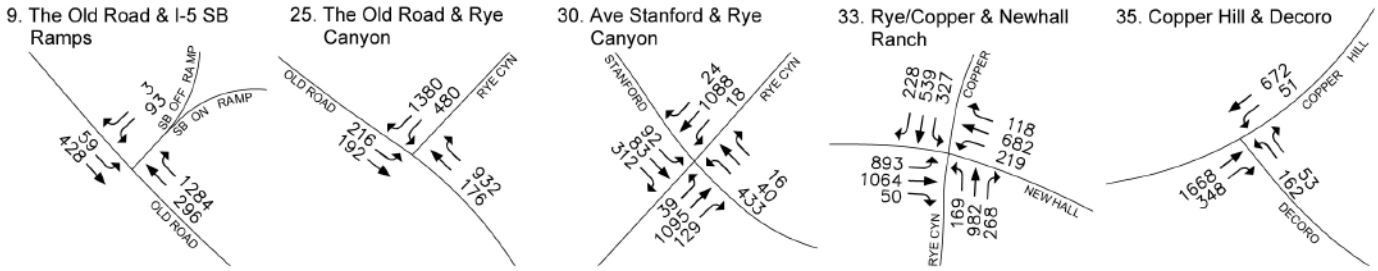


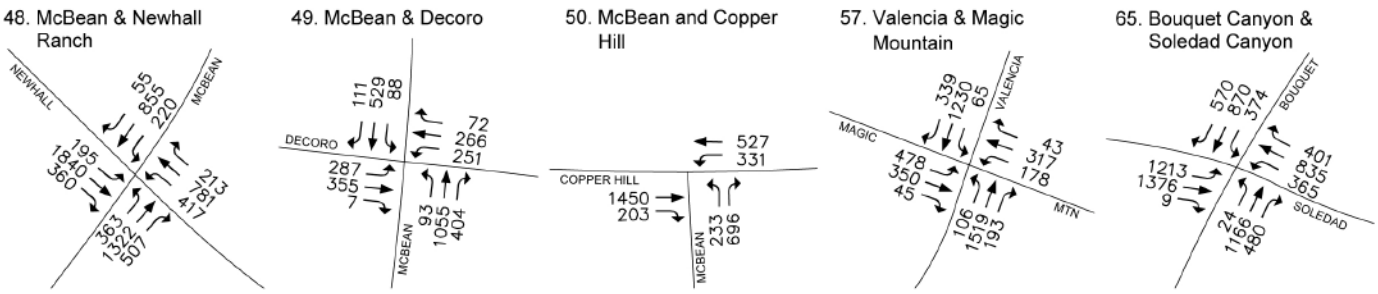
Note: The A.M. peak period is defined as 7:00 A.M. to 9:00 A.M.

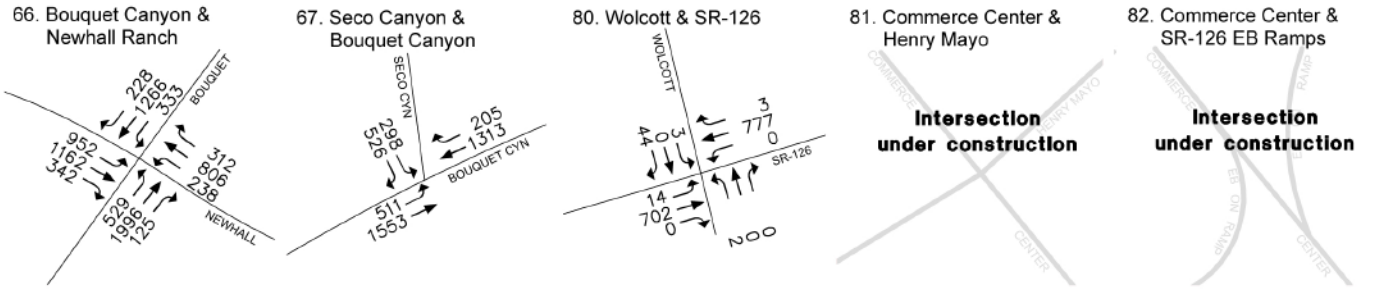
Figure 5.20-7
A.M. Peak-Hour Turning Movement Volumes - Existing Contitions South Area

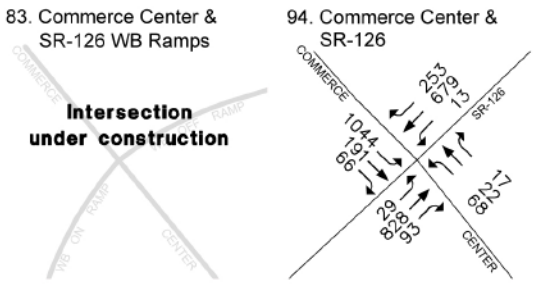
Source: Stantec Consulting Services Inc., 2014.











Note: The P.M. peak period is defined as 3:00 P.M. to 6:00 P.M.

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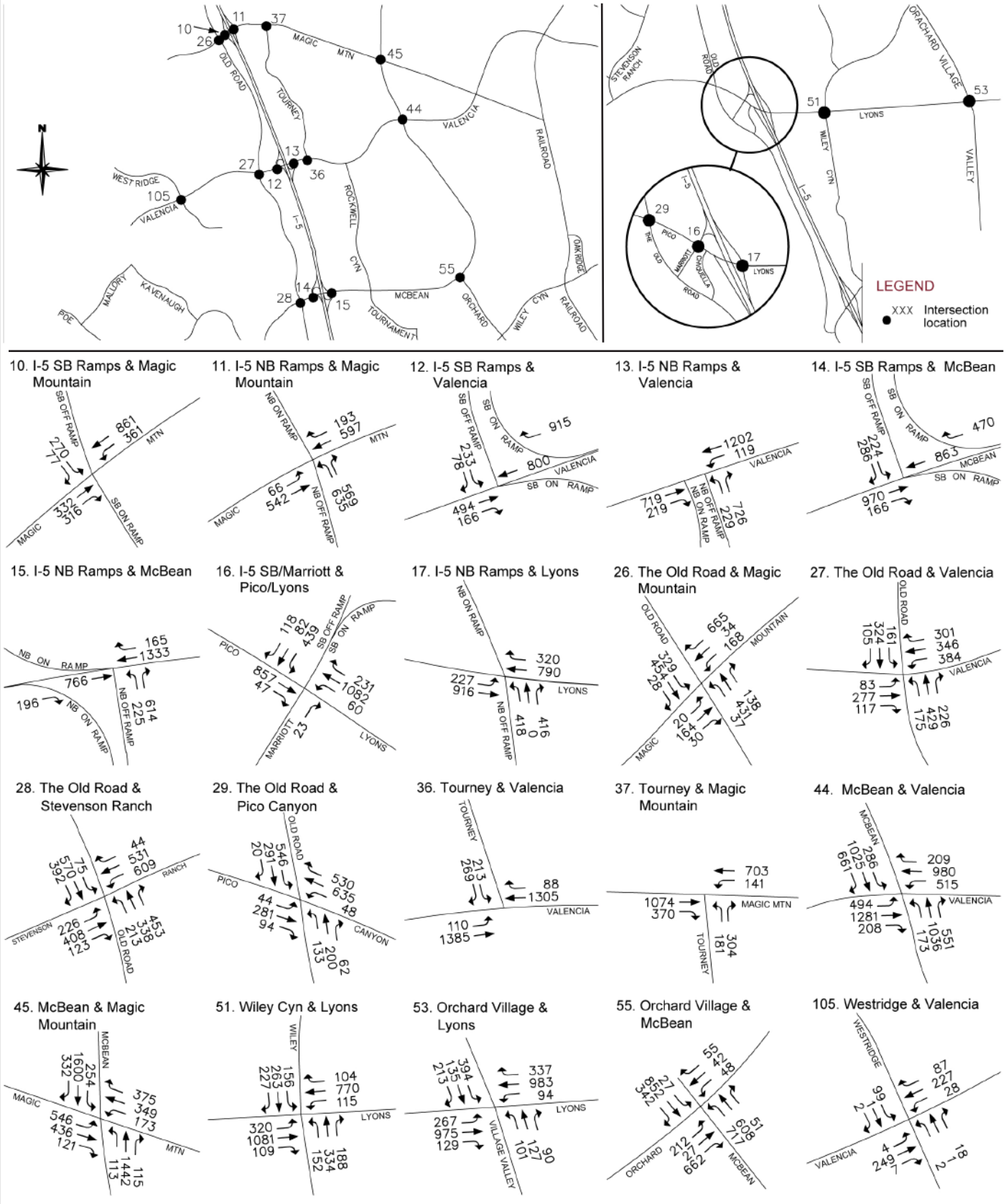
Figure 5.20-8
P.M. Peak-Hour Turning Movement Volumes - Existing Contitions North Area

Source: Stantec Consulting Services Inc., 2014.



Note: The P.M. peak period is defined as 3:00 P.M. to 6:00 P.M.

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Figure 5.20-9
P.M. Peak-Hour Turning Movement Volumes - Existing Contitions South Area

Source: Stantec Consulting Services Inc., 2014.

Table 5.20-3
ICU and LOS Summary—Existing Conditions

Intersection	Jurisdiction	A.M. Peak Hour[a]		P.M. Peak Hour[a]	
		ICU	LOS	ICU	LOS
9. The Old Road & I-5 SB Ramps	County/Caltrans	0.74	C	0.95	**E**
10. I-5 SB Ramps & Magic Mountain	County/Caltrans	0.41	A	0.41	A
11. I-5 NB Ramps & Magic Mountain	City/Caltrans	0.48	A	0.39	A
12. I-5 SB Ramps & Valencia	County/Caltrans	0.48	A	0.43	A
13. I-5 NB Ramps & Valencia	City/Caltrans	0.48	A	0.50	A
14. I-5 SB Ramps & McBean	County/Caltrans	0.58	A	0.56	A
15. I-5 NB Ramps & McBean	City/Caltrans	0.52	A	0.52	A
16. I-5 SB/Marriott & Pico/Lyons	County/Caltrans	0.52	A	0.60	A
17. I-5 NB On/Off & Lyons Ave	City/Caltrans	0.56	A	0.56	A
25. The Old Road & Rye Canyon	County	0.53	A	0.65	B
26. The Old Road & Magic Mountain	County	0.29	A	0.39	A
27. The Old Road & Valencia	County	0.61	B	0.42	A
28. The Old Road & Stevenson Ranch	County	0.55	A	0.71	C
29. The Old Road & Pico Canyon	County	0.47	A	0.60	A
30. Ave Stanford & Rye Canyon	City	0.51	A	0.62	B
33. Rye/Copper Hill & Newhall Ranch	City	0.67	B	0.74	C
35. Copper Hill & Decoro	County/City	0.54	A	0.54	A
36. Tourney & Valencia	City	0.43	A	0.46	A
37. Tourney & Magic Mountain	City	0.52	A	0.49	A
44. McBean & Valencia	City	0.65	B	0.77	C
45. McBean & Magic Mountain	City	0.46	A	0.70	C
48. McBean & Newhall Ranch	City	0.75	C	0.79	C
49. McBean & Decoro	City	0.66	B	0.53	A
50. McBean & Copper Hill	City	0.66	B	0.77	C
51. Wiley Canyon & Lyons	City	0.54	A	0.59	A
53. Orchard Village & Lyons	City	0.43	A	0.52	A
55. Orchard Village & McBean	City	0.49	A	0.64	B
57. Valencia & Magic Mountain	City	0.57	A	0.70	C
65. Bouquet & Soledad	City	0.72	C	0.78	C
66. Bouquet & Newhall Ranch	City	0.67	B	0.79	C
67. Seco Cyn & Bouquet Cyn	City	0.80	C	0.71	C
80. Wolcott & SR-126	County/Caltrans	0.32	A	0.37	A
94. Commerce Center & SR-126 (under construction)	County/Caltrans	0.48	A	0.77	C
105. Westridge & Valencia	County	0.54	A	0.20	A

Table 5.20-3 (Continued)
ICU and LOS Summary—Existing Conditions

Intersection	Jurisdiction	A.M. Peak Hour[a]		P.M. Peak Hour[a]	
		ICU	LOS	ICU	LOS

Bold = Deficiency (LOS > D)

[a] *The A.M. and P.M. peak periods are defined as 7:00 A.M. to 9:00 A.M. and 3:00 P.M. to 6:00 P.M., respectively.*

Traffic counts collected in 2010 and 2011 have been compared to 2012 traffic counts at nearby intersections to validate their consistency 2012 conditions.

Source: Stantec Consulting Services Inc., 2014.

the corresponding V/C ratios.[19] The peak-hour volumes represent the mean (average) weekday volume plus one standard deviation and, therefore, are more conservative than utilizing an average weekday volume. As indicated, the following freeway segments are presently operating over capacity indicated by a V/C greater than 1.0: I-5 between Van Nuys & Terra Bella (P.M. peak) and I-5 between Terra Bella & Osborne (P.M. peak) in the northbound/eastbound directions; and I-5 between Calgrove & SR-14 (P.M. peak), I-5 between Van Nuys & Terra Bella (A.M. peak), I-5 between Osborne & SR-170 (A.M. peak), I-210 between Hubbard & Maclay (P.M. peak), and SR-14 between Newhall & Placerita Canyon (A.M. peak) in the southbound/westbound directions.

With respect to the I-5 northbound segments operating over capacity, HOV lanes currently under construction between Buena Vista Street and SR-118 and planned for completion in April 2015 would alleviate the traffic congestion in this area. Similarly, truck lanes recently completed in December 2014 should alleviate traffic congestion along the southbound segment of I-5 between Calgrove and SR-14. (See Appendix H of the Traffic Study for additional information regarding these improvements.)

(3) Existing Transit Service

The Project study area is served by two major transit carriers: the City of Santa Clarita Transit (Santa Clarita Transit) system operated by the City and Metrolink operated by the Southern California Regional Rail Authority. Santa Clarita Transit largely serves the Valley, while Metrolink currently serves Ventura, Los Angeles, San Bernardino, Riverside, Orange, and San Diego Counties.

[19] *Peak-hour volumes were obtained from the Caltrans Performance Measurement System over a one-month period in 2013 to establish existing weekday conditions.*

Santa Clarita Transit currently operates two fixed-route transit lines within close proximity (typically defined as 0.25 mile) of the Project Site. The two routes, Routes 3 and 7, service patrons travelling to and from Magic Mountain Theme Park. Routes 3 and 7 provide service between the Seco Canyon area and Magic Mountain Theme Park. Additional connecting routes provide service to the greater Valley area. Santa Clarita Transit Commuter Express offers express commuter bus travel to Los Angeles, Warner Center, Van Nuys, Century City, and the Antelope Valley.

The City of Santa Clarita also operates approximately 20 supplemental school day service routes to serve students. The supplemental school day service routes provide transit service to various areas within the Valley and are available on school days during peak morning and afternoon travel times.

Future bus transit routes are anticipated to be extended along Magic Mountain Parkway in the Project area by Santa Clarita Transit as part of a comprehensive Valley-wide transit system.

Three Metrolink stations exist within the City of Santa Clarita along the Antelope Valley line. This line travels between Lancaster and Union Station in downtown Los Angeles. The Project Site is located west of the Santa Clarita Metrolink Rail Station on Soledad Canyon Road and the Jan Heidt Metrolink Station in Newhall. Metrolink also links Ventura, Los Angeles, San Bernardino, Riverside, Orange, and San Diego Counties with convenient transfer service between the bus and rail systems.

(4) Existing Pedestrian and Bicycle Amenities

The Project Site is located adjacent to The Old Road, which is fully improved with sidewalks on each side of the roadway. The intersection of The Old Road at Magic Mountain Parkway is also fully improved with sidewalks on all four corners and pedestrian crosswalks controlled by a traffic signal on all four legs.

The existing segment of Magic Mountain Parkway adjacent to the Project Site is not fully improved and lacks sidewalks on each side of the roadway.

The County of Los Angeles and the City of Santa Clarita each have Bicycle Master Plans with facilities in the Project area. Figure 2-9 in the Traffic Study illustrates the existing and planned future bicycle facilities in the Project area. In the vicinity of the Project Site, the County Bicycle Master Plan identifies The Old Road and Magic Mountain Parkway for future Class II bike lanes. In the City of Santa Clarita, a Class I bike path exists along the Santa Clara River and currently terminates at the I-5 freeway approximately 0.5 mile north of the Project Site. The County Bicycle Master Plan identifies a future continuation of

this Class I path along the Santa Clara River and a connection to the planned Class II bike lanes planned for The Old Road.

(5) County Development Monitoring System

The summary of existing conditions provided above responds to DMS criteria regarding road service. Specifically, information regarding the Project's location relative to the existing road network responds to DMS factors related to road service and operating levels, including existing transit service and pedestrian and bicycle amenities.

3. ENVIRONMENTAL IMPACTS

a. Methodology

As previously discussed, the Project's potential traffic impacts are evaluated based on multiple Project buildout scenarios, consistent with the established guidelines of the respective jurisdictions. For roadways within the County, potential traffic impacts are evaluated utilizing the guidelines set forth by the Los Angeles County Department of Public Works.[20] For locations within the City, the analysis follows the City's established guidelines for analysis.[21]

Table 5.20-1, Level of Service Descriptions—Arterial Roadways and Intersections, summarizes the V/C ranges that correspond to LOS A through F for arterial roads and intersections. The V/C ranges listed for arterial roads and intersections within the Project study area are those used by the County of Los Angeles and the City of Santa Clarita. The V/C ranges listed for freeway segments in **Table 5.20-2**, Level of Service Descriptions—Freeways, are based on the V/C and LOS relationships specified in the *2010 Highway Capacity Manual* for basic freeway sections with free-flow speeds of 65 miles per hour, and the V/C methodology is specified by the County's CMP for the evaluation of CMP freeway monitoring stations.[22]

Both the V/C ratio and the LOS are used in determining impact significance. Within each jurisdiction, certain LOS values are deemed unacceptable, and increases in the V/C ratio that cause or contribute to the LOS being unacceptable are defined as a significant impact, as discussed further below. While ADT is a useful measure to show general levels

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[20] *County of Los Angeles Department of Public Works, Traffic Impact Analysis Report Guidelines, January 1997.*

[21] *City of Santa Clarita, Preliminary Traffic Impact Report Guidelines, August 1990.*

[22] *Transportation Research Board, National Research Council, Highway Capacity Manual 2010, 2010.*

of traffic on a facility and to provide data for other related aspects such as noise and air quality, highway congestion is largely a peak-hour or peak-period occurrence and ADT does not reflect peak-period conditions very effectively. For this reason, ADT is not used as the basis for capacity evaluation. Rather, the capacity evaluation focuses on those parts of the day when such congestion can occur, specifically the A.M. and P.M. peak hours. For the arterial and freeway system, the peak hour is the accepted period used for impact evaluation and a number of techniques are available to establish suitable V/C ratios and define the corresponding LOS. These definitions and procedures are established by individual local jurisdictions, such as the County, the City of Santa Clarita, or by regional programs such as the CMP.

The analysis of the arterial road system is based on intersection capacity, which is the defining capacity limitation on an arterial highway system. Peak-hour intersection performance was determined to be the most representative measure for evaluating the Project study area arterial road system.

The analysis of the freeway system is based on peak-hour volumes by direction. The measure used to provide an estimate of LOS can be V/C, speed (miles/hour) or density (passenger cars/mile/lane). The three basic measurements for traffic (speed, density, and volume) are interrelated in such a way that if values for two of these measures are known, the third can be computed. Table 1-3 in the Supplemental Freeway Analysis shows the relationship between these three measures and how they translate to LOS.

Levels of service for arterial roadway intersections and freeway mainline segments are determined based on operating conditions during the A.M. and P.M. peak hours. For intersections, the ICU methodology is applied, providing a planning level basis for determining V/C and LOS. This methodology sums the V/C ratios for the critical movements of an intersection and is the preferred procedure for intersection analysis by the County and City. The ICU methodology is generally compatible with the intersection capacity analysis methodology outlined in the Highway Capacity Manual. For freeway segments, the V/C methodology is applied, which also provides a planning level basis for determining capacity utilization and LOS, and which is the methodology specified by the County CMP. The Highway Capacity Manual equates V/C ratios to other performance measures such as speed and density as shown in Table 1-3 in the Supplemental Freeway Analysis.

The following outlines the impact criteria for the facilities within the Project study area.

(1) Arterial Intersections

The ICU calculation methodology for the Project study area arterial system is summarized in Table 1-5 in the Traffic Study, and the associated impact criteria are provided in **Table 5.20-4**, Arterial Intersection and Freeway Mainline Impact Thresholds, on page 5.20-35. The County utilizes a variable scale of ICU values based on the pre-Project LOS. As shown in **Table 5.20-4**, Arterial Intersection and Freeway Mainline Impact Thresholds, the higher the pre-Project LOS, the smaller the threshold for determining a significant impact. For long-range planning purposes, when a specific project increment is not applicable, LOS D (ICU not to exceed 0.90) is a commonly accepted standard and target LOS for the design of existing and future intersections. However, several intersections in the City and County have been identified as operating at LOS E or F under Area Plan Buildout Conditions.[23]

[23] *Specifically, the following intersections are anticipated to operate at LOS E or F: The Old Road & Rye Canyon Road, The Old Road & Valencia Boulevard, The Old Road & Pico Canyon Road, McBean Parkway & Magic Mountain Parkway, Orchard Village Road & McBean Parkway, Orchard Village Road & Wiley Canyon Road, Railroad Avenue & Lyons Avenue, Sierra Highway & Newhall Ranch Road. Source: Austin-Foust Associates, Inc., One Valley One Vision Valley-Wide Traffic Study, June 2010.*

Table 5.20-4
Arterial Intersection and Freeway Mainline Impact Thresholds

Arterial Intersections	
An intersection is considered to be significantly impacted if, compared to the ICU without the project, the ICU with the project increases by the following:	
County Thresholds (Pre-Project ICU):	Project Increment
0.71–0.80 (LOS C)[a]	greater than or equal to 0.04
0.81–0.90 (LOS D)	greater than or equal to 0.02
0.91 or more (LOS E & F)	greater than or equal to 0.01
City Thresholds (With-Project ICU):	Project Increment
0.81–0.90 (LOS D)	greater than or equal to 0.02
0.91 or more (LOS E & F)	greater than or equal to 0.01
Freeway Mainlines	
A freeway mainline segment is considered to be significantly impacted if all of the following conditions are met:	
The segment is forecast to operate deficiently (i.e., worse than LOS E in urban areas or the existing LOS, whichever is worse); and	
Compared to the V/C without the project, the V/C with the project increases by greater than or equal to 0.02 (i.e., the impact threshold specified in the CMP).	

V/C = Volume-to-Capacity Ratio

LOS = Level of Service

ICU = Intersection Capacity Utilization

CMP = Congestion Management Program

[a] *The County guidelines do not address situations where pre-project conditions are less than 0.71. In that situation, County staff has interpreted the guidelines to mean that an increase that results in a with-project condition of 0.75 or more is considered significant. The interpretation is based on the following scenario, which is addressed by the guidelines: 0.71 (pre-project) + 0.04 (project increment) = 0.75 and is a significant impact.*

Source: Stantec Consulting Services, Inc., 2014.

(2) Freeway Mainline Facilities

The freeway V/C calculation methodology for the Project study area freeway system is summarized in Table 1-4 in the Supplemental Freeway Analysis, and the associated impact criteria are listed in **Table 5.20-4**, Arterial Intersection and Freeway Mainline Impact Thresholds, Arterial Intersection and Freeway Mainline Impact Thresholds. The County CMP specifies that LOS E or existing LOS, whichever is worse, represents the performance standard for freeway segments, and Caltrans' goal is to maintain no worse than LOS E conditions in urban areas.

b. Proposed Design Elements/Project Design Features

(1) Construction

As discussed in **Section 3.0**, Project Description, of this Draft EIR, the Project may be built out in phases or all at once. Given the size of the Project and the adjacent developed areas and existing infrastructure, it is likely that the Project Site would be mass graded all at one time to allow for construction of secondary access and utilities to serve the site. Although substantial grading would occur, the Project involves a balanced cut and fill operation and thus would not require any soil export or associated haul trips. Actual development of the proposed land uses would be based on market conditions and adjacent development. For purposes of this analysis, it is assumed that some residential units and/or commercial projects initially may be developed together with an appropriate amount of retail and commercial space to specifically serve such areas, with larger retail and commercial uses constructed as increasing development of the Project warrants (i.e., based on internal demand for such uses). Complete Project buildout is assumed to take place approximately nine years from receipt of all necessary entitlements. Project occupancies are anticipated to begin in 2018 and reach buildout in 2024.

Project construction hours would comply with Los Angeles County Code Section 12.12.30, which provides for construction activities typically between the hours of 6:30 A.M. and 8:00 P.M. daily and prohibits work on Sundays and holidays. However, weekday construction hours generally would be from 7:00 A.M. to 3:30 P.M. Based on this schedule, construction workers would be on-site before 7:00 A.M. and most would leave the site before 4:00 P.M. on weekdays. Therefore, construction workers would typically arrive before the weekday morning commute peak period and would typically leave during the early portion of the weekday afternoon commute peak period.

(2) Operation

(a) Site Access and Roadway Improvements

As discussed in **Section 3.0**, Project Description, of this Draft EIR and shown in **Figure 3-15**, Project Circulation Plan, therein, the proposed circulation system would include arterials, residential collectors, and private drives. As part of the Project, Magic Mountain Parkway and Westridge Parkway would be extended to provide regional access to and from the Project Site western boundary to I-5 and Valencia Boulevard, respectively. The Magic Mountain Parkway extension would proceed westerly from approximately the existing intersection at The Old Road before terminating at the western VTTM 53295 boundary, as shown in **Figure 3-15**, Project Circulation Plan. The portion of Magic Mountain Parkway from the existing intersection at The Old Road to its existing terminus at Magic Mountain Theme Park entry would be removed, reconstructed, and widened to meet County standards. As previously indicated, the Area Plan identifies Magic Mountain

Parkway as a future roadway improvement needed to implement the recommended Highway Plan. The reconstruction of Magic Mountain Parkway would also result in the need to reconstruct a portion of Media Center Drive and the entrance to Magic Mountain Theme Park to join the proposed roadway. The extension of Westridge Parkway would proceed northerly from its current terminus at the southwestern corner of the site and extend northerly to B Drive. A portion of Commerce Center Drive would also be constructed between Magic Mountain Parkway to the driveway of the large commercial area (Planning Areas 1 through 3). **Figure 5.20-10**, On-Site Roadway and Intersection Lane Configurations, on page 5.20-38 illustrates the proposed roadway configuration for VTTM 53295 and the intersection lane geometry, which was developed based on peak-hour turning movement forecasts.

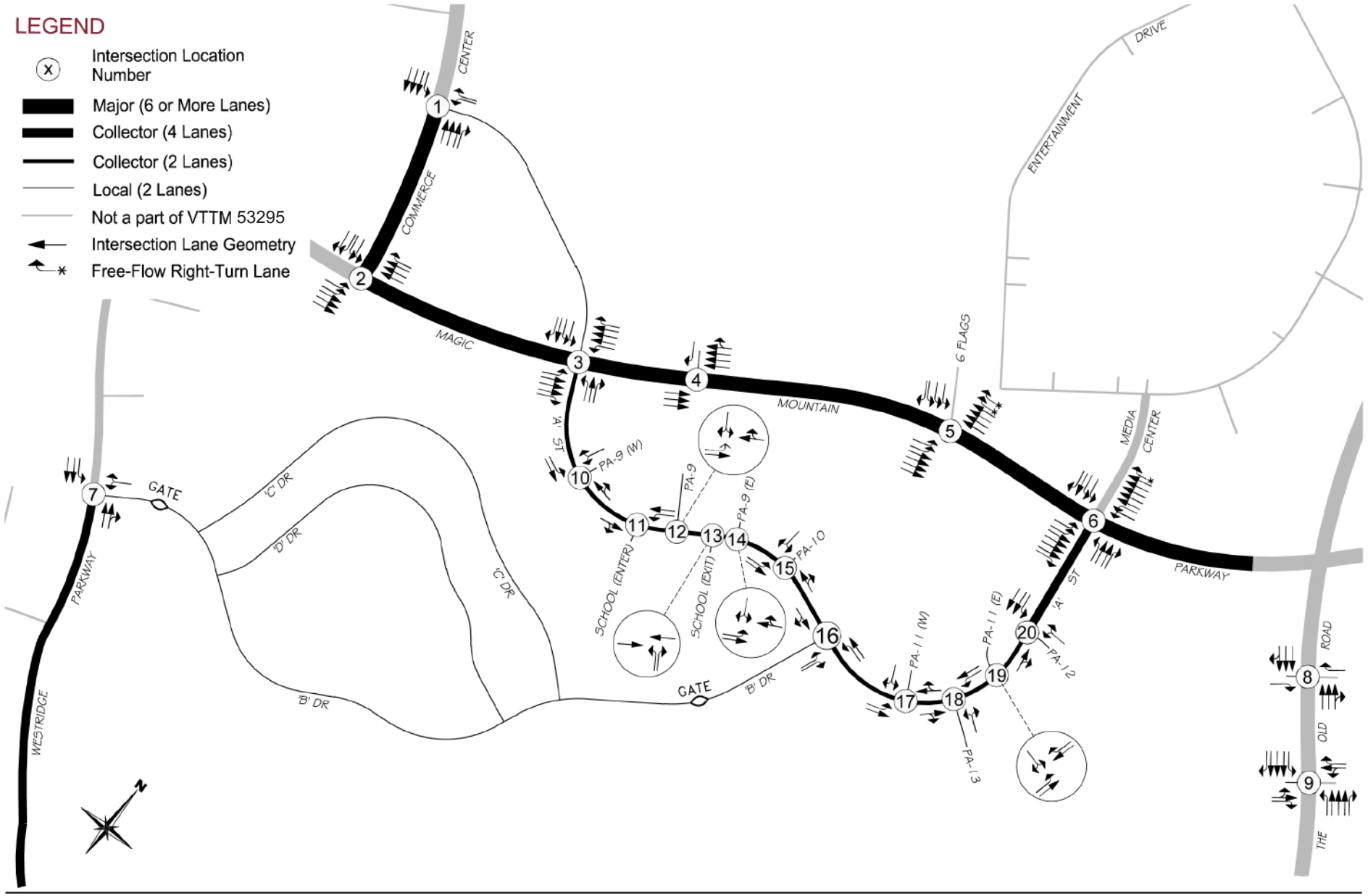

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Figure 5.20-10
On-Site Roadway and Intersection Lane Configurations

Source: Stantec Consulting Services Inc., 2014.

(b) Pedestrian and Bicycle Access

As discussed in more detail in **Section 3.0**, Project Description, of this Draft EIR and illustrated in **Figure 3-14**, Project Trails Plan, therein, the Project would provide an extensive community trail system throughout the Project Site, which would be linked to the Newhall Ranch Specific Plan trail system to the west and the existing community of Westridge to the south. As illustrated, the proposed trail system would include community trails, bike lanes, paseos, and recreational trails.

A complete network of streets with sidewalks and separate pedestrian pathways is also proposed within the Project Site to facilitate movement between the various areas of the Project Site. As part of the Project, Magic Mountain Parkway would be improved to full County standards, which would include the construction of 10-foot sidewalks along the south side of the roadway and 8-foot sidewalks along the north side of the roadway. Additionally, a pedestrian bridge across Magic Mountain Parkway would be provided. As shown in **Figure 3-14**, Project Trails Plan, in **Section 3.0**, Project Description, the pedestrian bridge would be located north of Planning Area 9 and would connect the residential areas to the south with the primary commercial area to the north. The pedestrian bridge would also be integrated with the community trails, bike lanes, paseos, and recreational trails.

In addition to the various trail types that would serve as bicycle routes, Magic Mountain Parkway would include a striped 5- to 7-foot-wide Class II bike lane in each direction, as shown in **Figure 3-14**, Project Trails Plan, with an approximate length of 8,090 linear feet. As illustrated, these bike lanes would be continuous with planned bikes lanes within Mission Village to the immediate west. Furthermore, the bike lanes would connect to future bike lanes along The Old Road to the east, if ultimately constructed, as identified in the Metro Bicycle Transportation Strategic Plan.

(c) Sustainable Development Principles

As discussed in more detail in **Section 3.0**, Project Description, of this Draft EIR, the Project's design incorporates a variety of sustainability principles, including "D" variables, which include Density of development, Diversity of land uses, Design (pedestrian- versus vehicle-oriented), Destination accessibility, and Distance to transit. The D variables have a significant effect on the overall vehicle miles traveled and vehicle trips of individuals and households, mostly through their effect on the distance people travel and the modes of travel they choose. As it relates to trips and VMT, the following sustainability principles would be implemented:

- **Mix of Land Uses.** The Project would include a broad range of housing types, along with commercial (retail/office) uses and public facilities. To minimize and

shorten vehicle trips, most homes would be located within walking distance to the community's commercial areas, elementary school site, neighborhood park, and trail system. To further minimize and shorten vehicle trips, the Project would be located a short distance from the Valencia Commerce and Valencia Industrial Centers, two of the largest employment centers in the Valley. Bike lanes and pedestrian trails within and adjacent to the Project Site would connect to surrounding areas, thereby reducing the need for vehicle trips.

- **Provision of Jobs.** The Project would generate jobs primarily through the provision of commercial (retail/office) uses. Upon buildout, the Project would provide a jobs/housing ratio of approximately 1.70, which meets the Area Plan goal of at least 1.5 jobs per household.[24,25] A balanced jobs-housing base is a critical component to a sustainable community because it allows people to work close to home and minimizes vehicle miles traveled. Additionally, the Project Site is located in close proximity to several existing and planned major employment centers.

- **Locating Residential Uses in Close Proximity to Commercial Services/ Public Spaces.** Residents within the Project Site would be able to utilize paseos and trails to walk to commercial centers, private recreational facilities, the elementary school site, and the neighborhood park. This traditional neighborhood design would minimize vehicle trips.

- **Open Space, Recreation, and Preservation of Sensitive Resource Areas.** The Project's design, including its park, open space, and preserve areas, would connect jobs, retail uses, schools, parks, and recreation facilities with the community's trail system to promote walking and biking while minimizing vehicle trips.

- **Hierarchy of Trails.** The Project would include approximately 33,150 linear feet of trails and paseos with direct connections between the proposed residential uses, commercial uses, the elementary school site, recreational centers, and park uses. In addition, approximately 8,090 linear feet of Class II bike lanes would be provided.

- **Traffic/Transportation Improvements.** The Project's traffic circulation plan would serve to minimize vehicle trips and reduce greenhouse gas emissions through the design of internal roads in conjunction with the integrated development of residential and commercial uses, the elementary school site, parks, recreation centers, and a trail system. Transit would be promoted in the Project's traditional neighborhood design and would include on-site bus stops

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[24] *Based on full-time equivalent (FTE) employment.*

[25] *Santa Clarita Valley Area Plan: One Valley One Vision 2012, Land Use Element, Policy LU4.2.2, page 62.*

(future bus transit routes are anticipated to be extended along Magic Mountain Parkway in the Project area by Santa Clarita Transit as part of a comprehensive Valley-wide transit system; on-site bus stop locations will be determined in consultation with Santa Clarita Transit). Trails and bike paths leading to close-to-home jobs, neighborhood-serving commercial uses, and the school would encourage residents to reduce vehicle miles traveled. The Project is also located near major freeways/highways, including I-5 and SR-126, minimizing the need for travel on local roadways.

(d) Parking

The Project would require approval of Parking Permit No. 200700013 to authorize shared and reciprocal parking across lot lines. Approximately 2,872 parking spaces for residents and guests would be provided for the proposed residential uses, and approximately 2,386 parking spaces would be provided for the proposed commercial (retail/ office) uses. In addition, the proposed public neighborhood park would include a parking lot with 13 spaces. Parking areas also would be provided at the elementary school site.

(3) Regulatory Compliance Measures and Project Design Features

The Project would comply with applicable regulatory requirements, including County and Caltrans standards for roadway improvements and County Code Section 12.08.440 which limits the hours for noise-generating construction activities. In addition, based on the Project characteristics described above, the following Project design feature (PDF) has been incorporated into the Project's design and will be included in the MMRP to ensure implementation.

PDF ES 5.20-1: Prior to any construction activities and/or issuance of required encroachment permits from the County of Los Angeles, the City of Santa Clarita, and/or Caltrans, a detailed Construction Traffic Management Plan shall be submitted to the relevant agency or agencies for review and approval, consistent with each agency's established codes and procedures. The Construction Traffic Management Plan shall include the following, as required by the applicable agency or agencies:

- Provisions for traffic control during all phases of construction activities to improve traffic flow on public roadways (e.g., flag persons), as needed;
- Scheduling construction activities to reduce the effect on traffic flow on arterial streets, including limiting construction worker arrivals immediately prior to opening hours at Six Flags Magic Mountain;

- Provision of safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers on streets impacted by Project construction;
- Detour signs, as needed;
- Provisions to configure construction parking to minimize traffic interference;
- Provision of adequate emergency access to all residences and businesses adjacent to the roadways impacted by the roadway construction (mitigation) activities during all phases of construction activities;
- Provisions to maintain emergency access at all times in the event temporary lane closures are necessary for the installation of utilities; and
- With the exception of off-site infrastructure improvements, prohibition against parking of construction-related vehicles on streets in predominantly residentially zoned areas.

Additional PDFs related to traffic are provided in **Section 5.7**, Greenhouse Gas Emissions, of this Draft EIR. Such measures include transportation demand management (TDM) strategies designed to reduce Project-generated trips and encourage transit and alternative transportation, such as carpooling, ride-matching, bike facilities, and telecommuting. However, no trip reductions have been taken within this analysis to account for these measures.

c. Significance Thresholds

Based on Appendix G of the CEQA Guidelines and other relevant criteria, the Los Angeles County Department of Regional Planning has determined that a project would have a potentially significant impact related to traffic, access, or parking based on the following criteria:

Threshold 5.20-1: Would the Project conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Threshold 5.20-2: Would the Project conflict with an applicable CMP, including, but not limited to, level of service standards and travel demand

measures, or other standards established by the CMP for designated roads or highways?

Threshold 5.20-3: Would the Project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

Threshold 5.20-4: Would the Project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Threshold 5.20-5: Would the Project result in inadequate emergency access?

Threshold 5.20-6: Would the Project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Threshold 5.20-7: Would the Project result in parking problems with a subsequent impact on traffic conditions?[26]

As discussed in the Initial Study prepared for the Project, provided in **Appendix 1A** of this Draft EIR, implementation of the Project would not affect air traffic because the Project Site is not located in close proximity to any airports and maximum building heights would range from approximately 35 to 80 feet in height, with the tallest buildings allowed in Planning Areas 1–3. The Project also would not substantially increase hazards due to a design feature or incompatible uses nor result in inadequate emergency access because the Project circulation plan would provide vehicular access onto and within the Project Site that complies with all applicable County codes and regulations. Thus, there would be no impact with respect to Threshold 5.20-3, Threshold 5.20-4, and Threshold 5.20-5. No further discussion of these issues is necessary.

d. Project Impacts

Threshold 5.20-1: Would the Project conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

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[26] *This threshold is no longer included in the current County of Los Angeles Initial Study Checklist; however, as parking was addressed in the Initial Study prepared for the Project (see **Appendix 1A** of this Draft EIR), it is addressed herein.*

(1) Construction

Project construction activities would generate traffic related to construction worker trips and truck trips associated primarily with the delivery of construction materials.[27] This traffic would occur throughout the duration of Project construction, which is expected to be phased over a period of approximately nine years (2015 to 2024). The number of construction workers would vary throughout the duration of construction, as discussed further below. All construction staging would occur on-site or within adjacent properties owned by the Applicant.

As construction activities would vary during the construction period, average daily worker trips were estimated for each category of trip for each year of the construction period. Based on standardized trip generation rates, the peak year for construction activity was determined to be in 2020, in which approximately 1,003 ADT is anticipated in conjunction with Project construction activities.

Construction workers would access the Project Site via Magic Mountain Parkway. By the peak year for Project construction activity, the extensions of Magic Mountain Parkway to the west and Westridge Parkway to the north would be complete; construction workers would continue to use Magic Mountain Parkway for site access. The new roadway segment would have six to eight lanes, with six lanes at the eastern Project Site boundary, which would provide the capacity for approximately 72,000 ADT, of which construction traffic would utilize approximately one percent. In addition, these trips would occur largely outside of the A.M. and P.M. peak traffic periods based on the Project's typical construction hours of 7:00 A.M. to 3:30 P.M.

Project construction trips could result in temporary disruptions of normal traffic patterns on roadways or intersections in the immediate vicinity of the Project Site. Such disruptions would be limited in both duration and extent, with most disruption occurring during the building construction phase when vendor trips (i.e., large delivery trucks) are most frequent, and will be further limited since the Project involves a balanced cut and fill grading operation. Potential traffic disruption and conflicts between construction activities and through-traffic would be controlled in accordance with Caltrans' *Manual of Traffic Controls*. Specific measures described in the manual that are typically used at a construction site are summarized below:

[27] *Haul trips would not be necessary for soil export, as the Project would result in a balanced cut and fill operation.*

- All traffic control measures, construction signs, delineators, etc., and their use during the construction phase of this Project shall conform to the provisions set forth in Caltrans' *Manual of Traffic Controls* (January 1992).

- 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.

- The location of all signs shall be determined in the field by the County Engineer in conjunction with the contractor.

- No travel lane shall be less than 10 feet wide.

- Delineators shall be spaced at 50 feet maximum, or as noted on the final Traffic Control Plan.

- All traffic signal facilities shall be protected during construction or relocation.

- "Construction Ahead" and appurtenant signs are to be placed 1,000 feet in advance of all approaches to the Project area for the duration of construction.

- Private driveway closures shall be limited to the times of the day that construction is in progress.

- Cross-street closures shall be limited to the times of the day that construction is in process.

Additionally, PDF ES 5.20-1 calls for implementation of a Construction Traffic Management Plan that would minimize traffic interference and construction vehicle travel on congested streets and ensure adequate emergency access throughout the immediate vicinity. Flag persons and/or detours would also be provided as needed during construction activities to ensure safe traffic operations.

With these controls in place, any potential impacts resulting from disruptions of traffic and access during the construction period are expected to be less than significant. Additionally, the dispersed nature of Project construction traffic would result in a negligible amount of traffic on any given roadway and, as such, the traffic due to construction activities would result in a less than significant impact.

(2) Operation

(a) Project Trip Generation

Trip generation estimates for the Project are shown in **Table 5.20-5**, Project Land Use and Trip Generation Summary, on page 5.20-46. Vehicle trip generation estimates for

Table 5.20-5
Project Land Use and Trip Generation Summary

Land Use Type	Amount	A.M. Peak Hour[a]			P.M. Peak Hour[a]			Average Daily Tripends
		In	Out	Total	In	Out	Total	
Entrada South								
Single-Family Detached	339 du	64	190	254	214	125	339	3,227
Condominium/Apartment	1,235 du	74	593	667	580	322	902	9,880
Commercial Retail (10–30 ac)	280.20 tsf	205	131	336	667	723	1,390	15,148
Commercial Retail (<10 ac)	15.00 tsf	16	11	27	50	54	104	1,276
Elementary School	750 stu	188	150	338	53	60	113	968
Commercial Office	435.00 tsf	674	83	757	91	562	653	5,029
County Park/Private Rec Center	8.50 ac	0	0	0	0	1	1	19
Total		**1,221**	**1,158**	**2,379**	**1,655**	**1,847**	**3,502**	**35,547**

du = dwelling units
tsf = thousand square feet
stu = students
ac = acres
*See **Table 5.20-6**, Internal and External Trip Volumes and Percentages, for net volume of external trips.*
[a] *The A.M. and P.M. peak periods are defined as 7:00 A.M. to 9:00 A.M. and 3:00 P.M. to 6:00 P.M., respectively.*
Source: Stantec Consulting Services Inc., 2014.

the Project were calculated using the Santa Clarita Valley Consolidated Traffic Model, the County of Los Angeles Department of Public Works Traffic Impact Analysis Guidelines, and the ITE *Trip Generation Manual*, 9th Edition. As detailed in **Table 5.20-5**, Project Land Use and Trip Generation Summary, the Project is estimated to generate approximately 35,547 ADT at Project buildout, with approximately 2,379 tripends occurring in the A.M. peak hour and approximately 3,502 tripends occurring in the P.M. peak hour. The specific trip rates used for this analysis are listed in Table 3-1 in the Traffic Study.

(b) Project Trip Distribution

(i) Internal Trips

Due to the proposed mix of residential, school, and commercial land uses under the Project, many of the trips generated by the Project would remain internal to the Project

Site. To determine the number of trips that would be internal to the Project Site, as noted above, a Mixed-Use Development trip generation estimate was prepared for the Project.[28]

To illustrate how the complementary mix of land uses under the Project would interact with each other, an estimate of the split of internal and external trips was derived for each of the individual Project land use categories and is presented in **Table 5.20-6**, Internal and External Trip Volumes and Percentages, on page 5.20-48. As shown, Project land uses would have varying amounts of internal capture based on each specific type of land use planned. Specifically, in total, approximately 23 percent of the site-wide trip generation would be for internal trips (i.e., trips between land uses on-site, such as between the residential and non-residential uses), and 77 percent would be for external trips (i.e., trips between on-site and off-site uses).[29] The net volume of trips generated by the Project is derived by adding together the number of internal trips (two Project tripends) with the number of external trips (one Project tripend). As shown in **Table 5.20-6**, Internal and External Trip Volumes and Percentages, the Project would generate a net total of 35,547 tripends.

[28] *As noted above, the quantitative model was developed by Fehr & Peers in cooperation with the U.S. Environmental Protection Agency and ITE.*

[29] *The analysis does not account for internal residential to residential trips as these trips are considered statistically insignificant.*

Table 5.20-6
Internal and External Trip Volumes and Percentages

Land Use	Amount	A.M. Peak Hour[a]			P.M. Peak Hour[a]			Average Daily Tripends
		In	Out	Total	In	Out	Total	
Residential Trips	1,574 du	138	783	921	794	447	1,241	13,107
Internal—Res. to Non-Res.		55	119	174	119	65	184	2,580
External—Residential		83	664	747	675	382	1,057	10,527
Retail Commercial (10–30 ac)	280.2 tsf	205	131	336	667	723	1,390	15,148
Retail Commercial (<10 ac)	15.0 tsf	16	11	27	50	54	104	1,276
Commercial Office	435 tsf	674	83	757	91	562	653	5,029
Elementary School	750 stu	188	150	338	53	60	113	968
Park	8.5 ac[a]	0	0	0	0	1	1	19
Subtotal Non-Residential		*1,083*	*375*	*1,458*	*861*	*1,400*	*2,261*	*22,440*
Internal—Non-Res. to Non-Res.		129	129	258	138	138	276	2,919
Internal—Non-Res. to Res.		119	55	174	65	119	184	2,580
External—Non-Residential		835	191	1,026	658	1,143	1,801	16,941
Total		**1,221**	**1,158**	**2,379**	**1,655**	**1,847**	**3,502**	**35,547**
Internal Total[a]		**303 (25%)**	**303 (26%)**	**606 (25%)**	**322 (19%)**	**322 (17%)**	**644 (18%)**	**8,079 (23%)**
External Total[b]		**918 (75%)**	**855 (74%)**	**1,773 (75%)**	**1,333 (81%)**	**1,525 (83%)**	**2,858 (82%)**	**27,468 (77%)**

ADT = Average Daily Tripends
du = dwelling units
stu = students
ac = acres
tsf = thousand square feet
[a] *Includes the 5.6 acre public park and 2.9 acres of private recreation centers.*
[b] *Two tripends on-site.*
[c] *One tripend on-site.*
[d] *The A.M. and P.M. peak periods are defined as 7:00 A.M. to 9:00 A.M. and 3:00 P.M. to 6:00 P.M., respectively.*
Source: Stantec Consulting Services Inc., 2014.

(ii) External Trips

As previously noted, the geographic distribution of Project-generated external trips (i.e., trips between the Project Site and off-site locations) was derived using the Santa Clarita Valley Consolidated Traffic Model, a computerized travel demand model. Production and attraction trip data is generated by the Santa Clarita Valley Consolidated Traffic Model based on five separate trip purposes, and trip distribution patterns are then

derived by the model. As a final step, the Santa Clarita Valley Consolidated Traffic Model assigns these trips to the roadway network based on the derived distribution patterns.

Illustrations of the Project's trip distribution patterns are provided in **Figure 5.20-11**, Project Trip Distribution, on page 5.20-50 based on the Santa Clarita Valley Consolidated Traffic Model select zone run. As shown therein, the model determined that approximately 34 percent of the Project's traffic would be distributed to Magic Mountain Parkway east of the Project Site, approximately 14 percent would be distributed to The Old Road north of the Project Site, approximately 6 percent would be distributed to The Old Road south of the Project Site, approximately 9 percent would be distributed to Magic Mountain Parkway west of the Project Site, approximately 6 percent would be distributed to Commerce Center Drive north of the Project Site, approximately 2 percent would be distributed to Westridge Parkway south of the Project Site, and approximately 5 percent would be distributed across Magic Mountain Parkway to the areas immediately north of the Project Site.[30] The remaining 23 percent would remain internal to the Project Site, as discussed above.

With respect to the external trips, approximately 15 percent of the Project's total trips would interact with the neighboring planned developments immediately adjacent to the Project Site. Specifically, approximately 4 percent would interact with the proposed Entrada North development immediately north of the Project Site, approximately 5 percent would interact with the Mission Village community immediately west of the Project Site, approximately 1 percent would interact with the Legacy Village development immediately southwest of the Project Site, approximately 2 percent would interact with the Potrero Village development west of the Project Site, and approximately 3 percent would interact with the Homestead South development west of the Project Site.[31]

[30] *This distribution assumes completion of future off-site roadway extensions planned in the surrounding area, including further westerly extension of Magic Mountain Parkway and northerly extension of Commerce Center Drive as part of the Mission Village project.*

[31] *While some external trips would also be anticipated to interact with the existing Westridge community to the south, a greater proportion of external trips are assumed to/from the planned communities to the west, with which the Project would be physically integrated as one of several interconnected villages developed by the same Project Applicant.*

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Figure 5.20-11
Project Trip Distribution

Source: Stantec Consulting Services Inc., 2014.

(c) Project Traffic Forecasts

(i) On-Site

The forecast of ADT volumes on-site based on Project buildout conditions (including buildout of all long-term cumulative development) is illustrated in **Figure 5.20-12**, ADT Volumes—On-Site, Buildout of Entrada South and All Cumulative Development, on page 5.20-52.

Forecast peak-hour turning movement volumes for buildout conditions are illustrated for each of the Project Site access points in **Figure 5.20-13**, A.M. Peak-Hour Volumes—Project Access, Buildout of Entrada South and All Cumulative Development, on page 5.20-53 and for each of the Project Site's internal roadway segments in **Figure 5.20-14**, A.M. Peak-Hour Volumes—On-Site, Buildout of Entrada South and All Cumulative Development, on page 5.20-54 for the A.M. peak hour.

Similar data for the P.M. peak hour are illustrated in **Figure 5.20-15**, P.M. Peak-Hour Volumes—Project Access, Buildout of Entrada South and all Cumulative Development, on page 5.20-55 and **Figure 5.20-16**, P.M. Peak-Hour Volumes—On-Site, Buildout of Entrada South and All Cumulative Development, on page 5.20-56, respectively.

The peak-hour traffic volumes referenced above were utilized to derive intersection lane configurations for the on-site intersections shown in **Figure 5.20-10**, On-Site Roadway and Intersection Lane Configurations. An intersection operational analysis based on these lanes and the forecast peak-hour volumes is summarized in **Table 5.20-7**, LOS Summary (On-Site Intersections)—Buildout Conditions, on page 5.20-57. As shown, each intersection is anticipated to operate at LOS D or better under buildout conditions, with the majority of intersections operating at no worse than LOS C. Detailed LOS calculation worksheets for each intersection are provided in Appendix B of the Traffic Study.

Each site access intersection was evaluated for the need for traffic signals based on the *California Manual of Uniform Traffic Control Devices* ADT estimate form and peak-hour warrant figure (which are provided in Appendix D of the Traffic Study). **Table 5.20-8**, Traffic Signal Warrant Analysis (On-Site Intersections), on page 5.20-58 summarizes the results of the ADT and peak-hour warrant analyses. The following on-site access intersections are anticipated to warrant the installation of a traffic signal:

1. Commerce Center Drive & PA 1-3 Commercial Road
2. Commerce Center Drive & Magic Mountain Parkway
3. A Street (West)/Commercial Road & Magic Mountain Parkway

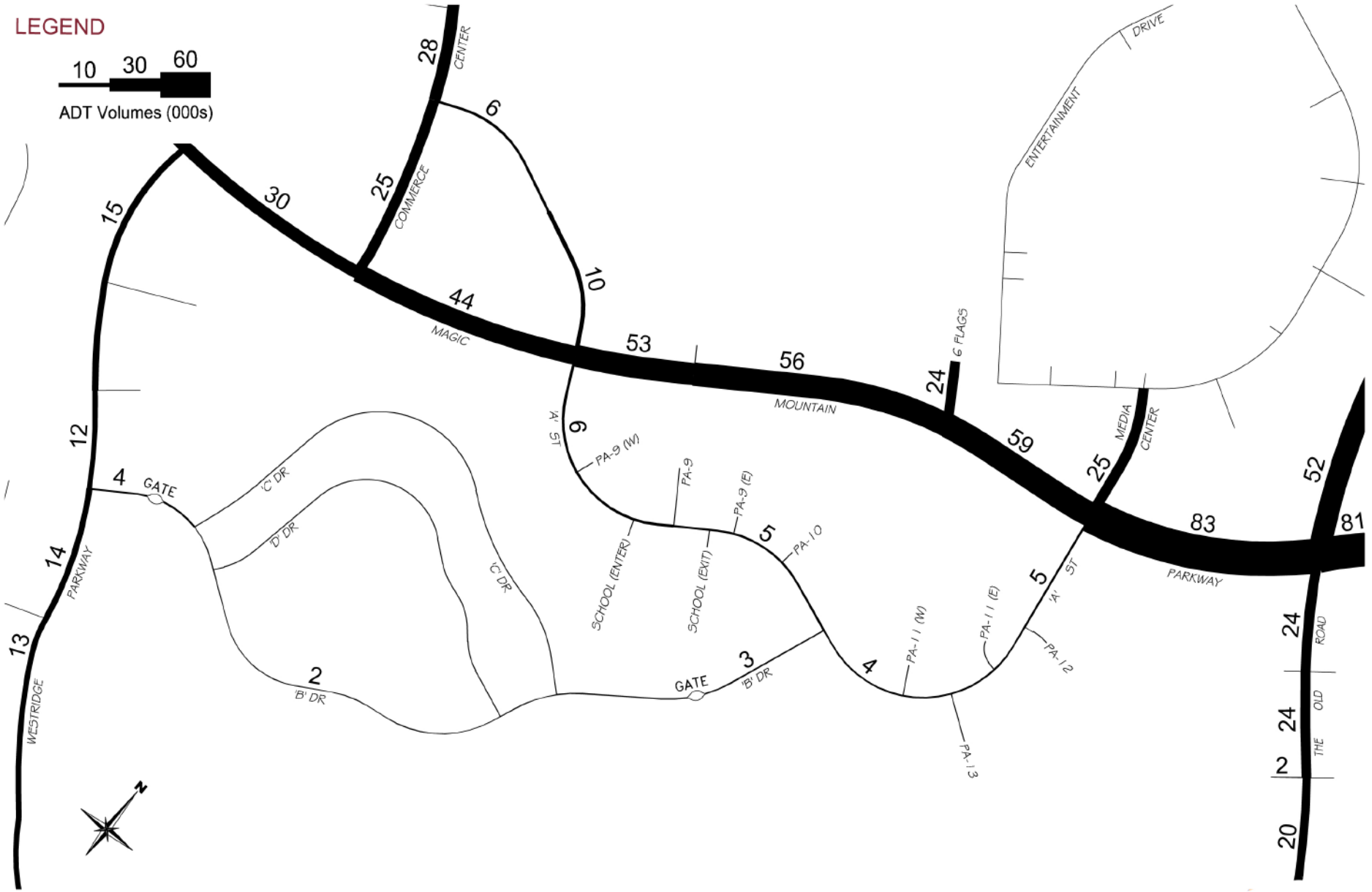

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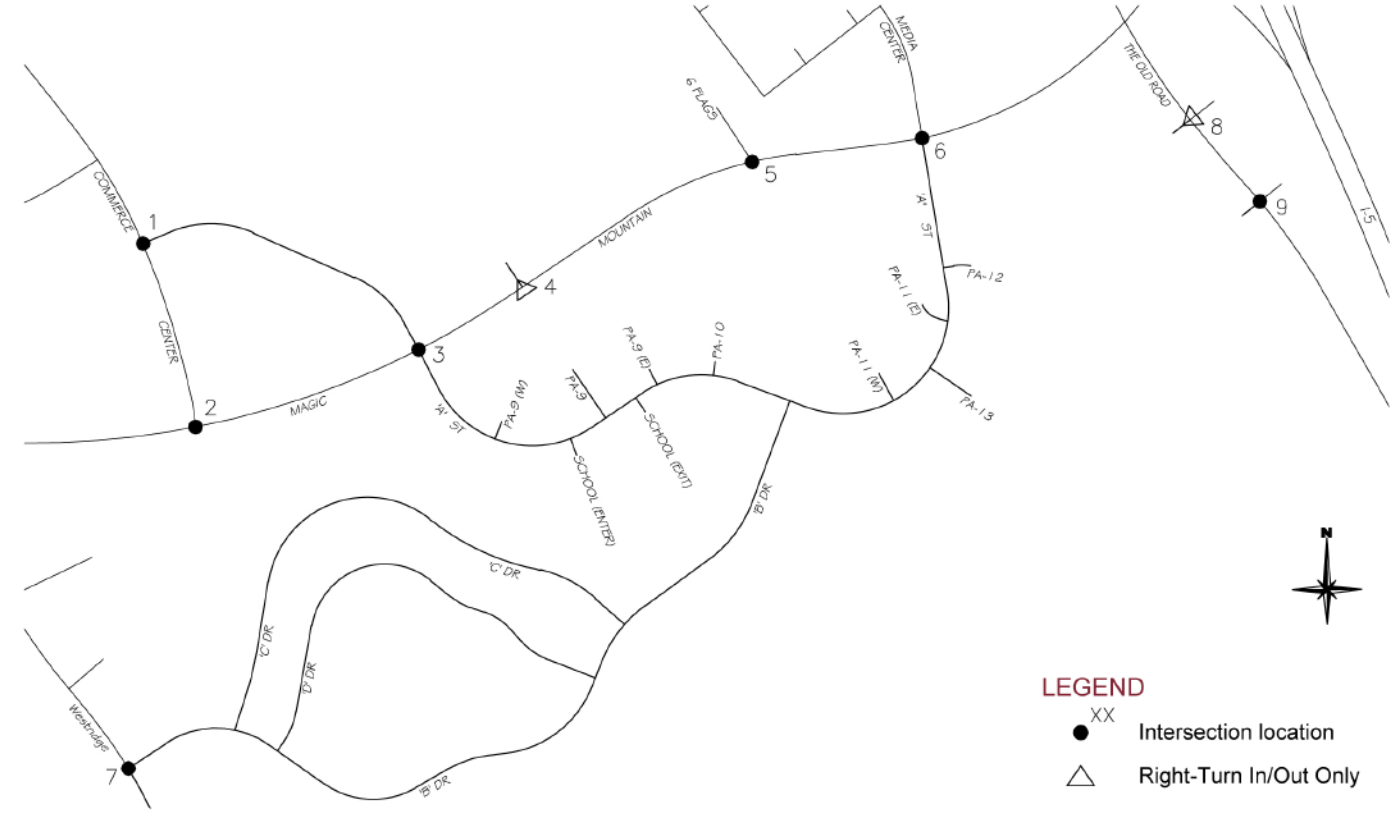
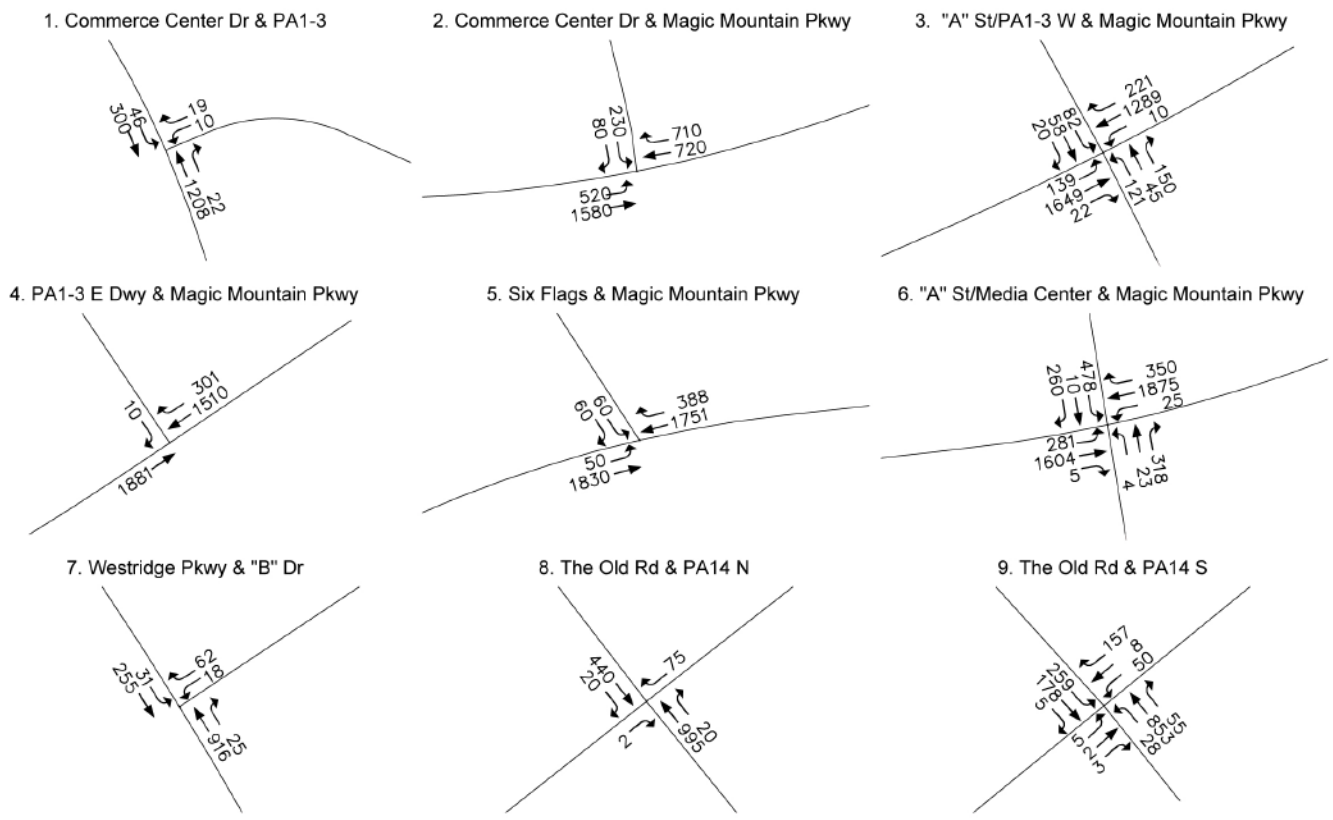
Figure 5.20-12
ADT Volumes - On Site
Buildout of Entrada South and All Cumulative Development

Source: Stantec Consulting Services Inc., 2014.





Note: The A.M. peak period is defined as 7:00 A.M. to 9:00 A.M.

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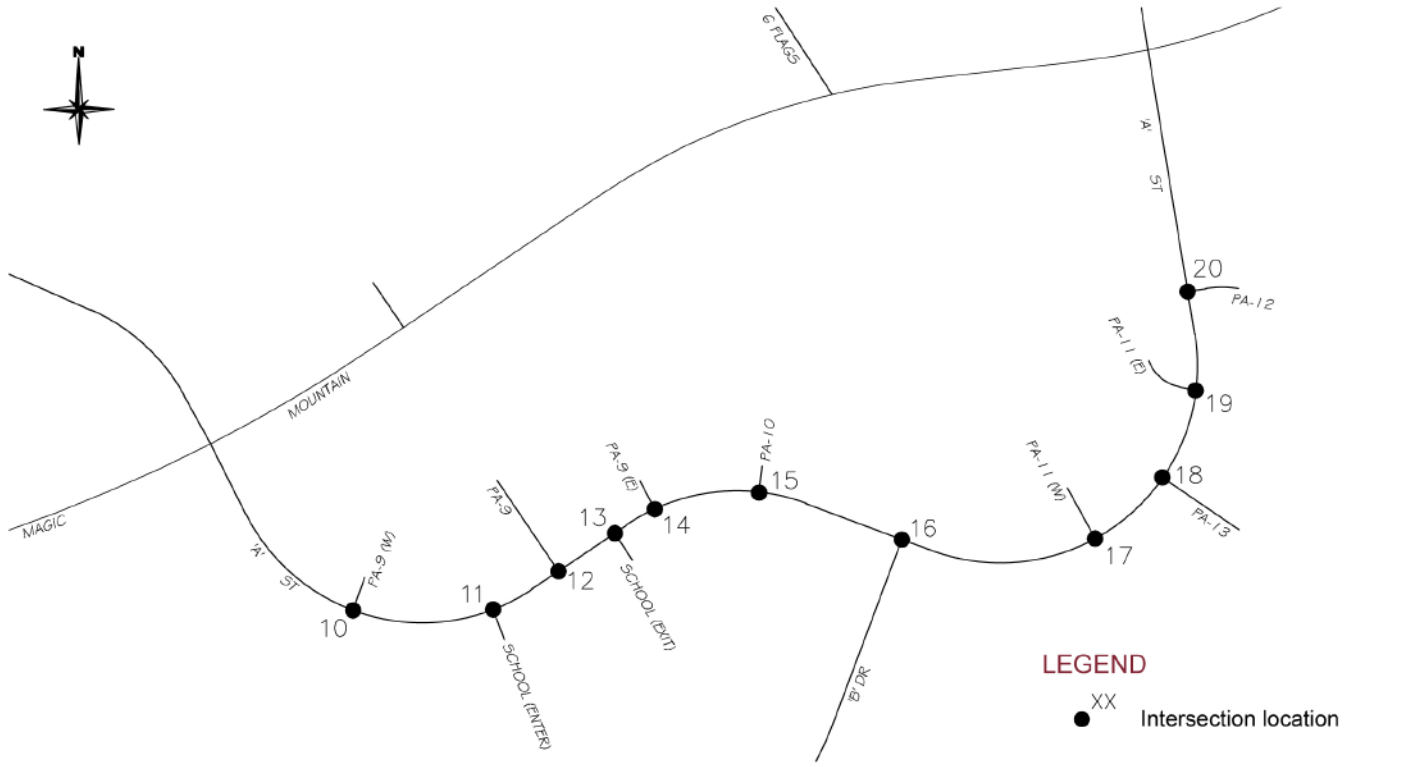
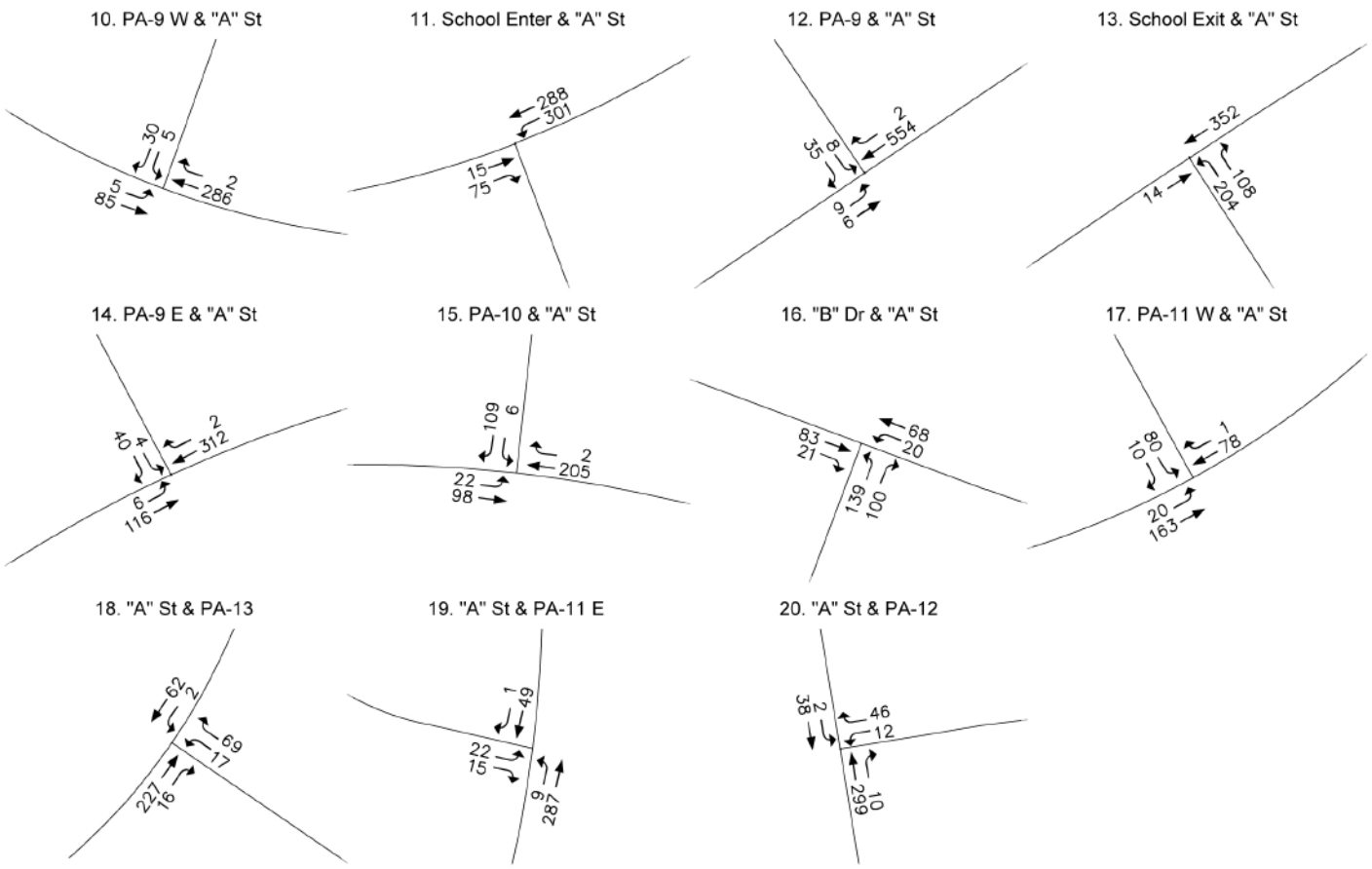
Figure 5.20-13
A.M. Peak-Hour Volumes - Project Access Buildout of Entrada South and all Cumulative Development Conditions

Source: Stantec Consulting Services Inc., 2014.





Note: The A.M. peak period is defined as 7:00 A.M. to 9:00 A.M.

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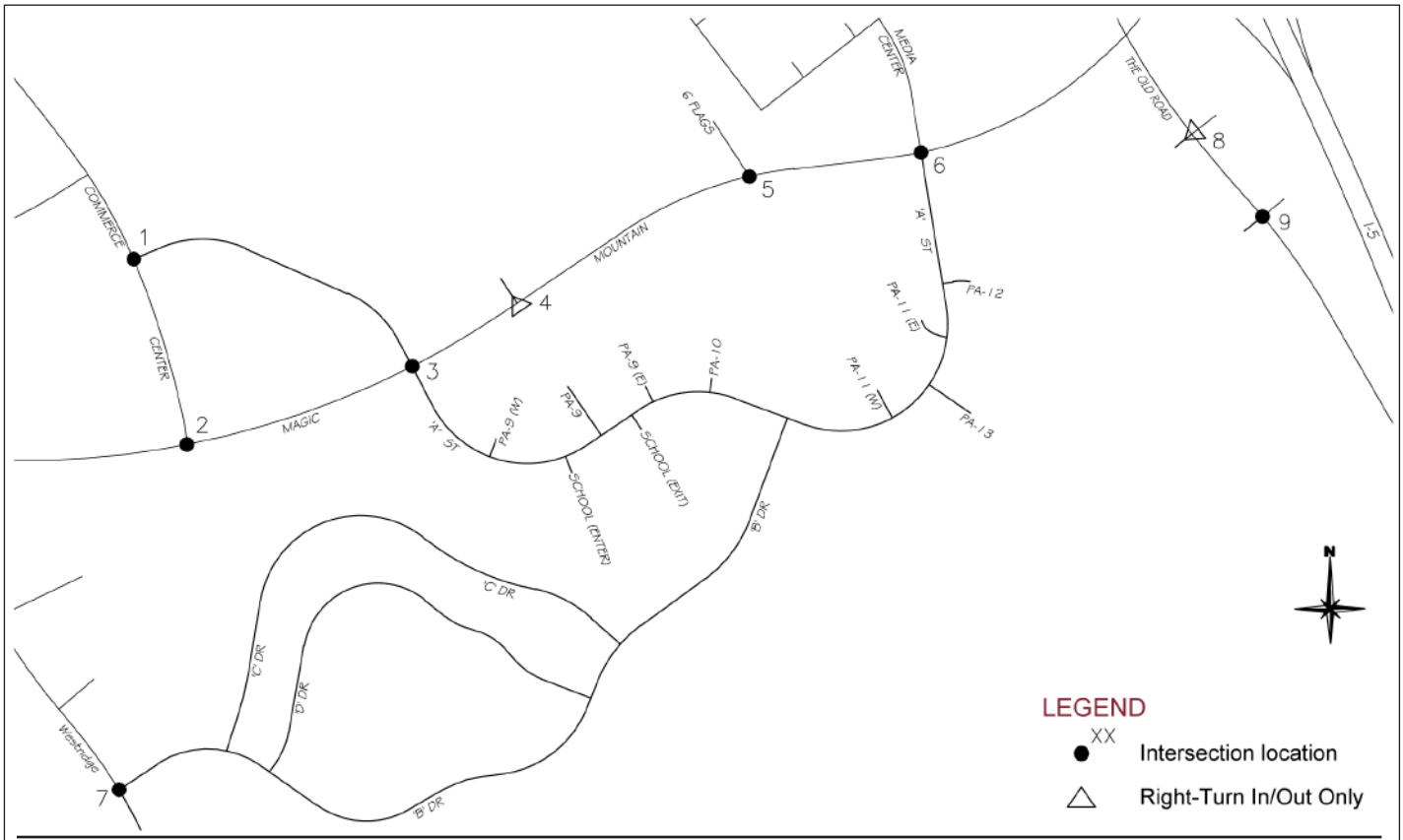
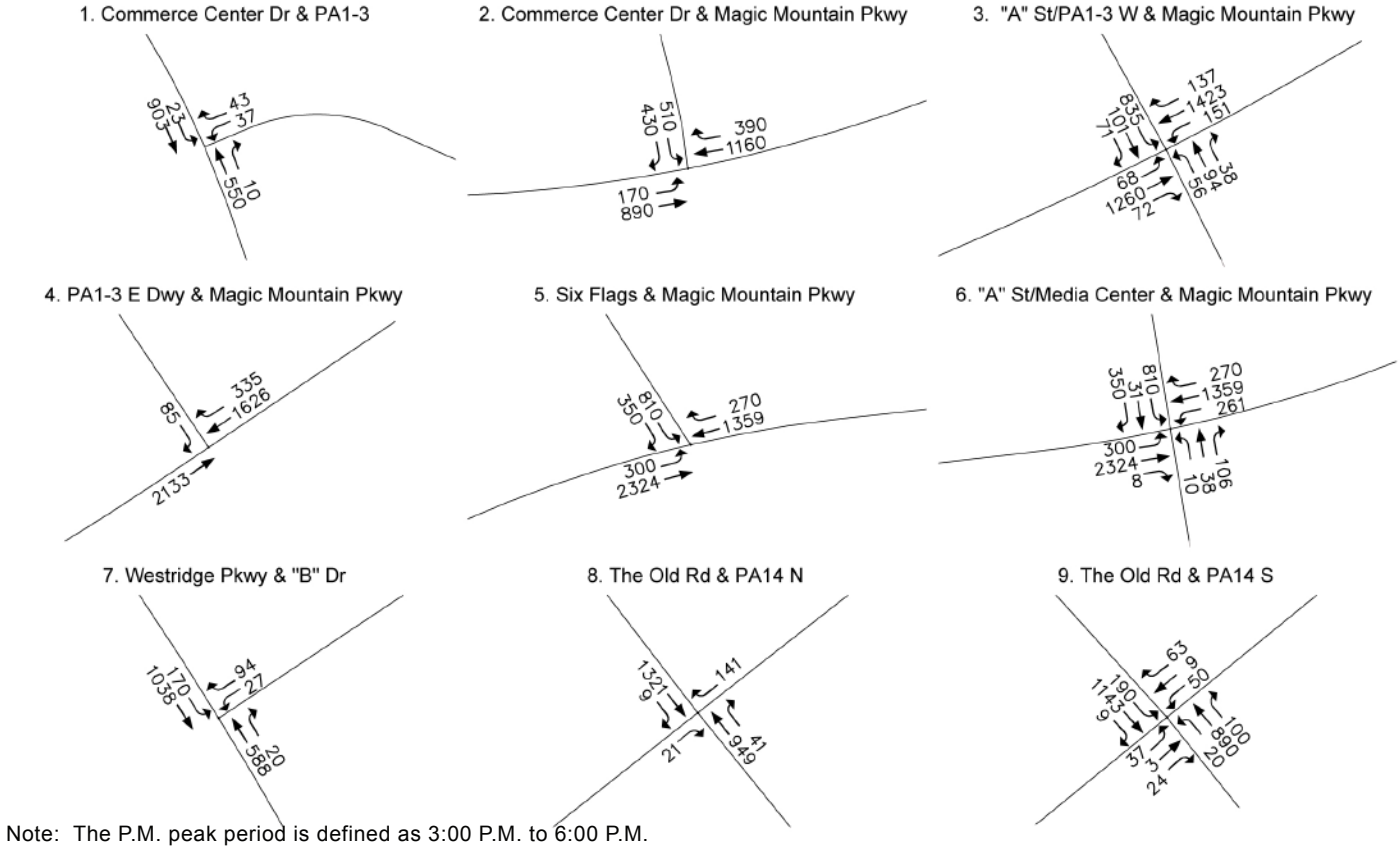
Figure 5.20-14
A.M. Peak-Hour Volumes - On-Site Buildout of Entrada South and all Cumulative Development Conditions

Source: Stantec Consulting Services Inc., 2014.





Note: The P.M. peak period is defined as 3:00 P.M. to 6:00 P.M.

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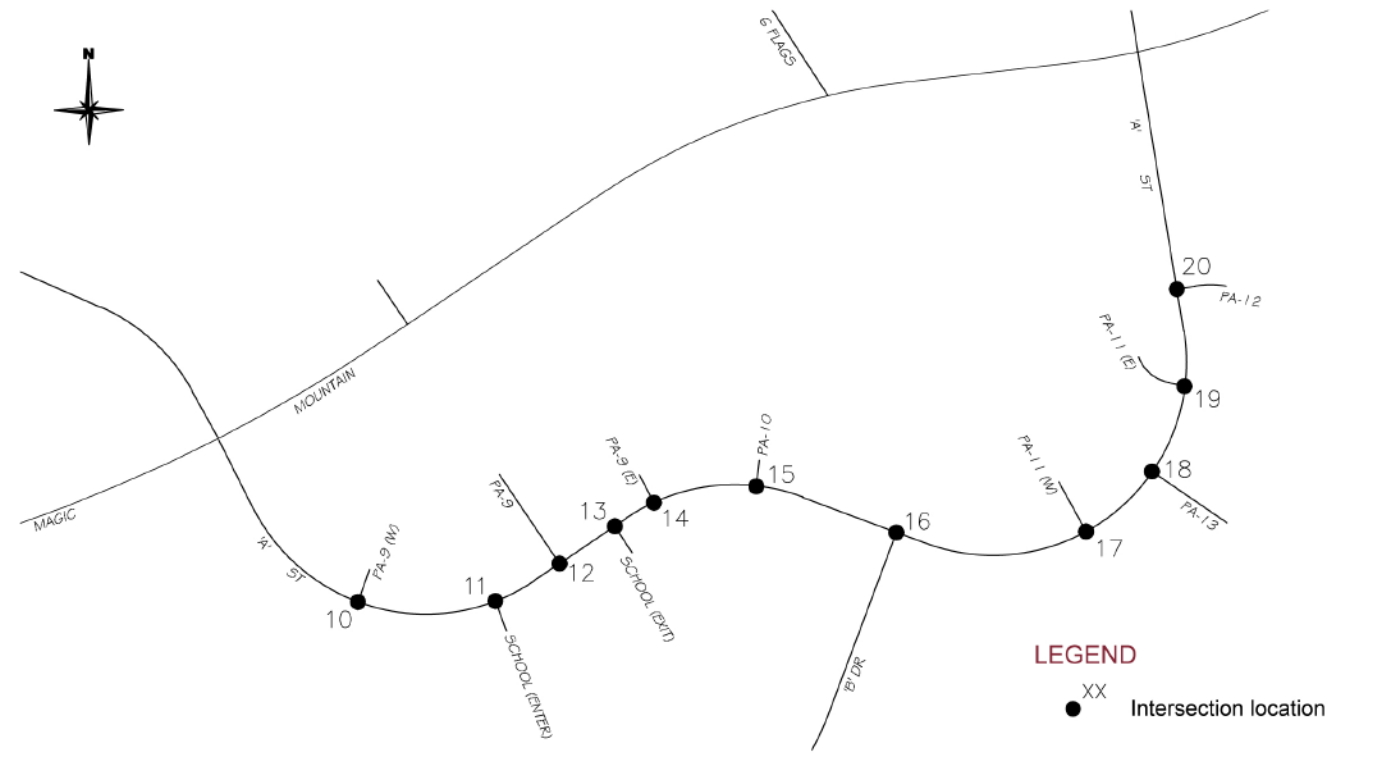
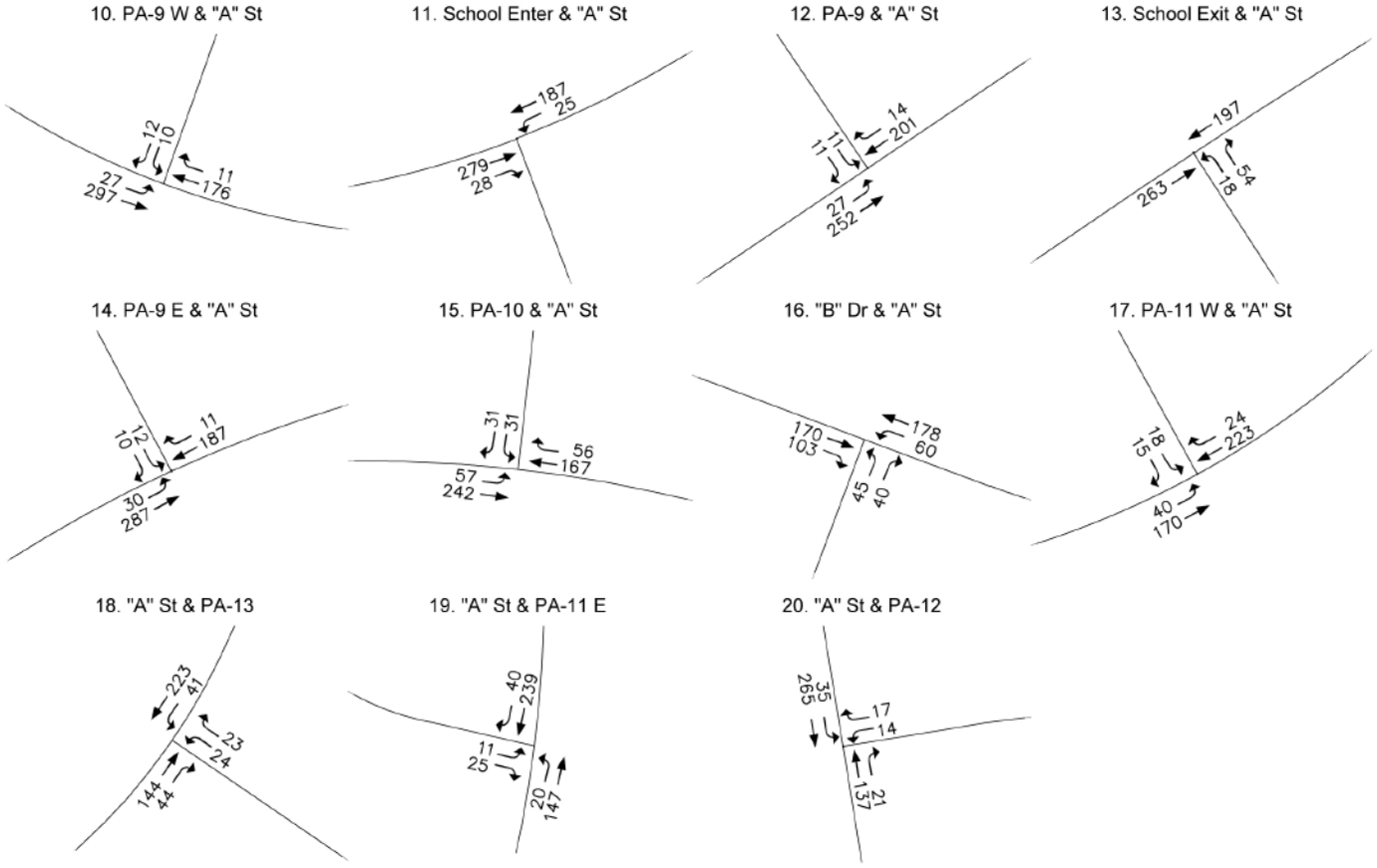
Figure 5.20-15
P.M. Peak-Hour Volumes - Project Access Buildout of Entrada South and all Cumulative Development Conditions

Source: Stantec Consulting Services Inc., 2014.





Note: The P.M. peak period is defined as 3:00 P.M. to 6:00 P.M.

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Figure 5.20-16
P.M. Peak-Hour Volumes - On-Site Buildout of Entrada South and all Cumulative Development Conditions

Source: Stantec Consulting Services Inc., 2014.

Table 5.20-7
LOS Summary (On-Site Intersections)—Buildout Conditions

Location	Control Type	A.M. Peak Hour[a]		P.M. Peak Hour[a]	
		Delay	LOS	Delay	LOS
1. Commerce Center & PA 1-3 Commercial Road	Signal	4.1	A	3.8	A
2. Commerce Center & Magic Mountain	Signal	12.9	B	13.3	B
3. A Street/Commercial Road & Magic Mountain	Signal	34.5	C	35.9	D
5. Six Flags Entrance & Magic Mountain	Signal	5.3	A	13.2	B
6. A Street/Media Center & Magic Mountain	Signal	24.4	C	34.2	C
7. Westridge & B Drive	Stop	16.3	C	23.3	C
9. The Old Road & PA-14 (South Driveway)	Signal	13.7	B	9.0	A
10. A Street & PA-9 (West Driveway)	Stop	10.3	B	10.9	B
12. A Street & PA-9 (Center Driveway)	Stop	12.9	B	11.1	B
13. A Street & School Exit	Stop	12.1	B	10.6	B
14. A Street & PA-9 (East Driveway)	Stop	10.6	B	11.4	B
15. A Street & PA-10	Stop	10.2	B	11.9	B
16. A Street & B Drive	Stop	10.1	B	11.7	B
17. A Street & PA-11 (West Driveway)	Stop	10.9	B	11.3	B
18. A Street & PA-13	Stop	10.3	B	11.1	B
19. A Street & PA-11 (East Driveway)	Stop	10.1	B	10.1	B
20. A Street & PA-12	Stop	11.0	B	10.3	B

Delay = vehicle delay (seconds/vehicle)

Signal Delay represents average vehicle delay for intersection.

Stop Delay represents movement with highest average delay.

[a] *The A.M. and P.M. peak periods are defined as 7:00 A.M. to 9:00 A.M. and 3:00 P.M. to 6:00 P.M., respectively.*

Source: Stantec Consulting Services Inc., 2014.

6. A Street (East)/Media Center Drive & Magic Mountain Parkway

7. Westridge Parkway & B Drive

The intersection of Westridge Parkway and B Drive would not fully satisfy either of the ADT warrant conditions, but it would satisfy the 80 percent criteria. As such, it is also expected to warrant the installation of a traffic signal. However, the intersection was shown to operate at LOS C based on side-street stop sign control (see **Table 5.20-7**, LOS Summary (On-Site Intersections)—Buildout Conditions) and, as such, it is recommended that a traffic signal not be installed until such time that it is confirmed that actual traffic volumes meet signal warrant criteria.

Table 5.20-8
Traffic Signal Warrant Analysis (On-Site Intersections)

	Lanes per Approach		ADT Volume (000s)		Warrants Satisfied		
Intersection (Major St. / Minor St.)	**Major St.**	**Minor St.**	**Major St.[a]**	**Minor St.[b]**	**Condition A**	**Condition B**	**80% of A & B**
1. Commerce Center Drive & PA 1-3 Commercial Road	3	2	27	3	**Yes**	**Yes**	N/A
2. Commerce Center Drive & Magic Mountain Parkway	3	3	37	13	**Yes**	**Yes**	N/A
3. A Street (West)/Commercial Road & Magic Mountain	3	2	49	5	**Yes**	**Yes**	N/A
6. A Street (East) /Media Center & Magic Mountain	4	2	71	13	**Yes**	**Yes**	N/A
7. Westridge Parkway & B Drive	2	1	13	2	No	No	**Yes**

A traffic signal is warranted if either Condition A or Condition B is satisfied, or if 80% of both Conditions A and B are satisfied. Magic Mountain Parkway speed > 40 mph.

[a] *Total of both approaches.*

[b] *Higher volume approach.*

Source: Stantec Consulting Services Inc., 2014.

(ii) Off-Site

Forecast ADT volumes at off-site locations based on Project buildout conditions (including all long-term cumulative development) are provided in Figure 3-8 in the Traffic Study. The corresponding Project-generated peak-hour turning movement volumes are provided in Figures 3-9 and 3-10 in the Traffic Study for the A.M. peak hour and in Figures 3-11 and 3-12 therein for the P.M. peak hour.

(d) Intersection Impacts

As previously discussed, the following eight scenarios were analyzed: Scenario 1 (Existing Conditions); Scenario 2 (Existing Conditions plus Ambient Growth); Scenario 3 (Existing Conditions plus Ambient Growth plus Project); Scenario 4 (Year 2024 Cumulative Conditions/Related Projects without Project); Scenario 5 (Year 2024 Cumulative Conditions/Related Projects with Project); Scenario 6 (Year 2034 Cumulative Conditions (Buildout) without Project); Scenario 7 (Year 2034 Cumulative Conditions (Buildout) with Project); and Scenario 8 (Existing Conditions plus Project). Scenario 1 is addressed in the discussion of existing conditions. Scenarios 2, 3, and 8 are each addressed below. Scenarios 4 through 7 are addressed in the discussion of cumulative impacts.

(i) Existing Conditions plus Ambient Growth Scenario

As previously discussed, Project occupancies are anticipated to begin in 2018 and reach buildout in 2024. Therefore, a horizon year of 2024 is utilized to evaluate Project Impacts. The 2024 horizon year includes the future roadway conditions described above in the discussion of planned roadway improvements. In accordance with the County of Los Angeles Traffic Study Guidelines, future traffic volumes under this scenario were derived by applying an average annual growth rate to existing conditions traffic counts.

As previously discussed, a total of 24 percent of ambient growth (2 percent x 12) has been applied to the 2011/2012 existing condition traffic counts to approximate 2024 existing plus ambient growth conditions. The existing plus ambient growth analysis applies only to intersections under the jurisdiction of the County of Los Angeles Department of Public Works. The City of Santa Clarita utilizes a different methodology for the derivation of background traffic volumes, which is included with the analysis provided in the discussion of cumulative impacts. As such, only County intersections are evaluated under the Existing Conditions plus Ambient Growth Scenario.

Year 2024 Existing Conditions plus Ambient Growth ADT volumes for the no-Project condition are provided in Figure 4-1 in the Traffic Study.

The corresponding 2024 Existing Conditions plus Ambient Growth no-Project peak-hour turning movement volumes are provided in Figure 4-2 in the Traffic Study for the A.M. peak hour and Figure 4-3 in the Traffic Study for the P.M. peak hour.

Year 2024 Existing Conditions plus Ambient Growth plus Project ADT volumes are provided in Figure 4-4 in the Traffic Study.

The corresponding 2024 Existing Conditions plus Ambient Growth plus Project peak-hour turning movement volumes are provided in Figure 4-5 in the Traffic Study for the A.M. peak hour and Figure 4-6 in the Traffic Study for the P.M. peak hour.

Peak-hour ICU values that correspond with the 2024 Existing Conditions plus Ambient Growth traffic forecasts are provided in **Table 5.20-9**, ICU Summary—Existing plus Ambient Growth Conditions (2024) with and without Project, on page 5.20-61, which provides a comparison between no-Project and the with-Project conditions.

Table 5.20-9
ICU Summary—Existing plus Ambient Growth Conditions (2024) with and without Project

Intersection	Existing plus Ambient (without Project)				Existing plus Ambient plus Project				Increase		Existing plus Ambient Growth plus Project and Mitigation				Net Change with Mitigation	
	A.M. Peak Hour[a]		P.M. Peak Hour[a]		A.M. Peak Hour[a]		P.M. Peak Hour[a]				A.M. Peak Hour[a]		P.M. Peak Hour[a]			
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	A.M.	P.M.	ICU	LOS	ICU	LOS	A.M.	P.M.
Joint Caltrans/County Intersections																
9. The Old Road & I-5 SB Ramps	0.89	D	1.16	F	0.90	D	1.16	F	0.01	0.00	N/A	N/A	N/A	N/A	N/A	N/A
10. I-5 SB Ramps & Magic Mountain	0.48	A	0.48	A	0.52	A	0.56	A	0.04	0.08	N/A	N/A	N/A	N/A	N/A	N/A
12. I-5 SB Ramps & Valencia	0.58	A	0.51	A	0.59	A	0.53	A	0.01	0.02	N/A	N/A	N/A	N/A	N/A	N/A
14. I-5 SB Ramps & McBean	0.68	B	0.66	B	0.71	C	0.68	B	0.03	0.02	N/A	N/A	N/A	N/A	N/A	N/A
16. I-5 SB/Marriott & Pico/Lyons	0.62	B	0.72	C	0.62	B	0.74	C	0.00	0.02	N/A	N/A	N/A	N/A	N/A	N/A
80. Wolcott & SR-126	0.38	A	0.43	A	0.39	A	0.44	A	0.01	0.01	N/A	N/A	N/A	N/A	N/A	N/A
82. Commerce Center & SR-126 EB	0.14	A	0.18	A	0.16	A	0.21	A	0.02	0.03	N/A	N/A	N/A	N/A	N/A	N/A
83. Commerce Center & SR-126 WB	0.62	B	0.46	A	0.64	B	0.49	A	0.02	0.03	N/A	N/A	N/A	N/A	N/A	N/A
County Arterial Intersections																
25. The Old Road & Rye Canyon	0.64	B	0.78	C	0.73	C	0.93	E	0.09	**0.15**	0.69	B	0.77	C	0.05	-0.01
26. The Old Road & Magic Mountain	0.33	A	0.45	A	0.39	A	0.63	B	0.06	0.18	N/A	N/A	N/A	N/A	N/A	N/A
27. The Old Road & Valencia	0.73	C	0.50	A	0.73	C	0.53	A	0.00	0.03	N/A	N/A	N/A	N/A	N/A	N/A
28. The Old Road & Stevenson Ranch	0.65	B	0.86	D	0.67	B	0.88	D	0.02	**0.02**	0.64	B	0.86	D	-0.01	0.00
29. The Old Road & Pico Canyon	0.54	A	0.72	C	0.55	A	0.73	C	0.01	0.01	N/A	N/A	N/A	N/A	N/A	N/A
35. Copper Hill & Decoro[b]	0.64	B	0.64	B	0.66	B	0.66	B	0.02	0.02	N/A	N/A	N/A	N/A	N/A	N/A

Table 5.20-9 (Continued)
ICU Summary—Existing plus Ambient Growth Conditions (2024) with and without Project

Intersection	Existing plus Ambient (without Project)				Existing plus Ambient plus Project				Increase		Existing plus Ambient Growth plus Project and Mitigation				Net Change with Mitigation	
	A.M. Peak Hour[a]		P.M. Peak Hour[a]		A.M. Peak Hour[a]		P.M. Peak Hour[a]				A.M. Peak Hour[a]		P.M. Peak Hour[a]			
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	A.M.	P.M.	ICU	LOS	ICU	LOS	A.M.	P.M.
81. Commerce Center & Henry Mayo	0.23	A	0.24	A	0.25	A	0.27	A	0.02	0.03	N/A	N/A	N/A	N/A	N/A	N/A
105. Westridge & Valencia	0.64	B	0.23	A	0.65	B	0.23	A	0.01	0.00	N/A	N/A	N/A	N/A	N/A	N/A

LOS Ranges: 0.00–0.60 = A; 0.61–0.70 = B; 0.71–0.80 = C; 0.81–0.90 = D; 0.91–1.00 = E; >1.00 = F

***Bold** = Significant Impact (see impact criteria in **Table 5.20-4**, Arterial Intersection and Freeway Mainline Impact Thresholds).*

[a] *The A.M. and P.M. peak periods are defined as 7:00 A.M. to 9:00 A.M. and 3:00 P.M. to 6:00 P.M., respectively.*

[b] *Shared County/City jurisdiction.*

Source: Stantec Consulting Services Inc., 2014.

(ii) Existing Conditions plus Ambient Growth plus Project Scenario

As shown in **Table 5.20-9**, ICU Summary—Existing plus Ambient Growth Conditions (2024) with and without Project, under 2024 Existing plus Ambient Growth plus Project conditions, the following intersections are forecast to be significantly impacted by the Project during the peak hour indicated:

25. The Old Road & Rye Canyon Road (P.M.)

28. The Old Road & Stevenson Ranch Parkway (P.M.)

(iii) Existing Conditions plus Project

Under the Existing Conditions plus Project scenario, the Project's trip distribution pattern differs from the future year distribution presented above since it does not include any future roadways other than those proposed for Project access. The distribution also does not include any interaction with approved, planned, or pending related projects in the surrounding area. The Project's ADT volumes on the existing roadway network are provided in Figure 5-1 within the Traffic Study, while the corresponding Project-generated peak-hour turning movement volumes are provided in Figures 5-2 and 5-3 therein for the A.M. peak hour and Figures 5-4 and 5-5 therein for the P.M. peak hour. Existing plus Project ADT volumes are provided in Figure 5-6 within the Traffic Study, with the corresponding peak-hour turning movement volumes provided in Figures 5-7 and 5-8 therein for the A.M. peak hour and Figures 5-9 and 5-10 therein for the P.M. peak hour. Freeway traffic volumes for existing conditions both with and without Project traffic are provided in Table 5-1 in the Traffic Study for average annual daily traffic.

As shown in **Table 5.20-10**, ICU Summary—Existing Conditions with and without Project, on page 5.20-64, the following intersection is forecast to be significantly impacted under the Existing Conditions plus Project scenario:

25. The Old Road & Rye Canyon Road (P.M.)

Importantly, as the Existing Conditions plus Project scenario does not account for ambient growth or future development-related traffic unrelated to the Project (i.e., cumulative traffic), impacts at the intersections listed below are identified as less than significant under the analysis, although Project impacts at the same intersections would be significant under 2024 Cumulative conditions. As such, the Existing Conditions plus Project scenario understates impacts at the following intersections:

10. I-5 SB Ramps & Magic Mountain

Table 5.20-10
ICU Summary—Existing Conditions with and without Project

Location	Existing without Project				Existing with Project				Increase		Existing with Project and Mitigation				Net Change with Mitigation	
	A.M. Peak Hour[a]		P.M. Peak Hour[a]		A.M. Peak Hour[a]		P.M. Peak Hour[a]				A.M. Peak Hour[a]		P.M. Peak Hour[a]			
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	A.M.	P.M.	ICU	LOS	ICU	LOS	A.M.	P.M.
Joint Caltrans/County Intersections																
9. The Old Road & I-5 SB Ramps	0.74	C	0.95	E	0.75	C	0.95	E	0.01	0.00	N/A	N/A	N/A	N/A	N/A	N/A
10. I-5 SB Ramps & Magic Mountain	0.41	A	0.41	A	0.46	A	0.51	A	0.05	0.10	N/A	N/A	N/A	N/A	N/A	N/A
12. I-5 SB Ramps & Valencia	0.48	A	0.43	A	0.49	A	0.49	A	0.01	0.06	N/A	N/A	N/A	N/A	N/A	N/A
14. I-5 SB Ramps & McBean	0.58	A	0.56	A	0.59	A	0.57	A	0.01	0.01	N/A	N/A	N/A	N/A	N/A	N/A
16. I-5 SB/Marriott & Pico/Lyons	0.52	A	0.60	A	0.53	A	0.62	B	0.01	0.02	N/A	N/A	N/A	N/A	N/A	N/A
80. Wolcott & SR-126	0.32	A	0.37	A	0.32	A	0.38	A	0.00	0.01	N/A	N/A	N/A	N/A	N/A	N/A
82. Commerce Center & SR-126 EB	—	—	—	—	0.16	A	0.20	A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
83. Commerce Center & SR-126 WB	—	—	—	—	0.55	A	0.40	A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Join Caltrans/City Intersections																
11. I-5 NB Ramps & Magic Mountain	0.48	A	0.39	A	0.57	A	0.51	A	0.09	0.12	N/A	N/A	N/A	N/A	N/A	N/A
13. I-5 NB Ramps & Valencia	0.48	A	0.50	A	0.49	A	0.51	A	0.01	0.01	N/A	N/A	N/A	N/A	N/A	N/A
15. I-5 NB Ramps & McBean	0.52	A	0.52	A	0.52	A	0.52	A	0.00	0.00	N/A	N/A	N/A	N/A	N/A	N/A
17. I-5 NB On/Off & Lyons Ave	0.56	A	0.56	A	0.58	A	0.57	A	0.02	0.01	N/A	N/A	N/A	N/A	N/A	N/A
County Arterial Intersections																
25. The Old Road & Rye Canyon	0.53	A	0.65	B	0.70	B	0.88	D	0.17	**0.23**	0.58	A	0.57	A	0.05	-0.08
26. The Old Road & Magic Mountain	0.29	A	0.39	A	0.45	A	0.65	B	0.16	0.26	N/A	N/A	N/A	N/A	N/A	N/A
27. The Old Road & Valencia	0.61	B	0.42	A	0.61	B	0.45	A	0.00	0.03	N/A	N/A	N/A	N/A	N/A	N/A
28. The Old Road & Stevenson Ranch	0.55	A	0.71	C	0.57	A	0.73	C	0.02	0.02	N/A	N/A	N/A	N/A	N/A	N/A

Table 5.20-10 (Continued)
ICU Summary—Existing Conditions with and without Project

Location	Existing without Project				Existing with Project				Increase		Existing with Project and Mitigation				Net Change with Mitigation	
	A.M. Peak Hour[a]		P.M. Peak Hour[a]		A.M. Peak Hour[a]		P.M. Peak Hour[a]				A.M. Peak Hour[a]		P.M. Peak Hour[a]			
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	A.M.	P.M.	ICU	LOS	ICU	LOS	A.M.	P.M.
29. The Old Road & Pico Canyon	0.47	A	0.60	A	0.47	A	0.61	B	0.00	0.01	N/A	N/A	N/A	N/A	N/A	N/A
35. Copper Hill & Decoro[b]	0.54	A	0.54	A	0.56	A	0.56	A	0.02	0.02	N/A	N/A	N/A	N/A	N/A	N/A
81. Commerce Center & Henry Mayo	—	—	—	—	0.27	A	0.25	A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
105. Westridge & Valencia	0.54	A	0.20	A	0.56	A	0.20	A	0.02	0.00	N/A	N/A	N/A	N/A	N/A	N/A
City Intersections																
30. Ave Stanford & Rye Canyon	0.51	A	0.62	B	0.55	A	0.69	B	0.04	0.07	N/A	N/A	N/A	N/A	N/A	N/A
32. Ave Scott & Rye Canyon	0.43	A	0.55	A	0.44	A	0.57	A	0.01	0.02	N/A	N/A	N/A	N/A	N/A	N/A
33. Rye/Copper Hill & Newhall Ranch	0.67	B	0.74	C	0.69	B	0.76	C	0.02	0.02	N/A	N/A	N/A	N/A	N/A	N/A
35. Copper Hill & Decoro[b]	0.50	A	0.50	A	0.51	A	0.52	A	0.01	0.02	N/A	N/A	N/A	N/A	N/A	N/A
36. Tourney & Valencia	0.43	A	0.46	A	0.43	A	0.48	A	0.00	0.02	N/A	N/A	N/A	N/A	N/A	N/A
37. Tourney & Magic Mountain	0.52	A	0.49	A	0.55	A	0.57	A	0.03	0.08	N/A	N/A	N/A	N/A	N/A	N/A
44. McBean & Valencia	0.65	B	0.77	C	0.65	B	0.77	C	0.00	0.00	N/A	N/A	N/A	N/A	N/A	N/A
45. McBean & Magic Mountain	0.46	A	0.70	B	0.49	A	0.73	C	0.03	0.03	N/A	N/A	N/A	N/A	N/A	N/A
48. McBean & Newhall Ranch	0.75	C	0.79	C	0.75	C	0.80	C	0.00	0.01	N/A	N/A	N/A	N/A	N/A	N/A
49. McBean & Decoro	0.66	B	0.53	A	0.66	B	0.54	A	0.00	0.01	N/A	N/A	N/A	N/A	N/A	N/A
50. McBean & Copper Hill	0.66	B	0.77	C	0.67	B	0.79	C	0.01	0.02	N/A	N/A	N/A	N/A	N/A	N/A
51. Wiley Canyon & Lyons	0.54	A	0.59	A	0.55	A	0.60	A	0.01	0.01	N/A	N/A	N/A	N/A	N/A	N/A
53. Orchard Village & McBean	0.43	A	0.52	A	0.43	A	0.52	A	0.00	0.00	N/A	N/A	N/A	N/A	N/A	N/A
55. Orchard Village & McBean	0.49	A	0.64	B	0.50	A	0.64	B	0.01	0.00	N/A	N/A	N/A	N/A	N/A	N/A
57. Valencia & Magic Mountain	0.57	A	0.70	B	0.59	A	0.72	C	0.02	0.02	N/A	N/A	N/A	N/A	N/A	N/A
65. Bouquet & Soledad	0.72	C	0.78	C	0.72	C	0.78	C	0.00	0.00	N/A	N/A	N/A	N/A	N/A	N/A
66. Bouquet & Newhall Ranch	0.67	A	0.79	C	0.68	B	0.80	C	0.01	0.01	N/A	N/A	N/A	N/A	N/A	N/A

Table 5.20-10 (Continued)
ICU Summary—Existing Conditions with and without Project

Location	Existing without Project				Existing with Project				Increase		Existing with Project and Mitigation				Net Change with Mitigation	
	A.M. Peak Hour[a]		P.M. Peak Hour[a]		A.M. Peak Hour[a]		P.M. Peak Hour[a]				A.M. Peak Hour[a]		P.M. Peak Hour[a]			
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	A.M.	P.M.	ICU	LOS	ICU	LOS	A.M.	P.M.
67. Seco Cyn & Bouquet Canyon	0.80	C	0.71	C	0.81	D	0.72	C	0.01	0.01	N/A	N/A	N/A	N/A	N/A	N/A

*Bold = Significant Impact (see impact criteria in **Table 5.20-4**, Arterial Intersection and Freeway Mainline Impact Thresholds).*

[a] *The A.M. and P.M. peak periods are defined as 7:00 A.M. to 9:00 A.M. and 3:00 P.M. to 6:00 P.M., respectively.*

[b] *Shared County/City jurisdiction.*

Source: Stantec Consulting Services Inc., 2014.

12. I-5 SB Ramps & Valencia

14. I-5 SB Ramps & McBean

26. The Old Road & Magic Mountain

28. The Old Road & Stevenson Ranch

30. Ave Stanford & Rye Canyon

48. McBean & Newhall Ranch

50. McBean & Copper Hill

51. Wiley Canyon & Lyons

57. Valencia & Magic Mountain

66. Bouquet & Newhall Ranch

80. Wolcott & SR-126

As these intersections are not identified as significantly impacted, mitigation is not required under the Existing Conditions plus Project scenario. However, it would be misleading to the public and decision makers to rely on this scenario for purposes of identifying Project impacts and mitigation, since significant impacts are anticipated at these intersections in the future. As a result, this scenario is provided only for disclosure, information, and comparison purposes.

(e) Freeway Impacts—Existing Conditions plus Project

Table 5-3 and Table 5-4 in the Traffic Study list the freeway peak-hour volumes and the corresponding V/C ratios for existing conditions both with and without the Project. As shown, one segment, southbound I-5 between Calgrove Boulevard and the SR-14 interchange, is shown to be significantly impacted based on existing freeway conditions. However, Caltrans recently completed two dedicated truck lanes for this segment of the freeway, which provide additional capacity (see Appendix H in the Traffic Study for further discussion). The segment is not significantly impacted by the Project, as shown in Table 5-5 in the Traffic Study. While some additional freeways segments are shown to exceed capacity, the amount of traffic due to the Project does not exceed the threshold of significance.

Freeway impacts under the other various Project analysis scenarios are presented below in Subsection 4, Cumulative Impacts.

(f) County Development Monitoring System

The analysis above responds to DMS criteria regarding acceptable levels of road service relative to the Project's location within the Santa Clarita Valley. Based on the above analysis, traffic impacts during Project construction would be less than significant. In addition, while operational impacts at identified intersections would be significant under various traffic scenarios addressed above, mitigation in the form of improvements and fair-share payments would fully mitigate the identified significant impacts, consistent with DMS policies. Because proposed traffic improvements and fee payments would provide an acceptable level of road service, DMS criteria would be satisfied. Accordingly, the Project is consistent with DMS policies as they relate to road service.

(3) Intersection Impact Significance Conclusions

Based on the preceding analysis for the Project, traffic impacts during Project construction would be less than significant. Two intersections (The Old Road & Rye Canyon Road and The Old Road & Stevenson Ranch Parkway) are forecast to be significantly impacted by the Project under the Existing Conditions plus Ambient Growth plus Project scenario. One intersection (The Old Road & Rye Canyon Road) also is forecast to be significantly impacted by the Project under the Existing Conditions plus Project scenario.

Threshold 5.20-2: Would the Project conflict with an applicable CMP, including, but not limited to, level of service standards and travel demand measures, or other standards established by the CMP for designated roads or highways?

The CMP is a state-mandated program enacted by the state legislature with the passage of various Assembly Bills. The requirements for the program became effective with voter approval of Proposition 111 in June of 1990. The County CMP requires that a proposed development project address two subject areas with respect to traffic impacts-the project's impacts on the CMP highway system and the project's impacts on the local and regional transit system. Each is addressed separately below.

(1) Highways

The CMP highway network consists of all state highways (both freeways and arterials) and principal arterials that meet the criteria established by the Metropolitan Transportation Authority (Metro). Impacts are evaluated by monitoring LOS performance standards for specific highway segments and key roadway intersections on the CMP highway network, as designated by Metro.

According to the CMP guidelines, the geographical area examined in a CMP traffic impact analysis consists of the CMP monitoring locations that meet the following criteria:

1. CMP intersections where the proposed Project would add 50 or more trips during the A.M. or P.M. weekday peak hours (of adjacent street traffic); and/or

2. Mainline freeway locations where the Project would add 150 or more trips, in either direction, during either the A.M. or P.M. weekday peak hours.

(a) CMP Intersections

The CMP intersections nearest to the Project Site include:

- Valencia Boulevard & Magic Mountain Parkway (City);
- Chiquito Canyon Road & SR-126 (County); and
- Railroad Avenue (formerly named San Fernando Road) & Lyons Avenue (County).

The number of trips to/from the Project Site is forecast to include more than 50 peak-hour trips at the Valencia Boulevard/Magic Mountain Parkway intersection (139 peak-hour trips). The other CMP intersections near the Project Site would experience fewer than 50 peak-hour trips, as detailed in Section 5.4.1 of the Traffic Study. Therefore, a CMP analysis of only the Valencia Boulevard/Magic Mountain Parkway intersection is required.

Table 4-10 in the Traffic Study summarizes the results of the intersection LOS analysis for Valencia Boulevard/Magic Mountain Parkway using the CMP methodology.[32] As shown therein, the intersection would operate at an unacceptable LOS F during the A.M. and P.M. peak hours before the addition of Project traffic, and the Project would result in a significant impact at the intersection.

(b) CMP Freeway Segments

With respect to the mainline freeway, the following CMP monitoring locations are nearest to the Project Site:

[32] *The intersection LOS methodology specified by the CMP differs slightly from the method utilized by the City for City intersections. Therefore, the CMP intersection of Valencia Boulevard/Magic Mountain Parkway, located in the City, was calculated using the CMP methodology for the CMP analysis and using the City's methodology for the intersection impact analysis presented earlier in this section.*

- I-5 north of SR-126
- I-5 north of SR-14
- I-5 north of Osborne Street

As shown in Table 4-11 in the Traffic Study, the Project is forecast to add 150 or more peak-hour trips to only one of these monitoring locations: the segment of I-5 north of SR-14, where the Project would contribute 155 vehicles per hour in the northbound direction during the P.M. peak hour (a maximum of only 105 vehicles per hour in the southbound direction, also during the P.M. peak hour). Table 4-12 in the Traffic Study presents an analysis of this mainline freeway segment. For comparison purposes, the analysis was conducted both with and without the addition of truck lanes (presently under construction) and the HOV/HOT lanes (planned for near-term construction) for that segment (a discussion of this freeway improvement project is provided in Subsection 1i, Planned Roadway Improvements, above). Table 4-12 shows the southbound segment of I-5 between Calgrove and SR-14 would operate over capacity both with and without the Project based on the existing freeway configuration, and the Project's increment would exceed the CMP threshold of significance of 0.02. However, as also shown in Table 4-12, with construction of the pending truck and HOV/HOT lanes, the segment is forecast to operate under capacity and the Project's impact would be less than significant.

(2) Project Transit Impacts

Another component of the CMP transportation impact analysis is a review of transit impacts. Public transit in the Valley includes both bus and commuter rail service. The CMP review requires identification of existing transit services near the Project Site, an estimation of the number of Project trips assigned to transit, information on facilities and/or programs that would encourage public transit use, and an analysis of Project impacts on transit service. Information relevant to existing transit service in the Project area is provided earlier in this Draft EIR section. With respect to existing bus transit services, the Project Applicant is working with Santa Clarita Transit to provide bus service to the Project Site. Subsection 2b(3), Existing Transit Service, above, provides a summary of the existing transit services in the vicinity of the Project Site.

Buildout of the Project is forecast to generate approximately 35,547 ADT. To estimate the number of Project occupants who would use public transit, the number of Project ADT is multiplied by an occupancy factor (1.4), as provided in the CMP, to determine total person trips. The resulting number is then multiplied by the applicable Metro factor (3.5 percent), also provided in the CMP, to forecast the number of transit trips generated by the Project. Based on this calculation, the Project is estimated to generate 1,742 daily transit trips (117 A.M. and 172 P.M. peak-hour trips), as shown in Table 4-13 in

the Traffic Study. Accordingly, the Project's demand for transit service has the potential to significantly impact transit services.

The Project would facilitate the use of public transit by providing areas for bus stops along Magic Mountain Parkway and The Old Road in accordance with County standards and transit provider requirements (bus stop locations will be determined in consultation with Santa Clarita Transit). It is anticipated that, over time, the local bus service will expand as additional development occurs within the Valley. Typically, bus route plans are evaluated on an annual basis by the transit agency, and routes are added and/or modified as appropriate and as funding permits. Therefore, as the Project Site develops, service to the Project area could be expanded at the discretion of Santa Clarita Transit. Meanwhile, the current transit arrangement is anticipated to continue to serve local residents of the area, connecting residential areas with employment and commercial centers.

With respect to commuter rail, the Metrolink station closest to the Project Site is located along Soledad Canyon Road east of Bouquet Canyon Road. A second Metrolink station is located along Railroad Avenue just south of Lyons Canyon Road. Long-range plans include a potential Metrolink extension along the SR-126 corridor, and land within Newhall Ranch is set aside for rail right-of-way and a park-and-ride and/or train station.

In addition to the Project's transit features discussed above, the Project has been designed for non-vehicular connectivity and includes an extensive community trail system throughout the Project Site for bicycle and pedestrian use, with Class II bicycle lanes and wide sidewalks provided on Magic Mountain Parkway, as well as a pedestrian bridge connecting the residential and commercial areas of the Project Site. The Project would support the Metro Bicycle Transportation Strategic Plan goal of making cycling a viable travel choice by promoting links between bicycle facilities and the local transit network.

(3) Significance Conclusions

Based on the preceding analysis, impacts with respect to the CMP system would be potentially significant. Specifically, the CMP intersection of Valencia Boulevard/Magic Mountain Parkway would operate at an unacceptable LOS F under future conditions without the Project, thus the addition of Project traffic would result in a significant impact. Transit-related impacts also would be potentially significant pending the expansion of transit service to the Project area. However, impacts with respect to CMP freeway segments would be less than significant.

Threshold 5.20-6: Would the Project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Given its construction and operational characteristics, including Project design features and roadway improvements (both proposed as part of the Project and as mitigation), the Project would support many of the transportation goals and policies contained within the County General Plan and Area Plan. A detailed analysis of Project consistency with adopted General Plan and Area Plan goals and policies is provided in Table 1, General Plan Consistency Analysis, and Table 2, Area Plan Consistency Analysis, in **Appendix 5.11** of this Draft EIR. As discussed therein, the Project circulation plan would provide for roadway improvements and access improvements, including improvements to portions of Magic Mountain Parkway, Westridge Parkway, Media Center Drive, and Commerce Center Drive. The Project also would include a complete network of streets with sidewalks and separate pedestrian pathways to facilitate movement between the various areas of the Project Site. In addition, the community trail system proposed on-site would include community trails, recreational trails, paseos, and bike lanes, all of which would function as pedestrian/bicycle routes. As detailed above, transit would be promoted via the Project's traditional neighborhood design and would include on-site bus stops. Furthermore, the Project would not remove any existing bicycle or pedestrian paths in the Project vicinity. Finally, see Table 3, SCAG Consistency Analysis, in **Appendix 5.11** for an assessment of the Project's consistency with SCAG's Regional Transportation Plan and the goals, policies, and principals set forth the Compass Growth Visioning. Based on the preceding analysis for the Project, the Project would be consistent with the intent of the County General Plan, including the Transportation Element, as well as the Area Plan, including the Circulation Element, and impacts with respect to alternative transportation policies would be less than significant.

Threshold 5.20-7: Would the Project result in parking problems with a subsequent impact on traffic conditions?[33]

(1) Construction

During Project construction, an adequate number of parking spaces for construction workers would be available at all times within the Project Site or adjacent properties owned by the Applicant.

(2) Operation

Each Planning Area within the Project Site would provide parking consistent with the parking regulations set forth in the Los Angeles County Code, summarized below:

[33] *See Footnote 26, supra.*

- 2 spaces per dwelling unit for residential uses;
- 0.25 space per dwelling unit for residential guests;
- 1 space per 250 square feet for commercial (retail) uses; and
- 1 space per 400 square feet for office uses.

As previously discussed, the Project would provide approximately 2,872 parking spaces for the proposed residential uses and approximately 2,386 parking spaces for the proposed commercial (retail/office) uses. In addition, the proposed public neighborhood park would include a parking lot with 13 spaces. Finally, parking areas would be provided at the school site, as required. It should also be noted that the Project would require approval of Parking Permit No. 200700013 to authorize shared and reciprocal parking across lot lines. As such, the Project would not result in parking problems with a subsequent impact on traffic conditions.

Based on the preceding analysis, impacts with respect to parking would be less than significant.

4. CUMULATIVE IMPACTS

a. Year 2024 Cumulative Conditions Analysis

As previously discussed, a horizon year of 2024 has been utilized to evaluate Project impacts. Year 2024 cumulative conditions consist of approved, planned, and pending projects reasonably anticipated to be in place within this timeframe. The 2024 horizon year takes into account future roadway conditions based on the previously described roadway improvements already planned in the study area.

(1) Construction

Cumulative construction traffic impacts would occur if construction traffic from the Related Projects would impact the same roadways, intersections, access points, or freeway segments as the Project. Several of the Related Projects, and in particular the Westside projects (discussed below), are in close proximity to the Project Site and have the potential to affect some of the same study intersections and roadways. Each of these developments would draw upon a construction workforce from all parts of the County. The majority of construction workers are anticipated to arrive and depart the individual construction sites primarily during off-peak hours, consistent with the permitted construction hours of the local jurisdictions and typical construction work hours, thereby minimizing trips during the A.M. and P.M. peak traffic periods. In addition, any haul truck routes for the Related Projects would be approved by Public Works, Caltrans, and/or the City according to the location of

each individual construction site. Each jurisdiction's review process would take into consideration the potential for overlapping construction projects and would attempt to balance haul routes to minimize the impacts of cumulative hauling on any particular roadway. As such, cumulative construction traffic impacts are anticipated to be less than significant.

(2) Operation

ADT volumes for the local Santa Clarita Valley area for the Year 2024 Cumulative Conditions/Related Projects without Project scenario are provided in Figure 4-7 in the Traffic Study. The corresponding peak-hour turning movement volumes are provided in Figures 4-8 and 4-9 in the Traffic Study for the A.M. peak hour and in Figures 4-10 and 4-11 therein for the P.M. peak hour. ADT volumes for the Year 2024 Cumulative Conditions/ Related Projects with Project scenario are provided in Figure 4-12 in the Traffic Study. The corresponding peak-hour turning movement volumes are provided in Figures 4-13 and 4-14 in the Traffic Study for the A.M. peak hour and in Figures 4-15 and 4-16 therein for the P.M. peak hour.

Peak-hour ICU values that correspond with the traffic forecasts referenced above are provided in **Table 5.20-11**, ICU Summary—Cumulative Conditions (2024) with and without Project, on page 5.20-75, which provides a comparison between the no-Project and with-Project conditions. As shown, under 2024 cumulative conditions, the following intersections are forecast to be significantly impacted by the Project during the peak hour(s) indicated (within the applicable jurisdiction noted in parentheses):

10. I-5 Southbound Ramps & Magic Mountain Parkway (A.M.) (Caltrans/County)

12. I-5 Southbound Ramps & Valencia Boulevard (A.M./P.M.) (Caltrans/County)

Table 5.20-11
ICU Summary—Cumulative Conditions (2024) with and without Project

Intersection	Cumulative without Project				Cumulative with Project				Increase		Cumulative with Project and Mitigation				Net Change with Mitigation	
	A.M. Peak Hour[a]		P.M. Peak Hour[a]		A.M. Peak Hour[a]		P.M. Peak Hour[a]				A.M. Peak Hour[a]		P.M. Peak Hour[a]			
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	A.M.[a]	P.M.[a]	ICU	LOS	ICU	LOS	A.M.[a]	P.M.[a]
Joint Caltrans/County Intersections																
9. The Old Road & I-5 SB Ramps	0.69	B	1.53	F	0.69	B	1.53	F	0.00	0.00	N/A	N/A	N/A	N/A	N/A	N/A
10. I-5 SB Ramps & Magic Mountain	0.80	C	0.56	A	0.84	D	0.60	A	**0.04**	0.04	0.74	C	0.54	A	-0.06	-0.02
12. I-5 SB Ramps & Valencia	0.86	D	1.02	F	0.90	D	1.03	F	**0.04**	**0.01**	0.73	C	0.78	C	-0.13	-0.24
14. I-5 SB Ramps & McBean	0.64	B	0.88	D	0.67	B	0.91	E	0.03	**0.03**	0.67	B	0.84	D	0.03	-0.04
16. I-5 SB/Marriott & Pico/Lyons	0.77	C	0.72	C	0.77	C	0.72	C	0.00	0.00	N/A	N/A	N/A	N/A	N/A	N/A
80. Wolcott & SR-126	1.27	F	1.28	F	1.28	F	1.28	F	**0.01**	0.00	0.84	D	1.07	F	-0.43	-0.21
82. Commerce Center & SR-126 EB	0.39	A	0.41	A	0.39	A	0.43	A	0.00	0.02	N/A	N/A	N/A	N/A	N/A	N/A
83. Commerce Center & SR-126 WB	0.77	C	0.84	D	0.77	C	0.87	D	0.00	**0.03**	0.77	C	0.83	D	0.00	-0.01
Joint Caltrans/City Intersections																
11. I-5 NB Ramps & Magic Mountain	0.75	C	0.66	B	0.79	C	0.70	B	0.04	0.04	N/A	N/A	N/A	N/A	N/A	N/A
13. I-5 NB Ramps & Valencia	0.77	C	0.78	C	0.79	C	0.78	C	0.02	0.00	N/A	N/A	N/A	N/A	N/A	N/A
15. I-5 NB Ramps & McBean	0.42	A	0.60	A	0.42	A	0.61	B	0.00	0.01	N/A	N/A	N/A	N/A	N/A	N/A
17. I-5 NB On/Off & Lyons Ave	0.55	A	0.72	C	0.55	A	0.74	C	0.00	0.02	N/A	N/A	N/A	N/A	N/A	N/A
County Arterial Intersections																
25. The Old Road & Rye Canyon	0.95	E	1.57	F	1.07	F	1.63	F	**0.12**	**0.06**	0.78	C	1.22	F	-0.17	-0.35
26. The Old Road & Magic Mountain	0.64	B	0.72	C	0.89	D	0.95	E	**0.25**	**0.23**	0.72	C	0.74	C	0.08	0.02
27. The Old Road & Valencia	0.80	C	0.71	C	0.82	D	0.73	C	0.02	0.02	N/A	N/A	N/A	N/A	N/A	N/A
28. The Old Road & Stevenson Ranch	0.84	D	0.95	E	0.89	D	1.00	E	**0.05**	**0.05**	0.84	D	0.78	C	0.00	-0.17

Table 5.20-11 (Continued)
ICU Summary—Cumulative Conditions (2024) with and without Project

Intersection	Cumulative without Project				Cumulative with Project				Increase		Cumulative with Project and Mitigation				Net Change with Mitigation	
	A.M. Peak Hour[a]		P.M. Peak Hour[a]		A.M. Peak Hour[a]		P.M. Peak Hour[a]				A.M. Peak Hour[a]		P.M. Peak Hour[a]			
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	A.M.[a]	P.M.[a]	ICU	LOS	ICU	LOS	A.M.[a]	P.M.[a]
29. The Old Road & Pico Canyon	0.72	C	0.73	C	0.72	C	0.73	C	0.00	0.00	N/A	N/A	N/A	N/A	N/A	N/A
35. Copper Hill & Decoro[c]	0.76	C	0.73	C	0.79	C	0.74	C	0.03	0.01	N/A	N/A	N/A	N/A	N/A	N/A
81. Commerce Center & Henry Mayo	0.61	B	0.67	B	0.63	B	0.70	B	0.02	0.03	N/A	N/A	N/A	N/A	N/A	N/A
105. Westridge & Valencia	0.81	D	0.74	C	0.82	D	0.77	C	0.01	0.03	N/A	N/A	N/A	N/A	N/A	N/A
106. Commerce Center & Magic Mountain	0.61	B	0.49	A	0.69	B	0.55	A	0.08	0.06	N/A	N/A	N/A	N/A	N/A	N/A
107. Westridge & Magic Mountain	0.83	D	0.98	E	0.89	D	1.03	F	**0.06**	**0.05**	0.72	C	0.87	D	-0.11	-0.11
City Arterial Intersections																
30. Ave Stanford & Rye Canyon	0.60	A	0.83	D	0.65	B	0.85	D	0.05	**0.02**	0.65	B	0.84	D	0.05	0.01
33. Rye/Copper Hill & Newhall Ranch	0.75	C	0.86	D	0.77	C	0.86	D	0.02	0.00	N/A	N/A	N/A	N/A	N/A	N/A
35. Copper Hill & Decoro[c]	0.69	B	0.68	B	0.72	C	0.68	B	0.03	0.00	N/A	N/A	N/A	N/A	N/A	N/A
36. Tourney & Valencia	0.59	A	0.69	B	0.61	B	0.71	C	0.02	0.02	N/A	N/A	N/A	N/A	N/A	N/A
37. Tourney & Magic Mountain	0.74	C	0.59	A	0.75	C	0.61	B	0.01	0.02	N/A	N/A	N/A	N/A	N/A	N/A
44. McBean & Valencia	0.85	D	1.01	F	0.86	D	1.01	F	0.01	0.00	N/A	N/A	N/A	N/A	N/A	N/A
45. McBean & Magic Mountain	0.73	C	1.00	E	0.74	C	1.00	E	0.01	0.00	N/A	N/A	N/A	N/A	N/A	N/A
48. McBean & Newhall Ranch	0.93	E	0.89	D	0.95	E	0.90	D	**0.02**	0.01	0.93	E	0.90	D	0.00	0.01
49. McBean & Decoro	0.81	D	0.71	C	0.81	D	0.71	C	0.00	0.00	N/A	N/A	N/A	N/A	N/A	N/A
50. McBean & Copper Hill	0.92	E	0.96	E	0.92	E	0.97	E	0.00	**0.01**	0.83	D	0.78	C	-0.09	-0.18
51. Wiley Canyon & Lyons	0.63	B	0.84	D	0.63	B	0.86	D	0.00	**0.02**	0.63	B	0.74	C	0.00	-0.10
53. Orchard Village & McBean	0.56	A	0.65	B	0.56	A	0.66	B	0.00	0.01	N/A	N/A	N/A	N/A	N/A	N/A
55. Orchard Village & McBean	0.78	C	0.79	C	0.78	C	0.79	C	0.00	0.00	N/A	N/A	N/A	N/A	N/A	N/A
57. Valencia & Magic Mountain	0.97	E	1.22	F	1.00	E	1.22	F	**0.03**	0.00	0.95	E	1.09	F	-0.02	-0.13
65. Bouquet & Soledad	0.75	C	1.08	F	0.77	C	1.08	F	0.02	0.00	N/A	N/A	N/A	N/A	N/A	N/A

Table 5.20-11 (Continued)
ICU Summary—Cumulative Conditions (2024) with and without Project

Intersection	Cumulative without Project				Cumulative with Project				Increase		Cumulative with Project and Mitigation				Net Change with Mitigation	
	A.M. Peak Hour[a]		P.M. Peak Hour[a]		A.M. Peak Hour[a]		P.M. Peak Hour[a]				A.M. Peak Hour[a]		P.M. Peak Hour[a]			
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	A.M.[a]	P.M.[a]	ICU	LOS	ICU	LOS	A.M.[a]	P.M.[a]
66. Bouquet & Newhall Ranch	0.85	D	1.02	F	0.88	D	1.03	F	**0.03**	**0.01**	0.85	D	1.01	F	0.00	-0.01
67. Seco Cyn & Bouquet Canyon	0.84	D	0.78	C	0.85	D	0.80	C	0.01	0.02	N/A	N/A	N/A	N/A	N/A	N/A

Bold *= Significant Impact (see impact criteria in* ***Table 5.20-4****, Arterial Intersection and Freeway Mainline Impact Thresholds).*

[a] *The A.M. and P.M. peak periods are defined as 7:00 A.M. to 9:00 A.M. and 3:00 P.M. to 6:00 P.M., respectively.*

[b] *Includes mitigation previously identified for the Existing plus Ambient Growth plus Project impact analysis and to be implemented by the project under that scenario. If the previously identified mitigation is not implemented, the Project would result in significant cumulative impacts at these locations.*

[c] *Shared County/City jurisdiction.*

Source: Stantec Consulting Services Inc., 2015.

14. I-5 Southbound Ramps & McBean Parkway (P.M.) (Caltrans/County)

26. The Old Road & Magic Mountain Parkway (A.M./P.M.) (County)

28. The Old Road & Stevenson Ranch Parkway (A.M.) (County)

30. Avenue Stanford & Rye Canyon Road (P.M.) (City)

48. McBean Parkway & Newhall Ranch Road (A.M.) (City)

50. McBean Parkway & Copper Hill Drive (P.M.) (City)

51. Wiley Canyon Road & Lyons Avenue (P.M.) (City)

57. Valencia Boulevard & Magic Mountain Parkway (A.M.) (City)

66. Bouquet Canyon Road & Newhall Ranch Road (A.M./P.M.) (City)

80. Wolcott Way & SR-126 (A.M.) (Caltrans/County)

83. Commerce Center Drive & SR-126 WB Ramps (P.M.) (Caltrans/County)

107. Westridge Parkway & Magic Mountain Parkway (A.M./P.M.) (County)

As noted above, a significant cumulative impact is identified at Intersection No. 83, Commerce Center Drive and the SR-126 westbound ramps (future intersection currently under construction), which is under joint Caltrans/County jurisdiction. The significant impact is identified based on County methodology since the intersection is forecast to operate at LOS D and the Project represents a 0.03 increase to the ICU. Feasible mitigation in the form of reconfiguring one of the right-turn lanes to a shared left/right-turn lane has been identified; however, the improvement is not necessary based on Caltrans impact criteria. Caltrans LOS methodology, which is based on average vehicle delay, indicates LOS C conditions with the Project and, therefore, under the Caltrans methodology no significant impact is identified and no mitigation would be required. As this intersection falls under Caltrans' jurisdiction, the application of Caltrans criteria is appropriate and, therefore, no mitigation is necessary.

In addition to the intersections listed above, if the mitigation previously identified under the Existing plus Ambient Growth plus Project impact analysis is not implemented, the Project also would result in significant cumulative impacts at Intersection No. 25, The Old Road & Rye Canyon.

Freeway average annual daily traffic volumes for conditions with and without the Project are provided in Table 3-1 in the Supplemental Freeway Analysis. **Table 5.20-12**,

Freeway Peak-Hour Volumes and V/C Summary (Northbound & Eastbound Directions)—Cumulative (2024) Conditions With and Without Project, on page 5.20-80 and **Table 5.20-13**, Freeway Peak Hour Volumes and V/C Summary (Southbound & Westbound Directions)—Cumulative (2024) Conditions With and Without Project, on page 5.20-82 list the freeway peak-hour volumes and the corresponding V/C ratios for conditions with and without Project traffic. As shown, while several freeway segments are anticipated to exceed capacity under with and without Project cumulative conditions, the amount of additional traffic due to the Project would not exceed the freeway significance thresholds. Therefore, the Project's impacts under 2024 cumulative conditions would be less than significant.

Table 5.20-12
Freeway Peak-Hour Volumes and V/C Summary (Northbound & Eastbound Directions)—Cumulative (2024) Conditions With and Without Project

No.	Segment	Lanes	Capacity	Without Project				With Project				Project Increment	
				A.M. Peak Hour[a]		P.M. Peak Hour[a]		A.M. Peak Hour[a]		P.M. Peak Hour[a]			
				Volume	V/C	Volume	V/C	Volume	V/C	Volume	V/C	A.M.[a]	P.M.[a]
Northbound													
400.	I-5 North of Templin Hwy	4M	8,000	3,275	.409	4,865	.608	3,285	.411	4,895	.612	0.002	0.004
401.	I-5 Between Templin Hwy & Lake Hughes	4M	8,000	3,275	.409	4,865	.608	3,285	.411	4,895	.612	0.002	0.004
402.	I-5 Between Lake Hughes & Parker	4M	8,000	3,699	.462	5,496	.687	3,716	.465	5,556	.694	0.003	0.007
403.	I-5 Between Parker & Hasley Canyon	4M + 1H	9,600	4,327	.451	6,305	.657	4,349	.453	6,383	.665	0.002	0.008
404.	I-5 Between Hasley Canyon & SR-126	4M + 1H + 1A	10,600	4,841	.457	6,916	.652	4,866	.459	6,998	.660	0.002	0.008
405.	I-5 Between SR-126 & Rye Canyon	4M + 1H	9,600	5,188	.540	6,917	.721	5,213	.543	7,001	.729	0.003	0.008
406.	I-5 Between Rye Cyn & Magic Mtn	4M + 1H	9,600	5,188	.540	6,917	.721	5,213	.543	7,001	.729	0.003	0.008
407.	I-5 Between Magic Mtn & Valencia	4M + 1H + 1A	10,600	5,633	.531	7,170	.676	5,763	.544	7,319	.690	0.013	0.014
408.	I-5 Between Valencia & McBean	4M + 1H	9,600	6,338	.660	8,066	.840	6,468	.674	8,228	.857	0.014	0.017
409.	I-5 Between McBean & Pico/Lyons	4M + 1H	9,600	6,576	.685	8,369	.872	6,706	.699	8,530	.889	0.014	0.017
410.	I-5 Between Pico/Lyons & Calgrove	4M + 1H + 1A	10,600	7,192	.678	8,936	.843	7,303	.689	9,052	.854	0.011	0.011
411.	I-5 Between Calgrove & SR-14	4M + 1H + 1T[C]	10,800	7,223	.669	8,974	.831	7,326	.678	9,079	.841	0.009	0.010
412.	I-5 Between SR-14 & I-210	3M + 1H + 3A[F] + 2T	16,800	8,414	.501	13,836	.824	8,473	.504	13,911	.828	0.003	0.004
413.	I-5 Between I-210 & Roxford	4M + 1H + 1A[F]	11,600	6,326	.545	10,402	.897	6,375	.550	10,464	.902	0.005	0.005
414.	I-5 Between Roxford & I-405	5M + 1H + 1A[F]	13,600	6,755	.497	11,108	.817	6,802	.500	11,168	.821	0.003	0.004
415.	I-5 Between I-405 & S.F. Mission	3M + 1H	7,600	3,529	.464	5,802	.763	3,551	.467	5,830	.767	0.003	0.004
416.	I-5 Between S.F. Mission & Brand	3M + 1H + 1A	8,600	3,723	.433	6,122	.712	3,744	.435	6,148	.715	0.002	0.003
417.	I-5 Between Brand & SR-118	3M + 1H + 2A[F]	11,600	3,878	.334	6,376	.550	3,899	.336	6,402	.552	0.002	0.002
418.	I-5 Between SR-118 & Van Nuys	4M + 1H + 3A[F]	15,600	6,817	.437	11,210	.719	6,837	.438	11,235	.720	0.001	0.001
419.	I-5 Between Van Nuys & Terra Bella	4M + 1H + 2A	11,600	7,090	.611	11,659	**1.005**	7,110	.613	11,684	**1.007**	0.002	0.002
420.	I-5 Between Terra Bella & Osborne	4M + 1H + 2A	11,600	7,315	.631	12,029	**1.037**	7,335	.632	12,054	**1.039**	0.001	0.002
421.	I-5 Between Osborne & SR-170	4M + 1H + 2A[F]	13,600	7,130	.524	11,724	.862	7,148	.526	11,747	.864	0.002	0.002
422.	I-5 Between SR-170 & Sheldon/Laurel Cyn	4M + 1H	9,600	4,318	.450	7,101	.740	4,328	.451	7,114	.741	0.001	0.001
423.	I-5 Between Laurel Cyn & Lankershim	5M	10,000	4,433	.443	7,290	.729	4,442	.444	7,302	.730	0.001	0.001
424.	I-5 Between Lankershim & Tuxford	4M + 1H	9,600	4,389	.457	7,218	.752	4,397	.458	7,229	.753	0.001	0.001
425.	I-5 Between Tuxford & Penrose	4M + 1H	9,600	4,413	.460	7,256	.756	4,420	.460	7,266	.757	0.000	0.001
501.	SR-14 Between I-5 & Newhall	5M + 1H	11,600	3,829	.330	10,064	.868	3,844	.331	10,130	.873	0.001	0.005
502.	SR-14 Between Newhall & Placerita Cyn	3M + 1H	7,600	3,470	.457	9,121	**1.200**	3,485	.459	9,186	**1.209**	0.002	0.009
503.	SR-14 Between Placerita Cyn & Golden Valley	3M + 1H	7,600	3,279	.431	8,617	**1.134**	3,293	.433	8,680	**1.142**	0.002	0.008
504.	SR-14 Between Golden Valley & Sierra Hwy	3M + 1H + 1A	8,600	3,398	.395	8,932	**1.039**	3,408	.396	8,988	**1.045**	0.001	0.006
505.	SR-14 Between Sierra Hwy & Sand Cyn	3M + 1H	7,600	2,609	.343	6,856	.902	2,617	.344	6,895	.907	0.001	0.005
506.	SR-14 Between Sand Cyn & Soledad	2M + 1H	5,600	2,369	.423	6,227	**1.112**	2,375	.424	6,259	**1.118**	0.001	0.006
507.	SR-14 Between Soledad & Agua Dulce Cyn	3M + 1H	7,600	2,274	.299	5,976	.786	2,279	.300	6,003	.790	0.001	0.004
601.	I-405 Between I-5 & Rinaldi	3M + 1H	7,600	3,407	.448	5,602	.737	3,432	.452	5,634	.741	0.003	0.004

Table 5.20-12 (Continued)
Freeway Peak-Hour Volumes and V/C Summary (Northbound & Eastbound Directions)—Cumulative (2024) Conditions With and Without Project

No.	Segment	Lanes	Capacity	Without Project				With Project				Project Increment	
				A.M. Peak Hour[a]		P.M. Peak Hour[a]		A.M. Peak Hour[a]		P.M. Peak Hour[a]			
				Volume	V/C	Volume	V/C	Volume	V/C	Volume	V/C	A.M.[a]	P.M.[a]
602.	I-405 Between Rinaldi & S.F. Mission	3M + 1H	7,600	3,382	.445	5,561	.732	3,405	.448	5,590	.736	0.003	0.004
603.	I-405 Between S.F. Mission & SR-118	4M + 1H + 1A	10,600	3,567	.336	5,865	.553	3,590	.339	5,894	.556	0.003	0.003
604.	I-405 Between SR-118 & Devonshire	4M + 1H + 2A[F]	13,600	5,270	.388	8,666	.637	5,288	.389	8,688	.639	0.001	0.002
605.	I-405 Between Devonshire & Nordhoff	4M + 1H	9,600	5,320	.554	8,747	.911	5,337	.556	8,768	.913	0.002	0.002
606.	I-405 Between Nordhoff & Roscoe	4M + 1H + 1A	10,600	5,320	.502	8,747	.825	5,335	.503	8,765	.827	0.001	0.002
801.	SR-170 Between I-5 & Sheldon/Arleta	3M	6,000	3,094	.516	5,088	.848	3,102	.517	5,098	.850	0.001	0.002
802.	SR-170 Between Sheldon/Arleta & Roscoe	3M	6,000	3,368	.561	5,539	.923	3,376	.563	5,549	.925	0.002	0.002
Eastbound													
701.	I-210 Between I-5 & Yarnell	3M + 1A	7,000	5,084	.726	3,216	.459	5,094	.728	3,229	.461	0.002	0.002
702.	I-210 Between Yarnell & Roxford	3M	6,000	4,905	.818	3,103	.517	4,914	.819	3,115	.519	0.001	0.002
703.	I-210 Between Roxford & Polk	3M	6,000	4,810	.802	3,043	.507	4,818	.803	3,054	.509	0.001	0.002
704.	I-210 Between Polk & Hubbard	3M	6,000	5,464	.911	3,457	.576	5,471	.912	3,467	.578	0.001	0.002
705.	I-210 Between Hubbard & Maclay	3M	6,000	6,702	**1.117**	4,240	.707	6,708	**1.118**	4,249	.708	0.001	0.001
706.	I-210 Between Maclay & SR-118	4M	8,000	7,486	.936	4,736	.592	7,492	.937	4,744	.593	0.001	0.001

M = Mixed Flow Lane
M[C] = Mixed Flow Lane (Climbing)
H = HOV or HOT Lane
A = Auxiliary Lane
A[F] = Auxiliary Lane (Fwy to Fwy)
T = Truck Lane
T[C] = Truck Lane (Climbing)
***Bold** = Segment is operating over capacity (V/C > 1.000). See Table 1-4 in the Supplemental Freeway Analysis for lane capacities and **Table 5.20-4**, Arterial Intersection and Freeway Mainline Impact Thresholds, for significant impact criteria.*
[a] *The A.M. and P.M. peak periods are defined as 7:00 A.M. to 9:00 A.M. and 3:00 P.M. to 6:00 P.M., respectively.*
Source: Stantec Consulting Services Inc., 2015.

Table 5.20-13
Freeway Peak Hour Volumes and V/C Summary (Southbound & Westbound Directions)—Cumulative (2024) Conditions With and Without Project

No.	Segment	Lanes	Capacity	Without Project				With Project				Project Increment	
				A.M. Peak Hour[a]		P.M. Peak Hour[a]		A.M. Peak Hour[a]		P.M. Peak Hour[a]			
				Volume	V/C	Volume	V/C	Volume	V/C	Volume	V/C	A.M.[a]	P.M.[a]
Southbound													
400.	I-5 North of Templin Hwy	4M	8,000	5,052	.632	3,088	.386	5,075	.634	3,106	.388	0.002	0.002
401.	I-5 Between Templin Hwy & Lake Hughes	4M	8,000	5,052	.632	3,088	.386	5,075	.634	3,106	.388	0.002	0.002
402.	I-5 Between Lake Hughes & Parker	4M	8,000	5,707	.713	3,488	.436	5,738	.717	3,522	.440	0.004	0.004
403.	I-5 Between Parker & Hasley Canyon	4M + 1H	9,600	6,552	.682	4,079	.425	6,609	.688	4,122	.429	0.006	0.004
404.	I-5 Between Hasley Canyon & SR-126	4M + 1H + 1A	9,600	7,193	.749	4,565	.475	7,272	.757	4,623	.482	0.008	0.007
405.	I-5 Between SR-126 & Rye Canyon	4M + 1H	10,600	7,179	.677	5,235	.494	7,262	.685	5,293	.499	0.008	0.005
406.	I-5 Between Rye Cyn & Magic Mtn	4M + 1H	10,600	6,917	.653	5,817	.549	6,917	.653	5,855	.552	0.000	0.003
407.	I-5 Between Magic Mtn & Valencia	4M + 1H + 1A	9,600	7,170	.747	6,146	.640	7,373	.768	6,400	.667	0.021	0.027
408.	I-5 Between Valencia & McBean	4M + 1H	10,600	8,066	.761	6,914	.652	8,230	.776	7,168	.676	0.015	0.024
409.	I-5 Between McBean & Pico/Lyons	4M + 1H	9,600	8,369	.872	6,775	.706	8,492	.885	6,989	.728	0.013	0.022
410.	I-5 Between Pico/Lyons & Calgrove	4M + 1H + 1A	11,200	9,153	.817	6,974	.623	9,244	.825	7,139	.637	0.008	0.014
411.	I-5 Between Calgrove & SR-14	4M + 1H + 1T[C]	12,000	9,630	.803	7,004	.584	9,708	.809	7,159	.597	0.006	0.013
412.	I-5 Between SR-14 & I-210	3M + 1H + 3A[F] + 2T	16,800	15,209	.905	10,069	.599	15,272	.909	10,151	.604	0.004	0.005
413.	I-5 Between I-210 & Roxford	4M + 1H + 1A[F]	11,600	11,434	.986	7,570	.653	11,487	.990	7,639	.658	0.004	0.005
414.	I-5 Between Roxford & I-405	5M + 1H + 1A[F]	13,600	12,210	.898	8,084	.594	12,262	.902	8,151	.599	0.004	0.005
415.	I-5 Between I-405 & S.F. Mission	3M + 1H	7,600	6,378	.839	4,223	.556	6,405	.843	4,258	.560	0.004	0.004
416.	I-5 Between S.F. Mission & Brand	3M + 1H + 1A	10,600	6,730	.635	4,455	.420	6,756	.637	4,488	.423	0.002	0.003
417.	I-5 Between Brand & SR-118	3M + 1H + 2A[F]	13,600	7,009	.515	4,640	.341	7,035	.517	4,673	.344	0.002	0.003
418.	I-5 Between SR-118 & Van Nuys	4M + 1H + 3A[F]	13,600	12,323	.906	8,158	.600	12,348	.908	8,189	.602	0.002	0.002
419.	I-5 Between Van Nuys & Terra Bella	4M + 1H + 2A	13,600	12,816	.942	8,485	.624	12,841	.944	8,516	.626	0.002	0.002
420.	I-5 Between Terra Bella & Osborne	4M + 1H + 2A	14,600	13,223	.906	8,754	.600	13,248	.907	8,785	.602	0.001	0.002
421.	I-5 Between Osborne & SR-170	4M + 1H + 2A[F]	13,600	12,888	.948	8,532	.627	12,911	.949	8,561	.630	0.001	0.003
422.	I-5 Between SR-170 & Sheldon/Laurel Cyn	4M + 1H	9,600	7,806	.813	5,168	.538	7,819	.814	5,184	.540	0.001	0.002
423.	I-5 Between Laurel Cyn & Lankershim	4M + 1H	9,600	8,013	.835	5,305	.553	8,025	.836	5,320	.554	0.001	0.001
424.	I-5 Between Lankershim & Tuxford	4M + 1H	9,600	7,934	.826	5,253	.547	7,945	.828	5,267	.549	0.002	0.002
425.	I-5 Between Tuxford & Penrose	4M + 1H + 1A	10,600	7,976	.752	5,280	.498	7,987	.753	5,294	.499	0.001	0.001
501.	SR-14 Between I-5 & Newhall	5M + 1H	11,600	10,766	.928	5,633	.486	10,810	.932	5,663	.488	0.004	0.002
502.	SR-14 Between Newhall & Placerita Cyn	3M + 1H	7,600	9,757	**1.284**	5,105	.672	9,800	**1.289**	5,133	.675	0.005	0.003
503.	SR-14 Between Placerita Cyn & Golden Valley	3M + 1H	7,600	9,218	**1.213**	4,824	.635	9,259	**1.218**	4,847	.638	0.005	0.003
504.	SR-14 Between Golden Valley & Sierra Hwy	3M + 1H + 1A	8,600	9,555	**1.111**	5,000	.581	9,594	**1.116**	5,021	.584	0.005	0.003
505.	SR-14 Between Sierra Hwy & Sand Cyn	3M + 1H	7,600	7,353	.968	3,838	.505	7,385	.972	3,853	.507	0.004	0.002
506.	SR-14 Between Sand Cyn & Soledad	2M + 1H	5,600	6,661	**1.190**	3,486	.622	6,684	**1.194**	3,497	.624	0.004	0.002
507.	SR-14 Between Soledad & Agua Dulce Cyn	3M + 1H	5,600	6,392	**1.142**	3,345	.597	6,414	**1.145**	3,355	.599	0.003	0.002
601.	I-405 Between I-5 & Rinaldi	3M + 1H	7,000	6,158	.880	4,077	.582	6,183	.883	4,109	.587	0.004	0.005

Table 5.20-13 (Continued)
Freeway Peak Hour Volumes and V/C Summary (Southbound & Westbound Directions)—Cumulative (2024) Conditions With and Without Project

No.	Segment	Lanes	Capacity	Without Project				With Project				Project Increment	
				A.M. Peak Hour[a]		P.M. Peak Hour[a]		A.M. Peak Hour[a]		P.M. Peak Hour[a]			
				Volume	V/C	Volume	V/C	Volume	V/C	Volume	V/C	A.M.[a]	P.M.[a]
602.	I-405 Between Rinaldi & S.F. Mission	3M + 1H	7,600	6,113	.804	4,047	.532	6,136	.807	4,077	.536	0.003	0.004
603.	I-405 Between S.F. Mission & SR-118	4M + 1H + 1A	10,600	6,447	.608	4,268	.403	6,470	.610	4,298	.405	0.002	0.002
604.	I-405 Between SR-118 & Devonshire	4M + 1H + 2A[F]	13,600	9,526	.700	6,307	.464	9,543	.702	6,330	.465	0.002	0.001
605.	I-405 Between Devonshire & Nordhoff	4M + 1H	9,600	9,615	**1.002**	6,366	.663	9,631	**1.003**	6,388	.665	0.001	0.002
606.	I-405 Between Nordhoff & Roscoe	4M + 1H	9,600	9,615	**1.002**	6,366	.663	9,629	**1.003**	6,385	.665	0.001	0.002
801.	SR-170 Between I-5 & Sheldon/Arleta	3M	6,000	5,593	.932	3,703	.617	5,603	.934	3,716	.619	0.002	0.002
802.	SR-170 Between Sheldon/Arleta & Roscoe	3M + 1A	7,000	6,089	.870	4,031	.576	6,099	.871	4,044	.578	0.001	0.002
Westbound													
701.	I-210 Between I-5 & Yarnell	3M + 1A	7,000	2,337	.334	5,452	.779	2,347	.335	5,465	.781	0.001	0.002
702.	I-210 Between Yarnell & Roxford	3M	6,000	2,255	.376	5,261	.877	2,264	.377	5,273	.879	0.001	0.002
703.	I-210 Between Roxford & Polk	3M	6,000	2,211	.369	5,159	.860	2,219	.370	5,169	.862	0.001	0.002
704.	I-210 Between Polk & Hubbard	3M	6,000	2,512	.419	5,860	.977	2,519	.420	5,869	.978	0.001	0.001
705.	I-210 Between Hubbard & Maclay	3M	6,000	3,081	.513	7,188	1.198	3,087	0.514	7,196	1.199	0.001	0.001
706.	I-210 Between Maclay & SR-118	4M	8,000	3,441	.430	8,029	1.004	3,447	0.431	8,036	1.004	0.001	0.000

M = Mixed Flow Lane
M[C] = Mixed Flow Lane (Climbing)
H = HOV or HOT Lane
A = Auxiliary Lane
A[F] = Auxiliary Lane (Fwy to Fwy)
T = Truck Lane
T[C] = Truck Lane (Climbing)
***Bold** = Segment is operating over capacity (V/C > 1.000). See Table 1-4 in the Supplemental Freeway Analysis for lane capacities and **Table 5.20-4**, Arterial Intersection and Freeway Mainline Impact Thresholds, for significant impact criteria.*
[a] *The A.M. and P.M. peak periods are defined as 7:00 A.M. to 9:00 A.M. and 3:00 P.M. to 6:00 P.M., respectively.*
Source: Stantec Consulting Services Inc., 2015.

b. Westside Buildout Conditions Analysis

The following discussion includes an analysis of the Project's traffic under a long-range cumulative conditions scenario that includes buildout of the entire Newhall Ranch Specific Plan and the other nearby projects that collectively comprise the west side of the Valley. The anticipated buildout year of the Westside area is 2034, for which traffic volumes have been derived.

The analysis of Project impacts under a long-range buildout condition is not required under the County's traffic impact study guidelines.[34] The purpose of this analysis is to determine where the Project may significantly contribute to a future deficiency not otherwise addressed by the analysis for the Project's buildout year. The forecasts of 2034 cumulative conditions include the roadway network and intersection improvements identified in the analysis of the Project's buildout year of 2024. The Project's share of the traffic forecast increase is also provided.

Additionally, two roadway network scenarios have been evaluated for 2034 conditions. In one scenario, Pico Canyon Road remains in its current configuration and does not connect with Valencia Boulevard as shown in the Master Plan of Highways. In the other scenario, Pico Canyon Road is extended to Valencia Boulevard as a Major Highway, consistent with the Master Plan of Highways.

Peak hour ICU values for 2034 cumulative conditions without the Pico Canyon Road extension are provided in **Table 5.20-14**, ICU Summary—Cumulative Conditions (2034 Without Pico Canyon Road) With and Without Project, on page 5.20-85, which provides a comparison between the no-Project and with-Project conditions. For 2034 cumulative conditions with the Pico Canyon Road extension, peak-hour ICU values are provided in **Table 5.20-15**, ICU Summary—Cumulative Conditions (2034 With Pico Canyon Road) With and Without Project, on page 5.20-88. As summarized in Table 5-10 of the Traffic Study, in addition to the significant impacts previously identified in Subsection 4.a., Year 2024 Cumulative Conditions Analysis, the Project's traffic increment would exceed the significance threshold at the following intersections anticipated to operate deficiently in 2034, both with and without the Pico Canyon Road extension: The Old Road & Rye Canyon Road, McBean Parkway & Valencia Boulevard, Valencia Boulevard & Magic Mountain Parkway, Bouquet Canyon Road & Soledad Canyon Road, and Wolcott Way & SR-126.

[34] *"Traffic Impact Analysis Report Guidelines," County of Los Angeles Department of Public Works, January 1997.*

Table 5.20-14
ICU Summary—Cumulative Conditions (2034 Without Pico Canyon Road) With and Without Project

Location	Cumulative Without Project				Cumulative With Project				Increase		Cumulative With Project and Mitigation				Net Change With Mitigation	
	A.M. Peak Hour[a]		P.M. Peak Hour[a]		A.M. Peak Hour[a]		P.M. Peak Hour[a]				A.M. Peak Hour[a]		P.M. Peak Hour[a]			
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	A.M.	P.M.	ICU	LOS	ICU	LOS	A.M.	P.M.
Joint Caltrans/County Intersections																
9. The Old Road & I-5 SB Ramps	0.70	B	1.51	F	0.72	C	1.50	F	0.02	-0.01	N/A	N/A	N/A	N/A	N/A	N/A
10. I-5 SB Ramps & Magic Mountain	0.83	D	0.57	A	0.89	D	0.62	B	0.06	0.05	N/A	N/A	N/A	N/A	N/A	N/A
12. I-5 SB Ramps & Valencia	0.86	D	1.03	F	0.90	D	1.07	F	0.04	**0.04**	0.72	C	0.81	D	-0.14	-0.22
14. I-5 SB Ramps & McBean	0.68	B	0.79	C	0.69	B	0.79	C	0.01	0.00	N/A	N/A	N/A	N/A	N/A	N/A
16. I-5 SB/Marriott & Pico/Lyons	0.76	C	0.72	C	0.77	C	0.68	B	0.01	-0.04	N/A	N/A	N/A	N/A	N/A	N/A
80. Wolcott & SR-126	1.44	F	1.64	F	1.46	F	1.63	F	**0.02**	-0.01	0.92	E	0.85	D	-0.52	-0.79
82. Commerce Center & SR-126 EB	0.40	A	0.41	A	0.40	A	0.44	A	0.00	0.03	N/A	N/A	N/A	N/A	N/A	N/A
83. Commerce Center & SR-126 WB	0.73	C	0.86	D	0.74	C	0.87	D	0.01	0.01	N/A	N/A	N/A	N/A	N/A	N/A
Join Caltrans/City Intersections																
11. I-5 NB Ramps & Magic Mountain	0.83	D	0.61	B	0.84	D	0.69	B	0.01	0.08	N/A	N/A	N/A	N/A	N/A	N/A
13. I-5 NB Ramps & Valencia	0.83	D	0.74	C	0.84	D	0.77	C	0.01	0.03	N/A	N/A	N/A	N/A	N/A	N/A
15. I-5 NB Ramps & McBean	0.44	B	0.61	B	0.46	A	0.61	B	0.02	0.00	N/A	N/A	N/A	N/A	N/A	N/A
17. I-5 NB On/Off & Lyons Ave	0.53	B	0.75	C	0.53	A	0.77	C	0.00	0.02	N/A	N/A	N/A	N/A	N/A	N/A
Join County/City Intersections																
35. Copper Hill & Decoro (County Methodology)	0.78	C	0.82	D	0.79	C	0.83	D	0.01	0.01	N/A	N/A	N/A	N/A	N/A	N/A
35. Copper Hill & Decoro (City Methodology)	0.70	B	0.76	C	0.72	C	0.76	C	0.02	0.00	N/A	N/A	N/A	N/A	N/A	N/A

Table 5.20-14 (Continued)
ICU Summary—Cumulative Conditions (2034 Without Pico Canyon Road) With and Without Project

Location	Cumulative Without Project				Cumulative With Project				Increase		Cumulative With Project and Mitigation				Net Change With Mitigation	
	A.M. Peak Hour[a]		P.M. Peak Hour[a]		A.M. Peak Hour[a]		P.M. Peak Hour[a]				A.M. Peak Hour[a]		P.M. Peak Hour[a]			
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	A.M.	P.M.	ICU	LOS	ICU	LOS	A.M.	P.M.
County Intersections																
25. The Old Road & Rye Canyon[b]	1.11	F	1.75	F	1.15	F	1.76	F	**0.04**	**0.01**	0.79	C	0.98	E	-0.32	-0.77
26. The Old Road & Magic Mountain	0.71	C	0.72	C	0.96	E	0.97	E	**0.25**	**0.25**	0.75	C	0.75	C	0.04	0.03
27. The Old Road & Valencia[b]	0.83	D	0.76	C	0.85	D	0.76	C	0.02	0.00	N/A	N/A	N/A	N/A	N/A	N/A
28. The Old Road & Stevenson Ranch	0.88	D	0.99	E	0.92	E	0.99	E	**0.04**	0.00	0.84	D	0.78	C	-0.04	-0.21
29. The Old Road & Pico Canyon[b]	0.71	C	0.80	C	0.71	C	0.72	C	0.00	-0.08	N/A	N/A	N/A	N/A	N/A	N/A
81. Commerce Center & Henry Mayo	0.63	B	0.70	B	0.63	B	0.74	C	0.00	0.04	N/A	N/A	N/A	N/A	N/A	N/A
105. Westridge & Valencia	0.86	D	0.84	D	0.88	D	0.89	D	0.02	0.05	N/A	N/A	N/A	N/A	N/A	N/A
106. Commerce Center & Magic Mountain	0.66	B	0.51	A	0.74	C	0.59	B	0.08	0.08	N/A	N/A	N/A	N/A	N/A	N/A
107. Westridge & Magic Mountain	0.86	D	1.00	E	0.88	D	1.05	F	0.02	**0.05**	0.73	C	0.89	D	-0.13	-0.11
City Intersections																
30. Ave Stanford & Rye Canyon	0.65	B	0.80	C	0.65	B	0.85	D	0.00	0.05	N/A	N/A	N/A	N/A	N/A	N/A
33. Rye/Copper Hill & Newhall Ranch	0.80	C	0.92	E	0.81	D	0.90	D	0.01	-0.02	N/A	N/A	N/A	N/A	N/A	N/A
36. Tourney & Valencia	0.62	B	0.75	C	0.62	B	0.74	C	0.00	-0.01	N/A	N/A	N/A	N/A	N/A	N/A
37. Tourney & Magic Mountain	0.78	C	0.59	A	0.80	C	0.66	B	0.02	0.07	N/A	N/A	N/A	N/A	N/A	N/A
44. McBean & Valencia	0.93	E	1.03	F	0.95	E	0.98	E	**0.02**	-0.05	0.86	D	0.98	E	-0.07	-0.05
45. McBean & Magic Mountain[b]	0.75	C	0.92	E	0.76	C	0.94	E	0.01	0.02	N/A	N/A	N/A	N/A	N/A	N/A
48. McBean & Newhall Ranch	0.99	E	0.93	E	0.99	E	0.90	D	0.00	-0.03	N/A	N/A	N/A	N/A	N/A	N/A
49. McBean & Decoro	0.83	D	0.66	B	0.82	D	0.70	B	-0.01	0.04	N/A	N/A	N/A	N/A	N/A	N/A

Table 5.20-14 (Continued)
ICU Summary—Cumulative Conditions (2034 Without Pico Canyon Road) With and Without Project

Location	Cumulative Without Project				Cumulative With Project				Increase		Cumulative With Project and Mitigation				Net Change With Mitigation	
	A.M. Peak Hour[a]		P.M. Peak Hour[a]		A.M. Peak Hour[a]		P.M. Peak Hour[a]				A.M. Peak Hour[a]		P.M. Peak Hour[a]			
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	A.M.	P.M.	ICU	LOS	ICU	LOS	A.M.	P.M.
50. McBean & Copper Hill	0.95	E	1.02	F	0.96	E	1.00	E	**0.01**	-0.02	0.86	D	0.80	C	-0.09	-0.22
51. Wiley Canyon & Lyons	0.66	B	0.90	D	0.66	B	0.86	D	0.00	-0.04	N/A	N/A	N/A	N/A	N/A	N/A
53. Orchard Village & McBean	0.57	A	0.68	B	0.56	A	0.67	B	-0.01	-0.01	N/A	N/A	N/A	N/A	N/A	N/A
55. Orchard Village & McBean[b]	0.79	C	0.80	C	0.80	C	0.85	D	0.01	0.05	N/A	N/A	N/A	N/A	N/A	N/A
57. Valencia & Magic Mountain	1.09	F	1.33	F	1.08	F	1.30	F	-0.01	-0.03	N/A	N/A	N/A	N/A	N/A	N/A
65. Bouquet & Soledad	0.80	C	1.00	E	0.80	C	1.01	F	0.00	**0.01**	0.80	C	0.95	E	0.00	-0.05
66. Bouquet & Newhall Ranch	0.91	E	0.97	E	0.89	D	0.94	E	-0.02	-0.03	N/A	N/A	N/A	N/A	N/A	N/A
67. Seco Cyn & Bouquet Canyon	0.91	E	0.89	D	0.91	E	0.86	D	0.00	-0.03	N/A	N/A	N/A	N/A	N/A	N/A

***Bold** = Intersection that exceeds buildout conditions LOS threshold (LOS D) unless shown as LOS E in the Area Plan traffic study (One Valley One Vision Valley-Wide Traffic Study, Austin-Foust Associates, Inc., June 2010).*

[a] *The A.M. and P.M. peak periods are defined as 7:00 A.M. to 9:00 A.M. and 3:00 P.M. to 6:00 P.M., respectively.*

[b] *Intersection where Area Plan traffic study shows LOS E for buildout conditions with full Highway Plan improvements.*

Source: Stantec Consulting Services Inc., 2015.

Table 5.20-15
ICU Summary—Cumulative Conditions (2034 With Pico Canyon Road) With and Without Project

Location	Cumulative Without Project				Cumulative With Project				Increase		Cumulative With Project and Mitigation				Net Change With Mitigation	
	A.M. Peak Hour[a]		P.M. Peak Hour[a]		A.M. Peak Hour[a]		P.M. Peak Hour[a]				A.M. Peak Hour[a]		P.M. Peak Hour[a]			
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	A.M.	P.M.	ICU	LOS	ICU	LOS	A.M.	P.M.
Joint Caltrans/County Intersections																
9. The Old Road & I-5 SB Ramps	0.70	B	1.52	F	0.72	C	1.52	F	0.02	0.00	N/A	N/A	N/A	N/A	N/A	N/A
10. I-5 SB Ramps & Magic Mountain	0.83	D	0.56	A	0.89	D	0.63	B	0.06	0.07	N/A	N/A	N/A	N/A	N/A	N/A
12. I-5 SB Ramps & Valencia	0.84	D	0.97	E	0.84	D	1.00	E	0.00	**0.03**	0.68	B	0.77	C	-0.16	-0.20
14. I-5 SB Ramps & McBean	0.67	B	0.75	C	0.67	B	0.77	C	0.00	0.02	N/A	N/A	N/A	N/A	N/A	N/A
16. I-5 SB/Marriott & Pico/Lyons	0.77	C	0.83	D	0.78	C	0.75	C	0.01	-0.08	N/A	N/A	N/A	N/A	N/A	N/A
80. Wolcott & SR-126	1.44	F	1.61	F	1.43	F	1.58	F	-0.01	-0.03	N/A	N/A	N/A	N/A	N/A	N/A
82. Commerce Center & SR-126 EB	0.39	A	0.41	A	0.40	A	0.44	A	0.01	0.03	N/A	N/A	N/A	N/A	N/A	N/A
83. Commerce Center & SR-126 WB	0.73	C	0.86	D	0.74	C	0.88	D	0.01	0.02	N/A	N/A	N/A	N/A	N/A	N/A
Join Caltrans/City Intersections																
11. I-5 NB Ramps & Magic Mountain	0.79	C	0.60	B	0.85	D	0.69	B	0.06	0.09	N/A	N/A	N/A	N/A	N/A	N/A
13. I-5 NB Ramps & Valencia	0.85	D	0.74	C	0.87	D	0.69	B	0.02	-0.05	N/A	N/A	N/A	N/A	N/A	N/A
15. I-5 NB Ramps & McBean	0.43	A	0.59	B	0.45	A	0.61	B	0.02	0.02	N/A	N/A	N/A	N/A	N/A	N/A
17. I-5 NB On/Off & Lyons Ave	0.57	A	0.81	D	0.59	A	0.85	D	0.02	0.04	N/A	N/A	N/A	N/A	N/A	N/A
Join County/City Intersections																
35. Copper Hill & Decoro (County Methodology)	0.79	C	0.82	D	0.78	C	0.82	D	-0.01	0.00	N/A	N/A	N/A	N/A	N/A	N/A
35. Copper Hill & Decoro (City Methodology)	0.72	C	0.75	C	0.71	C	0.76	C	-0.01	0.01	N/A	N/A	N/A	N/A	N/A	N/A

Table 5.20-15 (Continued)
ICU Summary—Cumulative Conditions (2034 With Pico Canyon Road) With and Without Project

Location	Cumulative Without Project				Cumulative With Project				Increase		Cumulative With Project and Mitigation				Net Change With Mitigation	
	A.M. Peak Hour[a]		P.M. Peak Hour[a]		A.M. Peak Hour[a]		P.M. Peak Hour[a]				A.M. Peak Hour[a]		P.M. Peak Hour[a]			
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	A.M.	P.M.	ICU	LOS	ICU	LOS	A.M.	P.M.
County Intersections																
25. The Old Road & Rye Canyon[b]	1.11	F	1.74	F	1.15	F	1.75	F	**0.04**	**0.01**	0.79	C	0.99	E	-0.32	-0.75
26. The Old Road & Magic Mountain	0.68	B	0.73	C	0.94	E	0.98	E	**0.26**	**0.25**	0.75	C	0.75	C	0.07	0.02
27. The Old Road & Valencia[b]	0.81	D	0.71	C	0.79	C	0.71	C	-0.02	0.00	N/A	N/A	N/A	N/A	N/A	N/A
28. The Old Road & Stevenson Ranch	0.89	D	0.96	E	0.87	D	0.97	E	-0.02	**0.01**	0.81	D	0.80	C	-0.08	-0.16
29. The Old Road & Pico Canyon[b]	0.76	C	0.90	D	0.78	C	0.82	D	0.02	-0.08	N/A	N/A	N/A	N/A	N/A	N/A
81. Commerce Center & Henry Mayo	0.62	B	0.70	B	0.63	B	0.73	C	0.01	0.03	N/A	N/A	N/A	N/A	N/A	N/A
103. Pico & Valencia	0.69	B	0.72	C	0.72	C	0.76	C	0.03	0.04	N/A	N/A	N/A	N/A	N/A	N/A
105. Westridge & Valencia	0.85	D	0.79	C	0.85	D	0.81	D	0.00	0.02	N/A	N/A	N/A	N/A	N/A	N/A
106. Commerce Center & Magic Mountain	0.66	B	0.50	A	0.73	C	0.58	A	0.07	0.08	N/A	N/A	N/A	N/A	N/A	N/A
107. Westridge & Magic Mountain	0.85	D	1.00	E	0.87	D	1.02	F	0.02	**0.02**	0.71	C	0.86	D	-0.14	-0.14
City Intersections																
30. Ave Stanford & Rye Canyon	0.63	B	0.80	C	0.65	B	0.85	D	0.02	0.05	N/A	N/A	N/A	N/A	N/A	N/A
33. Rye/Copper Hill & Newhall Ranch	0.80	C	0.92	E	0.81	D	0.92	E	0.01	0.00	N/A	N/A	N/A	N/A	N/A	N/A
36. Tourney & Valencia	0.62	B	0.75	C	0.63	B	0.75	C	0.01	0.00	N/A	N/A	N/A	N/A	N/A	N/A
37. Tourney & Magic Mountain	0.79	C	0.59	A	0.80	C	0.65	B	0.01	0.06	N/A	N/A	N/A	N/A	N/A	N/A
44. McBean & Valencia	0.93	E	1.05	F	0.95	E	1.02	F	**0.02**	-0.03	0.86	D	0.96	E	-0.07	-0.09
45. McBean & Magic Mountain[b]	0.76	C	0.91	E	0.76	C	0.96	E	0.00	0.05	N/A	N/A	N/A	N/A	N/A	N/A
48. McBean & Newhall Ranch	0.99	E	0.92	E	0.99	E	0.89	D	0.00	-0.03	N/A	N/A	N/A	N/A	N/A	N/A

Table 5.20-15 (Continued)
ICU Summary—Cumulative Conditions (2034 With Pico Canyon Road) With and Without Project

Location	Cumulative Without Project				Cumulative With Project				Increase		Cumulative With Project and Mitigation				Net Change With Mitigation	
	A.M. Peak Hour[a]		P.M. Peak Hour[a]		A.M. Peak Hour[a]		P.M. Peak Hour[a]				A.M. Peak Hour[a]		P.M. Peak Hour[a]			
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	A.M.	P.M.	ICU	LOS	ICU	LOS	A.M.	P.M.
49. McBean & Decoro	0.84	D	0.66	B	0.83	D	0.72	C	-0.01	0.06	N/A	N/A	N/A	N/A	N/A	N/A
50. McBean & Copper Hill	0.96	E	1.02	E	0.96	E	1.00	E	0.00	-0.02	N/A	N/A	N/A	N/A	N/A	N/A
51. Wiley Canyon & Lyons	0.67	B	0.89	D	0.67	B	0.86	D	0.00	-0.03	N/A	N/A	N/A	N/A	N/A	N/A
53. Orchard Village & McBean	0.58	A	0.69	B	0.56	A	0.67	B	-0.02	-0.02	N/A	N/A	N/A	N/A	N/A	N/A
55. Orchard Village & McBean[b]	0.79	C	0.81	D	0.78	C	0.87	D	-0.01	0.06	N/A	N/A	N/A	N/A	N/A	N/A
57. Valencia & Magic Mountain	1.08	F	1.33	F	1.09	F	1.30	F	**0.01**	-0.03	0.89	D	1.00	E	-0.19	-0.33
65. Bouquet & Soledad	0.80	C	1.00	E	0.80	C	1.01	F	0.00	**0.01**	0.80	C	0.95	E	0.00	-0.05
66. Bouquet & Newhall Ranch	0.91	E	0.96	E	0.89	D	0.95	E	-0.02	-0.01	N/A	N/A	N/A	N/A	N/A	N/A
67. Seco Cyn & Bouquet Canyon	0.91	E	0.89	D	0.91	E	0.86	D	0.00	-0.03	N/A	N/A	N/A	N/A	N/A	N/A

***Bold** = Intersection that exceeds buildout conditions LOS threshold (LOS D) unless shown as LOS E in the Area Plan traffic study (One Valley One Vision Valley-Wide Traffic Study, Austin-Foust Associates, Inc., June 2010).*

[a] *The A.M. and P.M. peak periods are defined as 7:00 A.M. to 9:00 A.M. and 3:00 P.M. to 6:00 P.M., respectively.*

[b] *Intersection where Area Plan traffic study shows LOS E for buildout conditions with full Highway Plan improvements.*

Source: Stantec Consulting Services Inc., 2015.

As to freeways, **Table 5.20-16**, Freeway Peak-Hour Volumes and V/C Summary (Northbound & Eastbound Directions)—Cumulative (2034) Conditions With and Without Project, on page 5.20-92 and **Table 5.20-17**, Freeway Peak-Hour Volumes and V/C Summary (Southbound & Westbound Directions)—Cumulative (2034) Conditions With and Without Project, on page 5.20-94 list the freeway peak-hour volumes and the corresponding V/C ratios for conditions with and without the Project. As shown in the tables, capacity would be exceeded under both without project and with project conditions on certain identified segments of I-5, SR-14, and I-210. However, while volumes on these freeway segments would exceed the capacity of the highway under "with project" conditions, the amount of increased traffic due to the Project would not exceed the applicable threshold of significance since the V/C increase due to the Project would be less than 0.02 at each location. Therefore, the Project's impacts under the 2034 cumulative conditions scenario would be less than significant.

The potential traffic impacts of the Project also were analyzed as part of the larger Newhall Ranch RMDP/SCP project. As previously noted in Section 2.a.(6) above, the RMDP/SCP project was evaluated in a joint EIS/EIR prepared by the Corps and CDFW. The EIS/EIR analyzed the potential impacts associated with buildout of the Newhall Ranch Specific Plan, the Valencia Commerce Center, and Entrada South. The EIS/EIR determined that the development facilitated by the RMDP/SCP project would result in potentially significant cumulative impacts to I-5 and includes mitigation measures requiring that the Project Applicant contribute its fair-share of the costs to implement the I-5 Improvement Project (as evaluated in RMDP/SCP EIS/EIR Section 4.8, Traffic; refer to Mitigation Measures TR-10 through TR-18. See also Appendix A of the Supplemental Freeway Analysis.) Thus, as identified in the EIS/EIR, when Entrada South traffic is considered as part of the larger volume of traffic that would be generated by the Newhall Ranch Specific Plan and other Westside development, the traffic generated by that larger project, in combination with other cumulative development within the Santa Clarita Valley and the surrounding areas, would result in significant cumulative impacts.

To implement the mitigation measures set forth in the EIS/EIR relative to Entrada South, and to ensure that the County is able to monitor and enforce such measures as they relate to the Entrada South project, this EIR includes a mitigation measure which requires the Applicant to enter into an agreement with Caltrans to either construct or pay an equitable share of the costs to implement the appropriate improvements, as detailed below.

Table 5.20-16
Freeway Peak-Hour Volumes and V/C Summary (Northbound & Eastbound Directions)—Cumulative (2034) Conditions With and Without Project

No.	Segment	Lanes	Capacity	Without Project				With Project				Project Increment	
				A.M. Peak Hour[a]		P.M. Peak Hour[a]		A.M. Peak Hour[a]		P.M. Peak Hour[a]			
				Volume	V/C	Volume	V/C	Volume	V/C	Volume	V/C	A.M.[a]	P.M.[a]
Northbound													
400.	I-5 North of Templin Hwy	4M	8,000	4,014	.502	5,949	.744	4,024	.503	5,979	.747	0.001	0.003
401.	I-5 Between Templin Hwy & Lake Hughes	4M	8,000	4,014	.502	5,949	.744	4,024	.503	5,979	.747	0.001	0.003
402.	I-5 Between Lake Hughes & Parker	4M	8,000	5,277	.660	7,805	.976	5,294	.662	7,865	.983	0.002	0.007
403.	I-5 Between Parker & Hasley Canyon	4M + 1H	9,600	5,894	.614	8,542	.890	5,916	.616	8,620	.898	0.002	0.008
404.	I-5 Between Hasley Canyon & SR-126	4M + 1H + 1A	10,600	5,917	.558	8,406	.793	5,942	.561	8,488	.801	0.003	0.008
405.	I-5 Between SR-126 & Rye Canyon	4M + 1H	9,600	5,995	.624	7,943	.827	6,020	.627	8,027	.836	0.003	0.009
406.	I-5 Between Rye Cyn & Magic Mtn	4M + 1H	9,600	5,995	.624	7,943	.827	6,020	.627	8,027	.836	0.003	0.009
407.	I-5 Between Magic Mtn & Valencia	4M + 1H + 1A	10,600	6,322	.596	8,062	.761	6,452	.609	8,211	.775	0.013	0.014
408.	I-5 Between Valencia & McBean	4M + 1H	9,600	7,110	.741	9,053	.943	7,240	.754	9,215	.960	0.013	0.017
409.	I-5 Between McBean & Pico/Lyons	4M + 1H	9,600	7,265	.757	9,250	.964	7,395	.770	9,411	.980	0.013	0.016
410.	I-5 Between Pico/Lyons & Calgrove	4M + 1H + 1A	10,600	8,239	.777	10,259	.968	8,350	.788	10,375	.979	0.011	0.011
411.	I-5 Between Calgrove & SR-14	4M + 1H + 1T[C]	10,800	8,275	.766	10,304	.954	8,378	.776	10,409	.964	0.010	0.010
412.	I-5 Between SR-14 & I-210	3M + 1H + 3A[F] + 2T	16,800	8,987	.535	14,800	.881	9,046	.538	14,875	.885	0.003	0.004
413.	I-5 Between I-210 & Roxford	4M + 1H + 1A[F]	11,600	6,704	.578	11,042	.952	6,753	.582	11,104	.957	0.004	0.005
414.	I-5 Between Roxford & I-405	5M + 1H + 1A[F]	13,600	7,113	.523	11,714	.861	7,160	.526	11,774	.866	0.003	0.005
415.	I-5 Between I-405 & S.F. Mission	3M + 1H	7,600	3,759	.495	6,190	.814	3,781	.498	6,218	.818	0.003	0.004
416.	I-5 Between S.F. Mission & Brand	3M + 1H + 1A	8,600	3,958	.460	6,517	.758	3,979	.463	6,543	.761	0.003	0.003
417.	I-5 Between Brand & SR-118	3M + 1H + 2A[F]	11,600	4,101	.354	6,752	.582	4,122	.355	6,778	.584	0.001	0.002
418.	I-5 Between SR-118 & Van Nuys	4M + 1H + 3A[F]	11,600	7,042	.451	11,587	.743	7,062	.453	11,612	.744	0.002	0.001
419.	I-5 Between Van Nuys & Terra Bella	4M + 1H + 2A	7,600	7,302	.630	12,015	**1.036**	7,322	.631	12,040	**1.038**	0.001	0.002
420.	I-5 Between Terra Bella & Osborne	4M + 1H + 2A	7,600	7,514	.648	12,364	**1.066**	7,534	.650	12,389	**1.068**	0.002	0.002
421.	I-5 Between Osborne & SR-170	4M + 1H + 2A[F]	8,600	7,315	.538	12,035	.885	7,333	.539	12,058	.887	0.001	0.002
422.	I-5 Between SR-170 & Sheldon/Laurel Cyn	4M + 1H	9,600	4,488	.468	7,384	.769	4,498	.469	7,397	.770	0.001	0.001
423.	I-5 Between Laurel Cyn & Lankershim	5M	10,000	4,643	.464	7,638	.764	4,652	.465	7,650	.765	0.001	0.001
424.	I-5 Between Lankershim & Tuxford	4M + 1H	9,600	4,626	.482	7,608	.793	4,634	.483	7,619	.794	0.001	0.001
425.	I-5 Between Tuxford & Penrose	4M + 1H	9,600	4,628	.482	7,611	.793	4,635	.483	7,621	.794	0.001	0.001
501.	SR-14 Between I-5 & Newhall	5M + 1H	11,600	4,196	.362	11,002	.948	4,211	.363	11,068	.954	0.001	0.006
502.	SR-14 Between Newhall & Placerita Cyn	3M + 1H	7,600	3,801	.500	9,965	**1.311**	3,816	.502	10,030	**1.320**	0.002	0.009
503.	SR-14 Between Placerita Cyn & Golden Valley	3M + 1H	7,600	3,592	.473	9,414	**1.239**	3,606	.474	9,477	**1.247**	0.001	0.008
504.	SR-14 Between Golden Valley & Sierra Hwy	3M + 1H + 1A	8,600	3,727	.433	9,767	**1.136**	3,737	.435	9,823	**1.142**	0.002	0.006
505.	SR-14 Between Sierra Hwy & Sand Cyn	3M + 1H	7,600	2,861	.376	7,501	.987	2,869	.377	7,540	.992	0.001	0.005
506.	SR-14 Between Sand Cyn & Soledad	2M + 1H	5,600	2,600	.464	6,816	**1.217**	2,606	.465	6,848	**1.223**	0.001	0.006
507.	SR-14 Between Soledad & Agua Dulce Cyn	3M + 1H	7,600	2,495	.328	6,545	.861	2,500	.329	6,572	.865	0.001	0.004
601.	I-405 Between I-5 & Rinaldi	3M + 1H	7,600	3,546	.467	5,840	.768	3,571	.470	5,872	.773	0.003	0.005

Table 5.20-16 (Continued)
Freeway Peak-Hour Volumes and V/C Summary (Northbound & Eastbound Directions)—Cumulative (2034) Conditions With and Without Project

No.	Segment	Lanes	Capacity	Without Project				With Project				Project Increment	
				A.M. Peak Hour[a]		P.M. Peak Hour[a]		A.M. Peak Hour[a]		P.M. Peak Hour[a]			
				Volume	V/C	Volume	V/C	Volume	V/C	Volume	V/C	A.M.[a]	P.M.[a]
602.	I-405 Between Rinaldi & S.F. Mission	3M + 1H	7,600	3,478	.458	5,728	.754	3,501	.461	5,757	.758	0.003	0.004
603.	I-405 Between S.F. Mission & SR-118	4M + 1H + 1A	10,600	3,657	.345	6,022	.568	3,680	.347	6,051	.571	0.002	0.003
604.	I-405 Between SR-118 & Devonshire	4M + 1H + 2A[F]	13,600	5,419	.398	8,918	.656	5,437	.400	8,940	.657	0.002	0.001
605.	I-405 Between Devonshire & Nordhoff	4M + 1H	9,600	5,467	.569	8,997	.937	5,484	.571	9,018	.939	0.002	0.002
606.	I-405 Between Nordhoff & Roscoe	4M + 1H + 1A	10,600	5,469	.516	9,000	.849	5,484	.517	9,018	.851	0.001	0.002
801.	SR-170 Between I-5 & Sheldon/Arleta	3M	6,000	3,213	.535	5,283	.880	3,221	.537	5,293	.882	0.002	0.002
802.	SR-170 Between Sheldon/Arleta & Roscoe	3M	6,000	3,498	.583	5,751	.959	3,506	.584	5,761	.960	0.001	0.001
Eastbound													
701.	I-210 Between I-5 & Yarnell	3M + 1A	7,000	5,281	.754	3,334	.476	5,291	.756	3,347	.478	0.002	0.002
702.	I-210 Between Yarnell & Roxford	3M	6,000	5,107	.851	3,224	.537	5,116	.853	3,236	.539	0.002	0.002
703.	I-210 Between Roxford & Polk	3M	6,000	4,982	.830	3,146	.524	4,990	.832	3,157	.526	0.002	0.002
704.	I-210 Between Polk & Hubbard	3M	6,000	5,624	.937	3,552	.592	5,631	.938	3,562	.594	0.001	0.002
705.	I-210 Between Hubbard & Maclay	3M	6,000	6,831	**1.138**	4,316	.719	6,837	**1.139**	4,325	.721	0.001	0.002
706.	I-210 Between Maclay & SR-118	4M	8,000	7,554	.944	4,775	.597	7,560	.945	4,783	.598	0.001	0.001

M = Mixed Flow Lane
M[C] = Mixed Flow Lane (Climbing)
H = HOV or HOT Lane
A = Auxiliary Lane
A[F] = Auxiliary Lane (Fwy to Fwy)
T = Truck Lane
T[C] = Truck Lane (Climbing)
***Bold** = Segment is operating over capacity (V/C > 1.000). See Table 1-4 in the Supplemental Freeway Analysis for lane capacities and **Table 5.20-4**, Arterial Intersection and Freeway Mainline Impact Thresholds, for significant impact criteria.*
[a] *The A.M. and P.M. peak periods are defined as 7:00 A.M. to 9:00 A.M. and 3:00 P.M. to 6:00 P.M., respectively.*
Source: Stantec Consulting Services Inc., 2015.

Table 5.20-17
Freeway Peak-Hour Volumes and V/C Summary (Southbound & Westbound Directions)—Cumulative (2034) Conditions With and Without Project

No.	Segment	Lanes	Capacity	Without Project				With Project				Project Increment	
				A.M. Peak Hour[a]		P.M. Peak Hour[a]		A.M. Peak Hour[a]		P.M. Peak Hour[a]			
				Volume	V/C	Volume	V/C	Volume	V/C	Volume	V/C	A.M.[a]	P.M.[a]
Southbound													
400.	I-5 North of Templin Hwy	4M	8,000	6,186	.773	3,776	.472	6,209	.776	3,794	.474	0.003	0.002
401.	I-5 Between Templin Hwy & Lake Hughes	4M	8,000	6,186	.773	3,776	.472	6,209	.776	3,794	.474	0.003	0.002
402.	I-5 Between Lake Hughes & Parker	4M	8,000	8,137	**1.017**	4,957	.620	8,168	**1.021**	4,991	.624	0.004	0.004
403.	I-5 Between Parker & Hasley Canyon	4M + 1H	9,600	8,901	.927	5,535	.577	8,958	.933	5,578	.581	0.006	0.004
404.	I-5 Between Hasley Canyon & SR-126	4M + 1H + 1A	9,600	8,749	.911	5,544	.578	8,828	.920	5,602	.584	0.009	0.006
405.	I-5 Between SR-126 & Rye Canyon	4M + 1H	10,600	8,356	.788	6,096	.575	8,439	.796	6,154	.581	0.008	0.006
406.	I-5 Between Rye Cyn & Magic Mtn	4M + 1H	10,600	8,027	.757	6,712	.633	8,027	.757	6,750	.637	0.000	0.004
407.	I-5 Between Magic Mtn & Valencia	4M + 1H + 1A	9,600	8,008	.834	6,784	.707	8,211	.855	7,038	.733	0.021	0.026
408.	I-5 Between Valencia & McBean	4M + 1H	10,600	9,051	.854	7,644	.721	9,215	.869	7,898	.745	0.015	0.024
409.	I-5 Between McBean & Pico/Lyons	4M + 1H	9,600	9,288	.968	7,405	.771	9,411	.980	7,619	.794	0.012	0.023
410.	I-5 Between Pico/Lyons & Calgrove	4M + 1H + 1A	11,200	10,537	.941	7,932	.708	10,628	.949	8,097	.723	0.008	0.015
411.	I-5 Between Calgrove & SR-14	4M + 1H + 1T[C]	12,000	11,093	.924	7,969	.664	11,171	.931	8,124	.677	0.007	0.013
412.	I-5 Between SR-14 & I-210	3M + 1H + 3A[F] + 2T	16,800	16,288	.970	10,743	.639	16,351	.973	10,825	.644	0.003	0.005
413.	I-5 Between I-210 & Roxford	4M + 1H + 1A[F]	11,600	12,153	**1.048**	8,012	.691	12,206	**1.052**	8,081	.697	0.004	0.006
414.	I-5 Between Roxford & I-405	5M + 1H + 1A[F]	13,600	12,890	.948	8,501	.625	12,942	.952	8,568	.630	0.004	0.005
415.	I-5 Between I-405 & S.F. Mission	3M + 1H	7,600	6,808	.896	4,490	.591	6,835	.899	4,525	.595	0.003	0.004
416.	I-5 Between S.F. Mission & Brand	3M + 1H + 1A	10,600	7,166	.676	4,729	.446	7,192	.679	4,762	.449	0.003	0.003
417.	I-5 Between Brand & SR-118	3M + 1H + 2A[F]	13,600	7,425	.546	4,900	.360	7,451	.548	4,933	.363	0.002	0.003
418.	I-5 Between SR-118 & Van Nuys	4M + 1H + 3A[F]	13,600	12,740	.937	8,420	.619	12,765	.939	8,451	.621	0.002	0.002
419.	I-5 Between Van Nuys & Terra Bella	4M + 1H + 2A	13,600	13,210	.971	8,731	.642	13,235	.973	8,762	.644	0.002	0.002
420.	I-5 Between Terra Bella & Osborne	4M + 1H + 2A	14,600	13,593	.931	8,985	.615	13,618	.933	9,016	.618	0.002	0.003
421.	I-5 Between Osborne & SR-170	4M + 1H + 2A[F]	13,600	13,232	.973	8,746	.643	13,255	.975	8,775	.645	0.002	0.002
422.	I-5 Between SR-170 & Sheldon/Laurel Cyn	4M + 1H	9,600	8,118	.846	5,367	.559	8,131	.847	5,383	.561	0.001	0.002
423.	I-5 Between Laurel Cyn & Lankershim	4M + 1H	9,600	8,397	.875	5,552	.578	8,409	.876	5,567	.580	0.001	0.002
424.	I-5 Between Lankershim & Tuxford	4M + 1H	9,600	8,365	.871	5,531	.576	8,376	.872	5,545	.578	0.001	0.002
425.	I-5 Between Tuxford & Penrose	4M + 1H + 1A	10,600	8,366	.789	5,532	.522	8,377	.790	5,546	.523	0.001	0.001
501.	SR-14 Between I-5 & Newhall	5M + 1H	11,600	11,796	**1.017**	6,165	.532	11,840	**1.021**	6,195	.534	0.004	0.002
502.	SR-14 Between Newhall & Placerita Cyn	3M + 1H	7,600	10,687	**1.406**	5,587	.735	10,730	**1.412**	5,615	.739	0.006	0.004
503.	SR-14 Between Placerita Cyn & Golden Valley	3M + 1H	7,600	10,097	**1.329**	5,282	.695	10,138	**1.334**	5,305	.698	0.005	0.003
504.	SR-14 Between Golden Valley & Sierra Hwy	3M + 1H + 1A	8,600	10,469	**1.217**	5,478	.637	10,508	**1.222**	5,499	.639	0.005	0.002
505.	SR-14 Between Sierra Hwy & Sand Cyn	3M + 1H	7,600	8,053	**1.060**	4,206	.553	8,085	**1.064**	4,221	.555	0.004	0.002
506.	SR-14 Between Sand Cyn & Soledad	2M + 1H	5,600	7,303	**1.304**	3,822	.683	7,326	**1.308**	3,833	.685	0.004	0.002
507.	SR-14 Between Soledad & Agua Dulce Cyn	3M + 1H	5,600	7,008	**1.251**	3,669	.655	7,030	**1.255**	3,679	.657	0.004	0.002
601.	I-405 Between I-5 & Rinaldi	3M + 1H	7,000	6,430	.919	4,241	.606	6,455	.922	4,273	.610	0.004	0.005

Table 5.20-17 (Continued)
Freeway Peak-Hour Volumes and V/C Summary (Southbound & Westbound Directions)—Cumulative (2034) Conditions With and Without Project

No.	Segment	Lanes	Capacity	Without Project				With Project				Project Increment	
				A.M. Peak Hour[a]		P.M. Peak Hour[a]		A.M. Peak Hour[a]		P.M. Peak Hour[a]			
				Volume	V/C	Volume	V/C	Volume	V/C	Volume	V/C	A.M.[a]	P.M.[a]
602.	I-405 Between Rinaldi & S.F. Mission	3M + 1H	7,600	6,305	.830	4,160	.547	6,328	.833	4,190	.551	0.003	0.004
603.	I-405 Between S.F. Mission & SR-118	4M + 1H + 1A	10,600	6,629	.625	4,374	.413	6,652	.628	4,404	.415	0.003	0.002
604.	I-405 Between SR-118 & Devonshire	4M + 1H + 2A[F]	13,600	9,810	.721	6,483	.477	9,827	.723	6,506	.478	0.002	0.001
605.	I-405 Between Devonshire & Nordhoff	4M + 1H	9,600	9,897	**1.031**	6,541	.681	9,913	**1.033**	6,563	.684	0.002	0.003
606.	I-405 Between Nordhoff & Roscoe	4M + 1H	9,600	9,899	**1.031**	6,544	.682	9,913	**1.033**	6,563	.684	0.002	0.002
801.	SR-170 Between I-5 & Sheldon/Arleta	3M	6,000	5,807	.968	3,844	.641	5,817	.969	3,857	.643	0.001	0.002
802.	SR-170 Between Sheldon/Arleta & Roscoe	3M + 1A	7,000	6,322	.903	4,185	.598	6,332	.905	4,198	.600	0.002	0.002
Westbound													
701.	I-210 Between I-5 & Yarnell	3M + 1A	7,000	2,422	.346	5,662	.809	2,432	.347	5,675	.811	0.001	0.002
702.	I-210 Between Yarnell & Roxford	3M	6,000	2,342	.390	5,475	.912	2,351	.392	5,487	.914	0.002	0.002
703.	I-210 Between Roxford & Polk	3M	6,000	2,285	.381	5,341	.890	2,293	.382	5,351	.892	0.001	0.002
704.	I-210 Between Polk & Hubbard	3M	6,000	2,581	.430	6,030	**1.005**	2,588	.431	6,039	**1.007**	0.001	0.002
705.	I-210 Between Hubbard & Maclay	3M	6,000	3,136	.523	7,324	**1.221**	3,142	.524	7,332	**1.222**	0.001	0.001
706.	I-210 Between Maclay & SR-118	4M	8,000	3,469	.434	8,101	**1.013**	3,475	.434	8,108	**1.014**	0.000	0.001

M = Mixed Flow Lane
M[C] = Mixed Flow Lane (Climbing)
H = HOV or HOT Lane
A = Auxiliary Lane
A[F] = Auxiliary Lane (Fwy to Fwy)
T = Truck Lane
T[C] = Truck Lane (Climbing)
***Bold** = Segment is operating over capacity (V/C > 1.000). See Table 1-4 in the Supplemental Freeway Analysis for lane capacities and **Table 5.20-4**, Arterial Intersection and Freeway Mainline Impact Thresholds, for significant impact criteria.*
[a] *The A.M. and P.M. peak periods are defined as 7:00 A.M. to 9:00 A.M. and 3:00 P.M. to 6:00 P.M., respectively.*
Source: Stantec Consulting Services Inc., 2015.

c. County Development Monitoring System

The analysis above is consistent with DMS criteria related to acceptable levels of road service. Specifically, while cumulative impacts at identified intersections would be significant under various traffic scenarios addressed above, mitigation in the form of improvements and fair-share payments would fully mitigate the identified significant impacts, consistent with DMS policies, and an adequate level of service would be provided. Accordingly, the Project is consistent with DMS policies as they relate to acceptable levels of road service.

5. MITIGATION MEASURES

a. Newhall Ranch RMDP/SCP Mitigation Measures

CDFW previously adopted mitigation measures to minimize transportation and traffic impacts in connection with its adoption of the Newhall Ranch RMDP/SCP EIS/EIR. If the status of the RMDP/SCP EIS/EIR is unresolved or set aside in the pending litigation at the time the County considers the Project EIR for certification, this EIR recommends that the County adopt the companion Entrada South (ES) mitigation measures set forth below, as applicable, to reduce the Project's transportation and traffic impacts. Those RMDP/SCP mitigation measures that are not applicable to the Project are listed in **Appendix 2B** with an explanation as to why they do not apply. Any italicized text provided in the parentheticals below provides necessary updated information and/or clarifications, as needed.

MM ES 5.20-1/RMDP/SCP TR-5: The Project applicant shall contribute its fair-share of the costs to add additional capacity to The Old Road north of Magic Mountain Parkway by increasing the planned six-lane roadway to a six-lane augmented roadway. (*As applied to Entrada South, this mitigation measure will be implemented through MM ES 5.20-12, MM ES 5.20-19, and MM ES 5.20-29.*)

MM ES 5.20-2/RMDP/SCP TR-7: The Project applicant shall contribute its fair-share of the costs to add additional capacity to Rye Canyon Road east of The Old Road by increasing the existing six-lane roadway to a six-lane augmented roadway. (*As applied to Entrada South, this mitigation measure will be implemented through MM ES 5.20-12, MM ES 5.20-21, and MM ES 5.20-29.*)

MM ES 5.20-3/RMDP/SCP TR-10: The Project applicant shall contribute its fair-share of the costs of adding one HOV lane in each direction to the segment of I-5 south of Parker. (*As applied to Entrada South, this mitigation measure will be implemented through MM ES 5.20-34.*)

MM ES 5.20-4/RMDP/SCP TR-11: The Project applicant shall contribute its fair-share of the costs of adding one HOV lane in each direction to the

segment of I-5 south of Hasley. (*As applied to Entrada South, this mitigation measure will be implemented through MM ES 5.20-34.*)

MM ES 5.20-5/RMDP/SCP TR-12: The Project applicant shall contribute its fair-share of the costs of adding one HOV lane in each direction to the segment of I-5 south of SR-126. (*As applied to Entrada South, this mitigation measure will be implemented through MM ES 5.20-34.*)

MM ES 5.20-6/RMDP/SCP TR-13: The Project applicant shall contribute its fair-share of the costs of adding one HOV lane in each direction to the segment of I-5 south of Rye Canyon. (*As applied to Entrada South, this mitigation measure will be implemented through MM ES 5.20-34.*)

MM ES 5.20-7/RMDP/SCP TR-14: The Project applicant shall contribute its fair-share of the costs of adding one HOV lane in each direction to the segment of I-5 south of Magic Mountain Parkway. (*As applied to Entrada South, this mitigation measure will be implemented through MM ES 5.20-34.*)

MM ES 5.20-8/RMDP/SCP TR-15: The Project applicant shall contribute its fair-share of the costs of adding one HOV lane in each direction to the segment of I-5 south of Valencia Boulevard. (*As applied to Entrada South, this mitigation measure will be implemented through MM ES 5.20-34.*)

MM ES 5.20-9/RMDP/SCP TR-16: The Project applicant shall contribute its fair-share of the costs of adding one HOV lane in each direction to the segment of I-5 south of McBean Parkway. (*As applied to Entrada South, this mitigation measure will be implemented through MM ES 5.20-34.*)

MM ES 5.20-10/RMDP/SCP TR-17: The Project applicant shall contribute its fair-share of the costs of adding one HOV lane in each direction, and one truck lane in the southbound direction, to the segment of I-5 south of Lyons Avenue. (*As applied to Entrada South, this mitigation measure will be implemented through MM ES 5.20-34.*)

MM ES 5.20-11/RMDP/SCP TR-18: The Project applicant shall contribute its fair-share of the costs of adding one HOV lane in each direction, two truck lanes in the southbound direction, and one truck lane in the northbound direction to the segment of I-5 south of Calgrove Avenue. (*As applied to Entrada South, this mitigation measure will be implemented through MM ES 5.20-34.*)

b. Entrada South Project-Level Mitigation Measures

As discussed below, mitigation measures are proposed to address the significant Project-specific impacts identified under the Existing Conditions plus Ambient Growth plus Project scenario, as well as cumulative impacts identified under the Year 2024 Cumulative

Conditions/Related Projects with Project scenario and the Westside Buildout (2034) Conditions scenario.

With respect to the mitigation measures proposed to mitigate the impacts identified under the Existing Conditions plus Ambient Growth plus Project scenario, the Project Applicant shall be responsible for the construction of these improvements and, consistent with County Public Works requirements, the improvements shall be implemented consistent with the milestones established in the most current Westside Roadway Phasing Analysis, as approved by Public Works.

The following mitigation measures are proposed as part of Entrada South (ES) to address the Project-specific impacts identified above:

(1) Off-Site Intersection Mitigation

MM ES 5.20-12: Intersection No. 25: The Old Road & Rye Canyon Road (County Jurisdiction)—The Project Applicant shall add a second northbound through lane, add a second southbound left-turn lane, convert the westbound free-flow right-turn lanes to exclusive right-turn lanes, and convert the northbound dual free-flow right turn lanes to a single free-flow right turn lane such that the improvements are in place consistent with the threshold milestones established in the most current County Public Works approved Westside Roadway Phasing Analysis. (*The improvements required by this mitigation measure are included in the Westside B&T District. Upon completion of construction of the improvements, the Applicant shall be entitled to a Westside B&T credit in the full amount of the improvement costs.*)

MM ES 5.20-13: Intersection No. 28: The Old Road & Stevenson Ranch Parkway (County Jurisdiction)—The Project Applicant shall add a third southbound through lane such that the improvements are in place consistent with the threshold milestones established in the most current County Public Works approved Westside Roadway Phasing Analysis. Although not needed to mitigate the Project's impacts, the following also shall be implemented to enhance the efficiency of signal operations at the intersection: modify the traffic signal timing to add a lag eastbound left-turn phase during the A.M. peak-hour period; and modify the traffic signal timing to add a lag westbound left-turn phase during the P.M. peak-hour period. (*The improvements required by this mitigation measure are included in the Westside B&T District. Upon completion of construction of the improvements, the Applicant shall be entitled to a Westside B&T credit in the full amount of the improvement costs.*)

(2) Other Mitigation

MM ES 5.20-14: The Project shall participate in the Westside B&T District through the payment of District fees (typically at the time of final map recordation) and/or by constructing District-identified improvements prior to map recordation.

MM ES 5.20-15: To ensure adequate transit capacity is available to serve the Project, the Project Applicant shall, at the time of building permit issuance, pay applicable transit mitigation fees (if adopted), with appropriate credits applied for Applicant-provided facilities, unless the payment of such fees is modified by an approved transit mitigation agreement.

c. Cumulative Mitigation Measures

(1) Year 2024 Cumulative Conditions

With respect to the mitigation measures for the Year 2024 Cumulative Conditions/ Related Projects with Project scenario, the Project is responsible for its fair share of the recommended improvements, and the timing of these improvements shall be as determined by the most current version of the Westside Phasing Analysis. The cumulative mitigation measures listed below are derived from the improvements identified in the Phasing Analysis and represent a subset of the collective improvements identified. The Phasing Analysis considered the impacts associated with future development throughout the Valley, not just the Project, and thereby addressed all the Westside projects.

The Phasing Analysis also identifies threshold milestones based on residential unit counts and commercial square footages to specify when the identified improvements should be in place. As Project development in conjunction with the Westside projects reach these milestones, the corresponding improvements would be implemented. More specifically, at each location where a threshold is exceeded, improvements have been identified that will result in LOS D conditions, which are generally considered an acceptable peak-hour level of service for suburban areas. In that regard, by being part of the overall Phasing Analysis program, the Project will comply with the County's traffic impact analysis requirement to provide fair-share mitigation for cumulative (e.g., Existing plus Ambient Growth plus Project plus Related Projects) impacts.

In the event the Project Applicant fully constructs any of the mitigation improvements set forth below at its own cost, the Project Applicant shall be entitled to a credit in the amount equal to the cost to construct the improvement, less the Project's proportionate share. Additionally, the payment of fees by the Project Applicant to the Westside B&T District shall be in lieu of any proportionate share due for those improvements located within the boundaries of the District. The Westside B&T District encompasses the Entrada

South Project Site, as well as other Westside development. By its participation in the District, the Project Applicant is required to contribute funding towards construction of the planned Westside roadway infrastructure. The infrastructure to be constructed within the District will be based on approved general transportation elements and, accordingly, has been designed to accommodate both local traffic within the District and cumulative traffic from outside the District. In this manner, the Entrada South Project will be required to fund its share of the improvements within the District that are necessary to support both Westside and Eastside development.

For those improvements identified below that are located within the Valencia or Via Princessa B&T Districts, no payment of mitigation or B&T District fees towards the improvements is required by the Project Applicant. The Entrada South Project Site is not located within the boundaries of either District, and the defined "area of benefit" for these Districts (i.e., those properties identified as receiving benefit from the improvement(s) funded by the respective District) does not include the Project Site. Therefore, payment of those B&T District fees is not required for the Project. Moreover, the Valencia B&T District is a full mitigation District, which means that the B&T fees paid by development within the Districts (development east of I-5 or "Eastside development"), combined with other funding sources (e.g., state and federal funds, gas and sales taxes, etc.), have been calculated to cover the full cost of all improvements necessary to construct the arterial network as described in the respective County and City General Plan Transportation Elements. This network has been designed to accommodate both local and cumulative traffic from outside the B&T Districts, including traffic associated with Entrada South. Therefore, the B&T District improvements, which include improvements identified below as mitigation, will be fully funded and constructed through each respective District without Entrada South participation.

A list of intersection improvements and the proportion of Project-generated future traffic at each location is provided in Table 4-8 in the Traffic Study. The resulting ICU values and corresponding intersection LOS for the A.M. and P.M. peak hours are provided in Table 4-9 therein. The identified cumulative mitigation measures are generally consistent with the Phasing Analysis improvements; however, the current traffic conditions utilized for this analysis indicate the need for minor refinements to the approved 2007 Phasing Analysis. An update to the 2007 Phasing Analysis currently is pending Public Works' review and approval.

The following mitigation measures are proposed to address the Project's contribution to the cumulative impacts identified above:

MM ES 5.20-16: Intersection No. 10: I-5 Southbound Ramps & Magic Mountain Parkway (Caltrans/County Jurisdiction)—The Project Applicant shall

pay the applicable fees to the Westside B&T District and contribute appropriate funding for improvements that may not be included in the Westside B&T District Report to add one left-turn lane and remove one right-turn lane by restriping the southbound off-ramp to consist of two left-turn lanes, one shared left-turn/through lane, and one right-turn lane such that the improvements are in place consistent with the threshold milestones established in the most current County Public Works approved Westside Roadway Phasing Analysis. In the event the improvements are not completed by the Phasing Analysis threshold milestone, the Project Applicant shall coordinate with the Westside B&T District to implement the recommended improvement, subject to full reimbursement and/or a credit from the Westside B&T District for all costs incurred.

MM ES 5.20-17: Intersection No. 12: I-5 Southbound Ramps & Valencia Boulevard (Caltrans/County Jurisdiction)—The Project Applicant shall pay the applicable fees to the Westside B&T District and contribute appropriate funding for improvements that may not be included in the Westside B&T District Report to: (1) add a third westbound through lane; and (2) re-stripe/convert one free flow right-turn lane to a shared through/free flow right-turn lane for the southbound on-ramp from westbound Valencia Boulevard, such that the improvements are in place consistent with the threshold milestones established in the most current County Public Works approved Westside Roadway Phasing Analysis. In the event the improvements are not completed by the Phasing Analysis threshold milestone, the Project Applicant shall coordinate with the Westside B&T District to implement the recommended improvement, subject to full reimbursement and/or a credit from the Westside B&T District for all costs incurred.

MM ES 5.20-18: Intersection No. 14: I-5 Southbound Ramps & McBean Parkway (Caltrans/County Jurisdiction)—The improvements recommended to mitigate the Project's identified significant impact at this intersection are to re-stripe/convert the westbound dedicated right-turn lane to a shared through/right-turn lane. These improvements are located within the Valencia B&T District and, therefore, it is expected that the improvements will be constructed through the Valencia B&T District. However, as the Valencia B&T District is administered by the City of Santa Clarita, the City desires to reserve the right to modify such mitigation improvements in the future after determining that any such modified improvements would mitigate the Project's impacts in a manner comparable to the recommended improvements. Therefore, at the request of the City, to facilitate the potential construction of an alternative improvement, the Applicant shall pay, or utilize existing B&T credits to fund, an amount equivalent to the Applicant's percentage cost of the identified improvements as calculated based on Project traffic volumes (12 percent), and under a timetable consistent with the

threshold milestones established in the most current County Public Works approved Westside Roadway Phasing Analysis.

MM ES 5.20-19: Intersection No. 26: The Old Road & Magic Mountain Parkway (County Jurisdiction)—The Project Applicant shall pay the applicable fees to the Westside B&T District to re-stripe/convert the existing southbound third through lane to a shared through/right-turn lane and add a fifth eastbound through lane such that the improvements are in place consistent with the threshold milestones established in the most current County Public Works approved Westside Roadway Phasing Analysis. Alternative to the southbound improvement identified above, the County recommends modifying the traffic signal at the intersection to provide an overlap phase for the southbound right-turn movement.[35]

MM ES 5.20-20: Intersection No. 28: The Old Road & Stevenson Ranch Parkway (County Jurisdiction)—The Project Applicant shall pay the applicable fees to the Westside B&T District and contribute appropriate funding for improvements that may not be included in the Westside B&T District Report to add a westbound dedicated right-turn lane and re-stripe/convert a westbound shared through/right-turn lane to a through lane such that the improvements are in place consistent with the threshold milestones established in the most current County Public Works approved Westside Roadway Phasing Analysis. In the event the improvements are not completed by the Phasing Analysis threshold milestone, the Project Applicant shall coordinate with the Westside B&T District to implement the recommended improvement, subject to full reimbursement and/or a credit from the Westside B&T District for all costs incurred.

MM ES 5.20-21: Intersection 30: Avenue Stanford & Rye Canyon Road (City Jurisdiction)—The improvement recommended to mitigate the Project's identified significant impact at this intersection is to modify the traffic signal to add southbound right-turn overlap phasing. The improvement/traffic signal is located within the Valencia B&T District and, therefore, it is expected that the improvement will be implemented through the Valencia B&T District. However, as the intersection is located within the jurisdiction of the City of Santa Clarita, at the request of the City, the Project Applicant shall construct the identified improvements and, under such scenario, shall be entitled to reimbursement from the Valencia B&T District for the full cost of the improvements, should the improvement not be constructed by the time it is identified as necessary in the most current County Public Works approved Westside Roadway Phasing Analysis. (*It is recommended*

[35] *Based on current traffic forecasts, this improvement would not fully mitigate the identified impacts, although actual future conditions may differ enabling implementation of the alternative measure.*

that implementation of the mitigation improvement be coordinated with construction of the County development project planned at the nearby intersection of The Old Road and Rye Canyon Road due to the proximity of the improvement to the intersection.)

MM ES 5.20-22: Intersection No. 48: McBean Parkway & Newhall Ranch Road (City Jurisdiction)—The improvements recommended to mitigate the Project's identified significant impact at this intersection are to add a fourth westbound through lane and modify the traffic signal to add eastbound right-turn overlap phasing. The improvements are located within the Valencia B&T District and, therefore, it is expected that the improvements will be implemented through the Valencia B&T District. However, because the intersection is within the jurisdiction of the City of Santa Clarita, the City desires to reserve the right to modify such mitigation improvements in the future after determining that any such modified improvements would mitigate the Project's impacts in a manner comparable to the recommended improvements. Therefore, at the request of the City, to facilitate the potential construction of an alternative improvement, the Applicant shall pay, or utilize existing B&T credits to fund, an amount equivalent to the applicant's percentage cost of the identified improvements as calculated based on Project traffic volumes (7 percent), and under a timetable consistent with the threshold milestones established in the most current County Public Works approved Westside Roadway Phasing Analysis. (*It is recommended that implementation of the mitigation improvements be coordinated with the future widening of the Newhall Ranch Road bridge over San Francisquito Creek due to the proximity of the improvements to the bridge.*)

MM ES 5.20-23: Intersection No. 50: McBean Parkway & Copper Hill Drive (City Jurisdiction)—The improvements recommended to mitigate the Project's identified significant impact at this intersection are to add a third eastbound through lane and modify the traffic signal to add northbound right-turn overlap phasing for the northbound right-turn lane. The improvements are located within the Valencia B&T District and, therefore, it is expected that the improvements will be implemented through the Valencia B&T District. However, because the intersection is within the jurisdiction of the City of Santa Clarita, the City desires to reserve the right to modify such mitigation improvements in the future after determining that any such modified improvements would mitigate the Project's impacts in a manner comparable to the recommended improvements. Therefore, at the request of the City, to facilitate the potential construction of an alternative improvement, the Applicant shall pay, or utilize existing B&T credits to fund, an amount equivalent to the Applicant's percentage cost of the identified improvements as calculated based on Project traffic volumes (4 percent), and under a timetable consistent with the

threshold milestones established in the most current County Public Works approved Westside Roadway Phasing Analysis. (*It is recommended that implementation of the mitigation improvements be coordinated with the future widening of the Copper Hill Drive bridge over San Francisquito Creek due to the proximity of the improvements to the bridge.*)

MM ES 5.20-24: Intersection No. 51: Wiley Canyon Road & Lyons Avenue (City Jurisdiction)—The improvement recommended to mitigate the Project's identified significant impact at this intersection is to add a second southbound left-turn lane. Alternatively, if the City is not able to acquire the right-of-way necessary to add the turn lane by the time the improvement is deemed necessary, the following alternative improvements are recommended to mitigate the Project's identified significant impact at this intersection: (1) re-stripe/convert the existing southbound through lane to a shared through left-turn lane; and (2) modify the traffic signal for split phasing for the northbound/southbound approaches. Both sets of recommended improvements are located within the Via Princessa B&T District and, therefore, it is expected that the improvements will be implemented through the Via Princessa B&T District. However, because the intersection is within the jurisdiction of the City of Santa Clarita, the City desires to reserve the right to modify such mitigation improvements in the future after determining that any such modified improvements would mitigate the Project's impacts in a manner comparable to the recommended improvements. Therefore, at the request of the City, to facilitate the potential construction of an alternative improvement, the Applicant shall pay, or utilize existing B&T credits to fund, an amount equivalent to the Applicant's percentage cost of the identified improvements as calculated based on Project traffic volumes (6 percent), and under a timetable consistent with the threshold milestones established in the most current County Public Works approved Westside Roadway Phasing Analysis.

MM ES 5.20-25: Intersection No. 57: Valencia Boulevard & Magic Mountain Parkway (City Jurisdiction)—The improvement recommended to mitigate the Project's identified significant impact at this intersection is to add a second westbound left-turn lane. The improvement is located within the Valencia B&T District and, therefore, it is expected that the improvement will be implemented through the Valencia B&T District. However, because the intersection is within the jurisdiction of the City of Santa Clarita, the City desires to reserve the right to modify such mitigation improvements in the future after determining that any such modified improvements would mitigate the Project's impacts in a manner comparable to the recommended improvements. Therefore, at the request of the City, to facilitate the potential construction of an alternative improvement, the Applicant shall pay, or utilize existing B&T

credits to fund, an amount equivalent to the Applicant's percentage cost of the identified improvements as calculated based on Project traffic volumes (4 percent), and under a timetable consistent with the threshold milestones established in the most current County Public Works approved Westside Roadway Phasing Analysis.

MM ES 5.20-26: Intersection No. 66: Bouquet Canyon Road & Newhall Ranch Road (City Jurisdiction)—The improvement recommended to mitigate the Project's identified significant impact at this intersection is to re-stripe/convert the existing third eastbound left-turn lane to a fourth eastbound through lane. The mitigation improvement is located within the Valencia B&T District and, therefore, it is expected that the improvement will be implemented through the Valencia B&T District. However, because three eastbound left-turn lanes at the intersection are necessary at this time and will remain necessary until the pending extension of Golden Valley Road to Plum Canyon Road is completed, and because the intersection is within the jurisdiction of the City of Santa Clarita, the City desires to reserve the right to modify such mitigation improvements in the future once the Golden Valley Road extension is completed and it has been determined that any such modified improvements would mitigate the Project's impacts in a manner comparable to the recommended improvements. Therefore, at the request of the City, to facilitate the potential construction of an alternative improvement, the Applicant shall pay, or utilize existing B&T credits to fund, an amount equivalent to the Applicant's percentage cost of the identified improvements as calculated based on Project traffic volumes (5 percent), and under a timetable consistent with the threshold milestones established in the most current County Public Works approved Westside Roadway Phasing Analysis.

MM ES 5.20-27: Intersection No. 80: Wolcott Way & SR-126 (Caltrans/County Jurisdiction)—The Project Applicant shall pay the applicable fees to the Westside B&T District and contribute appropriate funding for improvements that may not be included in the Westside B&T District Report to: (1) add one southbound left-turn lane and re-stripe one southbound shared left-turn/through lane to one through lane; (2) provide one northbound left-turn lane, one northbound through lane, and two northbound right-turn lanes; and (3) add one westbound left-turn lane, such that the improvements are in place consistent with the threshold milestones established in the most current County Public Works approved Westside Roadway Phasing Analysis. In the event the improvements are not completed by the Phasing Analysis threshold milestone, the Project Applicant shall coordinate with the Westside B&T District to implement the recommended improvement, subject to full reimbursement and/or a credit from the Westside B&T District for all costs incurred.

MM ES 5.20-28: Intersection No. 107: Westridge Parkway & Magic Mountain Parkway (County Jurisdiction)—The Project Applicant shall pay the applicable fees to the Westside B&T District and contribute appropriate funding for improvements that may not be included in the Westside B&T District Report to: (1) provide one northbound left-turn lane, one northbound shared left-turn/through/right-turn lane, and one right-turn lane; and (2) modify the traffic signal to add split phasing for northbound and southbound traffic, such that the improvements are in place consistent with the threshold milestones established in the most current County Public Works approved Westside Roadway Phasing Analysis. In the event the improvements are not completed by the Phasing Analysis threshold milestone, the Project Applicant shall coordinate with the Westside B&T District to implement the recommended improvement, subject to full reimbursement and/or a credit from the Westside B&T District for all costs incurred.

(2) Year 2034 Westside Buildout Conditions

Table 5-8 and Table 5-9 in the Traffic Study show several locations where the Project's incremental traffic would exceed the significance threshold at intersections anticipated to operate deficiently in 2034. Table 5-10 in the Traffic Study lists each of these locations and provides a comparison between the scenarios with and without the extension of Pico Canyon Road. Mitigation for each of these intersections, along with a listing of the Project's share of the future increase in traffic, is presented in Table 5-11.

The following mitigation measures are proposed to address the Project's contribution to the cumulative impacts identified above for the Westside Buildout Conditions scenario. Each of these measures would apply under both of the previously discussed roadway network scenarios (i.e., with and without the Pico Canyon Road extension) that have been evaluated for 2034 conditions.

MM ES 5.20-29: Intersection No. 25: The Old Road & Rye Canyon Road (County Jurisdiction)—The Project Applicant shall pay the applicable fees to the Westside B&T District and contribute appropriate funding for improvements that may not be included in the Westside B&T District Report to add a third northbound through lane, convert two exclusive northbound right-turn lanes to one free flow northbound right-turn lane, add a third southbound through lane, and add two westbound left-turn lanes, such that the improvements are in place consistent with the threshold milestones established in the most current County Public Works approved Westside Roadway Phasing Analysis. In the event the improvements are not completed by the Phasing Analysis threshold milestone, the Project Applicant shall coordinate with the Westside B&T District to implement the recommended improvement,

subject to full reimbursement and/or a credit from the Westside B&T District for all costs incurred.

MM ES 5.20-30: Intersection No. 44: McBean Parkway & Valencia Boulevard (City Jurisdiction)—The improvement recommended to mitigate the Project's identified significant impact at this intersection is to add a fourth westbound through lane on Valencia Boulevard between McBean Parkway and the signalized Mall Entrance just east of McBean Parkway. The improvement is located within the Valencia B&T District and, therefore, it is expected that the improvement will be implemented through the Valencia B&T District. However, because the intersection is within the jurisdiction of the City of Santa Clarita, the City desires to reserve the right to modify such mitigation improvements in the future after determining that any such modified improvements would mitigate the Project's impacts in a manner comparable to the recommended improvements. Therefore, at the request of the City, to facilitate the potential construction of an alternative improvement, the Applicant shall pay, or utilize existing B&T credits to fund, an amount equivalent to the Applicant's percentage cost of the identified improvements as calculated based on Project traffic volumes (2 percent [without Pico Canyon Road extension] or 1 percent [with Pico Canyon Road extension]), and under a timetable consistent with the threshold milestones established in the most current County Public Works approved Westside Roadway Phasing Analysis.

MM ES 5.20-31: Intersection No. 57: Valencia Boulevard & Magic Mountain Parkway (City Jurisdiction)—The improvements recommended to mitigate the Project's identified significant impact at this intersection are to add a third eastbound and a third westbound through lane. The improvements are located within the Valencia B&T District and, therefore, it is expected that the improvements will be implemented through the Valencia B&T District. However, because the intersection is within the jurisdiction of the City of Santa Clarita, the City desires to reserve the right to modify such mitigation improvements in the future after determining that any such modified improvements would mitigate the Project's impacts in a manner comparable to the recommended improvements. Therefore, at the request of the City, to facilitate the potential construction of an alternative improvement, the Applicant shall pay, or utilize existing B&T credits to fund, an amount equivalent to the Applicant's percentage cost of the identified improvements as calculated based on Project traffic volumes (3 percent), and under a timetable consistent with the threshold milestones established in the most current County Public Works approved Westside Roadway Phasing Analysis.

MM ES 5.20-32: Intersection No. 65: Bouquet Canyon Road & Soledad Canyon Road (City Jurisdiction)—The improvement recommended to mitigate

the Project's identified significant impact at this intersection is to add a fourth northbound through lane. Alternatively, if the City is not able to acquire the right-of-way necessary to add the through lane by the time the improvement is deemed necessary, the following alternative improvement is recommended to mitigate the Project's identified significant impact at this intersection: convert the northbound right-turn lane to a fourth northbound through lane. Both recommended improvements are located within the Valencia B&T District and, therefore, it is expected that the improvements will be implemented through the Valencia B&T District. However, because the intersection is within the jurisdiction of the City of Santa Clarita, the City desires to reserve the right to modify such mitigation improvements in the future after determining that any such modified improvements would mitigate the Project's impacts in a manner comparable to the recommended improvements. Therefore, at the request of the City, to facilitate the potential construction of an alternative improvement, the Applicant shall pay, or utilize existing B&T credits to fund, an amount equivalent to the Applicant's percentage cost of the identified improvements as calculated based on Project traffic volumes (3 percent), and under a timetable consistent with the threshold milestones established in the most current County Public Works approved Westside Roadway Phasing Analysis.

MM ES 5.20-33: Intersection No. 80: Wolcott Way & SR-126 (Caltrans/County Jurisdiction)—The Project Applicant shall pay the applicable fees to the Westside B&T District and contribute appropriate funding for improvements that may not be included in the Westside B&T District Report to add a third eastbound through lane, an eastbound right-turn lane, and a third westbound through lane, such that the improvements are in place consistent with the threshold milestones established in the most current County Public Works approved Westside Roadway Phasing Analysis. In the event the improvements are not completed by the Phasing Analysis threshold milestone, the Project Applicant shall coordinate with the Westside B&T District to implement the recommended improvement, subject to full reimbursement and/or a credit from the Westside B&T District for all costs incurred.

MM ES 5.20-34: State Highway Facilities: The Applicant shall work cooperatively with Caltrans to determine and provide transportation improvements needed on State Highway facilities. In this regard, the Applicant shall make a fair-share payment contribution to Caltrans towards the Interstate 5 high occupancy vehicle/high occupancy toll lane (HOV/HOT) improvement project presently underway based upon a mutually agreed upon fair-share funding formula. To memorialize the fair-share payment, the Applicant shall enter into a traffic mitigation agreement with Caltrans, acting as a responsible agency, within six months of certification of the EIR.

6. LEVEL OF SIGNIFICANCE AFTER MITIGATION

a. Construction

With implementation of PDF ES 5.20-1, Project-level construction impacts with respect to transportation and traffic would be less than significant. Cumulative construction traffic impacts are also anticipated to be less than significant.

b. Operation

(1) Existing Conditions plus Ambient Growth plus Project with Project Mitigation

Under the Existing plus Ambient Growth plus Project Conditions (2024) with Project Mitigation scenario, the Project would be responsible for the construction of MM ES 5.20-12 and MM ES 5.20-13. Implementation of these measures would fully mitigate the Project's significant impacts at Intersection No. 25 (The Old Road & Rye Canyon Road) and Intersection No. 28 (The Old Road & Stevenson Ranch Parkway), as shown in **Table 5.20-9**, ICU Summary—Existing plus Ambient Growth Conditions (2024) with and without Project.

With respect to CMP intersections, implementation of MM ES 5.20-25 would lower the post-Project ICU to better than pre-Project conditions at the CMP intersection of Valencia Boulevard/Magic Mountain Parkway. Table 4-10 in the Traffic Study shows that the ultimate intersection improvements, as outlined in the Phasing Analysis and included in the Valencia Boulevard B&T District, would result in an acceptable LOS based on CMP criteria.

With respect to transit, to ensure that adequate transit capacity to serve the Project is available in the future, MM ES 5.20-15 requires the Project Applicant to pay applicable transit mitigation fees (if adopted), with appropriate credits applied for applicant provided facilities, unless the payment of such fees is modified by an approved transit mitigation agreement. With the provision of on-site bus stops and implementation of MM ES 5.20-15, transit-related impacts would be reduced to a less than significant level.

Implementation of PDF ES 5.20-1 and the TDM measures specified in **Section 5.7**, Greenhouse Gas Emissions, of this Draft EIR would also serve to reduce Project impacts.

(2) Existing Conditions plus Project with Project Mitigation

The additional improvements at Intersection No. 25 (The Old Road & Rye Canyon Road) described as part of MM ES 5.20-12 would fully mitigate the significant impact

identified under the Existing Conditions plus Project scenario, as shown in **Table 5.20-10**, ICU Summary—Existing Conditions with and without Project. Impacts after mitigation would therefore be less than significant. However, as this scenario represents hypothetical conditions that would never actually occur, the results of this scenario are misleading. As such, significant impacts and recommended mitigation are more appropriately assessed under the Existing Conditions plus Ambient Growth plus Project scenario, Year 2024 Cumulative Conditions/Related Projects with Project scenario, and the Westside Buildout Conditions scenario.

c. Cumulative

As discussed above, roadway improvements were identified to mitigate the Project's contribution to cumulative impacts. Implementation of MM ES 5.20-16 through MM ES 5.20-29 would fully mitigate the Project's significant impacts, as shown in **Table 5.20-11**, ICU Summary—Cumulative Conditions (2024) with and without Project. Accordingly, year 2024 cumulative impacts would be reduced to a less than significant level.

With respect to the Westside Buildout Conditions, for locations shown to be operating deficiently in 2034 at which the Project's traffic increment would exceed the significance threshold, improvements have been identified to mitigate the Project's impact. Specifically, implementation of MM ES 5.20-29 through MM ES 5.20-33 would fully mitigate the Project's significant impacts, as shown in Table 5-12 and Table 5-13 in the Traffic Study. Accordingly, cumulative impacts under the Westside Buildout Conditions scenario would be reduced to a less than significant level.