

Date 11-18-2014

TO: Nooshin Paidar
Department of Regional Planning

Attention Diane Aranda

FROM: John Chin
Department of Public Works

TRACT NO. 060678-rev6 (updated 11-18-14).

Public Works' report for NO SCM map dated _____.

Revised Public Works' report for map dated 10-14-2014.

Revised pages of Public Works' report for map dated 10-14-2014 as follows.

Subdivision: Removed Denial Comments No's 1 to 4; Page 1

Drainage: Removed All Denial Comments; Page 1

Added Drainage Conditions; Pages 1 and 2

Grading: Removed Grading Denial Comment; Page 1

Added Grading Conditions; Page 1

Revised Public Works' report clearing previous Drainage and Grading denial(s).

Public Works still has Sewer and Revised Map denial(s).

Public Works' clearance for Public Hearing.

Please forward the attached Engineer's and City's copy.

A waiver for the final map may be filed.

Other:

cc: Jeannine Giem; Hunsaker & Associates

Corey Harpole; Newhall Land

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION – SUBDIVISION
TRACT NO. 060678 (Rev.)

Page 1/1

TENTATIVE MAP DATED 10-14-2014
EXHIBIT "A" MAP DATED 10-14-2014

It is recommended that this tentative map not be approved at this time. This recommendation is based upon information or lack of information that is available concerning the subject property. The removal of this recommendation is contingent upon the submission and satisfactory review of the following:

1. An approved sewer area study. Please see attached Sewer review sheet (Comment 1) for comments and requirements.
2. A revised tentative map and a revised exhibit map are required to show the following additional items:
 - Please see attached Sewer review sheet (Comment 2) for requirements.

HCW

JKC

Prepared by John Chin

tr60678L-rev6(updated 11-18-14).doc
<http://planning.lacounty.gov/case/view/tr060678/>

Phone (626) 458-4918

Date 11-18-2014

It is recommended that this tentative map not be approved at this time. This recommendation is based upon information or lack of information that is available concerning the subject property. The removal of this recommendation is contingent upon the submission and satisfactory review of the following:

- (1) Prior to tentative map approval the area study PC 12027AS currently in plan check with Public Works must be approved.
- (2) A revised tentative and exhibit map are required to show the following additional items:
 - a. Points of connections and sewer alignment shall match project area study. Call out the jurisdictional ownership of each sewer appurtenance.
 - b. As previously requested, show a project-wide detail of all possible proposed sewer service alternatives and appurtenances to conform with the updated approved conceptual sewer master plan PC 11812AS.
 - c. Show any off-site improvements/ easements required by the approved area study.

Prepared by  Tony Khalkhali

tr60678s-rev6.doc

Phone (626) 458-4921

Date 11-06-2014

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION – SUBDIVISION

TRACT NO. 060678 (Rev.)

TENTATIVE MAP DATED 10-14-2014
EXHIBIT "A" MAP DATED 10-14-2014

- If this recommendation of disapproval is changed to a recommendation of approval based on additional information, the following reports would be recommended for inclusion in the conditions of tentative approval:

Prepared by  John Chin

tr60678L-rev6.doc

<http://planning.lacounty.gov/case/view/tr060678/>

Phone (626) 458-4918

Date 11-06-2014

The following reports consisting of ___ pages are the recommendations of Public Works.

The subdivision shall conform to the design standards and policies of Public Works, in particular, but not limited to the following items:

1. Details and notes shown on the tentative map are not necessarily approved. Any details or notes which may be inconsistent with requirements of ordinances, general conditions of approval, or Department policies must be specifically approved in other conditions, or ordinance requirements are modified to those shown on the tentative map upon approval by the Advisory agency.
2. Easements are tentatively required, subject to review by the Director of Public Works to determine the final locations and requirements.
3. Easements shall not be granted or recorded within areas proposed to be granted, dedicated, or offered for dedication for public streets, highways, access rights, building restriction rights, or other easements until after the final map is filed with the Registrar-Recorder/County Clerk's Office. If easements are granted after the date of tentative approval, a subordination must be executed by the easement holder prior to the filing of the final map.
4. In lieu of establishing the final specific locations of structures on each lot/parcel at this time, the owner, at the time of issuance of a grading or building permit, agrees to develop the property in conformance with the County Code and other appropriate ordinances such as the Building Code, Plumbing Code, Grading Ordinance, Highway Permit Ordinance, Mechanical Code, Zoning Ordinance, Undergrounding of Utilities Ordinance, Water Ordinance, Sanitary Sewer and Industrial Waste Ordinance, Electrical Code, and Fire Code. Improvements and other requirements may be imposed pursuant to such codes and ordinances.
5. All easements existing at the time of final map approval must be accounted for on the approved tentative map. This includes the location, owner, purpose, and recording reference for all existing easements. If an easement is blanket or indeterminate in nature, a statement to that effect must be shown on the tentative map in lieu of its location. If all easements have not been accounted for, submit a corrected tentative map to the Department of Regional Planning for approval.

6. Adjust, relocate, and/or eliminate lot lines, lots, streets, easements, grading, geotechnical protective devices, and/or physical improvements to comply with ordinances, policies, and standards in effect at the date the County determined the application to be complete all to the satisfaction of Public Works.
7. If applicable, quitclaim or relocate easements running through proposed structures.
8. Show the remainder of the last legally created parcel as "Not a Part" on any final map to the satisfaction of the Director of Public Works.
9. Prior to final approval of the tract map submit a notarized affidavit to the Director of Public Works, signed by all owners of record at the time of filing of the map with the Registrar-Recorder/County Clerk's Office, stating that any proposed condominium building has not been constructed or that all buildings have not been occupied or rented and that said building will not be occupied or rented until after the filing of the map with the Registrar-Recorder/County Clerk's Office.
10. Place standard lease purpose only notes for the apartment lots on the final map to the satisfaction of Public Works.
11. Place standard condominium/residential planned development/commercial planned development/Landscape Maintenance District notes on the final map to the satisfaction of Public Works. The formation of the Landscape Maintenance District for all median and parkway landscaping must be approved by the Department of Parks and Recreation.
12. Furnish Public Works' Street Name Unit with a list of street names acceptable to the subdivider. These names must not be duplicated within a radius of 20 miles.
13. A Mapping & Property Management Division house numbering clearance is required prior to approval of the final map.
14. The boundaries of the unit final maps shall be designed to the satisfaction of the Departments of Regional Planning and Public Works.
15. The first unit of this subdivision shall be filed as Tract No. 060678-01, the second unit, Tract No. 060678-02, and the last unit, Tract No. 060678.
16. If unit filing occurs, reserve reciprocal drainage, ingress/egress, sewer, water, utilities, and maintenance purposes, etc., in documents over the common driveways and delineate on the final map to the satisfaction of Public Works.

17. Label driveways and multiple access strips as "Private Driveway and Fire Lane" and delineate on the final map to the satisfaction of Public Works.
18. If applicable, quitclaim or relocate easements running through proposed structures.
19. Provide separate lots for the private and future streets.
20. Grant ingress/egress and utility easements to the public over the private and future or future streets.
21. Show open space note and dedicate residential construction rights over the open space lots.
22. If all possible, modify the boundaries of the open space lots or add additional open space lots to include the airspace easements for sight distance to the satisfaction of the Department of Regional Planning and Public Works.
23. Place standard Landscape Maintenance District notes on the final map to the satisfaction of Public Works.
24. A final tract map must be processed through the Director of Public Works prior to being filed with the Registrar-Recorder/County Clerk's Office.
25. Prior to submitting the tract map to the Director of Public Works for examination pursuant to Section 66442 of the Government Code, obtain clearances from all affected Departments and Divisions, including a clearance from the Subdivision Mapping Section of the Land Development Division of Public Works for the following mapping items; mathematical accuracy; survey analysis; and correctness of certificates, signatures, etc.
26. A final guarantee will be required at the time of filing of the final map with the Registrar-Recorder/County Clerk's Office.
27. Permission is granted to record large lots (20-acre or more) tract maps provided full street right of way and slope easements are dedicated along the latest Caltrans approved alignment on Route 126 (Henry Mayo Drive), IEC or Public Works approved alignments on Chiquito Canyon Road, Long Canyon Road, Magic Mountain Parkway, and Valencia Boulevard to the satisfaction of Public Works. In addition, make an offer of private and future right of way and dedicate slope easements along all remaining interior streets and on-site access streets on alignments to the satisfaction of Public Works.

28. Within 30 days of the approval date of this land use entitlement or at the time of first plan check submittal, the applicant shall deposit the sum of \$2,000 (Minor Land Divisions) or \$5,000 (Major Land Divisions) with Public Works to defray the cost of verifying conditions of approval for the purpose of issuing final map clearances. This deposit will cover the actual cost of reviewing conditions of approval for Conditional Use Permits, Tentative Tract and Parcel Maps, Vesting Tentative Tract and Parcel Maps, Oak Tree Permits, Specific Plans, General Plan Amendments, Zone Changes, CEQA Mitigation Monitoring Programs and Regulatory Permits from State and Federal Agencies (Fish and Game, USF&W, Army Corps, RWQCB, etc.) as they relate to the various plan check activities and improvement plan designs. In addition, this deposit will be used to conduct site field reviews and attend meetings requested by the applicant and/or his agents for the purpose of resolving technical issues on condition compliance as they relate to improvement plan design, engineering studies, highway alignment studies and tract/parcel map boundary, title and easement issues. When 80% of the deposit is expended, the applicant will be required to provide additional funds to restore the initial deposit. Remaining balances in the deposit account will be refunded upon final map recordation.

HW

JC

Prepared by John Chin

Phone (626) 458-4918

Date 11-05-2014

tr60678L-rev6.doc

<http://planning.lacounty.gov/case/view/tr060678/>



COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
WWW.DPW.LACOUNTY.GOV

TRACT NO.: 60678

TENTATIVE MAP DATE: 10/14/14
EXHIBIT MAP DATE: 10/14/14

STORM DRAIN AND HYDROLOGY SECTION CONDITIONS OF APPROVAL, PHONE: (626) 458-4921

Prior to Improvement Plans Approval:

1. Comply with the requirements of the Drainage Concept / Hydrology Study / Low Impact Development (LID) Plan which was conceptually approved on 11/17/2014 to the satisfaction of the Department of Public Works.
2. Maintenance permits, or letters of non-jurisdiction, are required from, but not limited to, the State Department of Fish and Wildlife, the Corps of Engineers, and the State Water Resources Control Board to the satisfaction of the Los Angeles County Flood Control District and /or the Department of Public Works.
3. This site is located in Zone A per the Federal Flood Insurance Rate Map. Obtain a Conditional Letter of Map Revision (CLOMR) from FEMA to the satisfaction of the Department of Public Works.

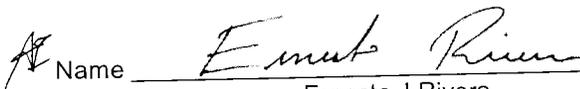
Prior to recordation of a Final Map or Parcel map Waiver:

1. Submit plans of drainage facilities as required by hydrology study for design of drainage facilities to the satisfaction of Department of Public Works.
2. Show and dedicate to Flood Control District or to the County of Los Angeles easements and/or right of way on the final map to the satisfaction of the Department of Public Works.
3. Show and label all natural drainage courses.
4. Dedicate to the County the right to restrict the erection of buildings in the flood hazard area.
5. An assessment district shall be formed to finance the future ongoing maintenance and capital replacement of all water quality devices/systems identified by the Department of Public Works. The Subdivider shall deposit the first year's total assessment based on the Public Works engineering report. This will fund the first year's maintenance after the facilities are accepted. The second and subsequent years assessment will be collected through the property tax bill. This is required to the satisfaction of the Department of Public Works.
6. Prior to final map approval a covenant or agreement shall be recorded in the office of the Los Angeles County Registrar-Recorder/County Clerk indicating that the owner of the subject development is aware and agrees to the requirements of County Code Section 12.84.460 Subsection B.

Prior to Improvement Acceptance for Public Maintenance:

1. All maintenance permits of the regulatory agencies must be active at the time of acceptance.

2. Portions of the County Adopted Floodway Map (43-ML-25/26) must be rescinded and revised by the Board of Supervisors as proposed in the drainage concept approved on 11/17/14.
3. A Letter of Map Revision (LOMR) from FEMA must be obtained. Public Works, Watershed Management Division, (626) 458-7125, should be contacted to obtain required procedures.

 Name Ernesto J Rivera Date 11/18/2014 Phone (626) 458-4921
Ernesto J Rivera

PCA LX001129/A867
 Telephone: (626) 458-4925

**County of Los Angeles Department of Public Works
 Geotechnical and Materials Engineering Division
 GEOLOGICAL AND SOILS ENGINEERING REVIEW SHEET
 900 S. Fremont Avenue, Alhambra, CA 91803**

Tentative Tract 60678 Tentative Map Dated 10/14/14 Parent Tract _____
 Grading By Subdivider? [Y] (Y or N) 35,700,000 yd³ Location Newhall Ranch, Homestead South APN _____
 Geologist R.T. Frankian & Assoc. Subdivider _____
 Soils Engineer R.T. Frankian & Assoc. Engineer/Arch. Hunsaker & Associates

Review of:

Geologic Report(s) Dated: _____
 Soils Engineering Report(s) Dated: _____
 Geotechnical Report(s) Dated: 5/1/14, 11/27/13, 7/22/13
 References: Leighton and Associates, 5/7/14, 2/13/14, 12/2/13, 7/19/13; A. E. Seward Engineering Geology, 9/30/05

TENTATIVE MAP FEASIBILITY IS RECOMMENDED FOR APPROVAL FROM A GEOTECHNICAL STANDPOINT

THE FOLLOWING CONDITIONS MUST BE FULFILLED:

- G1. The final map must be approved by the Geotechnical and Materials Engineering Division (GMED) to assure that all geotechnical requirements have been properly depicted. For Final Map clearance guidelines refer to policy memo GS051.0 in the County of Los Angeles Department of Public Works *Manual for Preparation of Geotechnical Reports*. The Manual is available at: <http://dpw.lacounty.gov/gmed/permits/docs/manual.pdf>.
- G2. A grading plan must be geotechnically approved by the GMED prior to Final Map approval. The grading depicted on the plan must agree with the grading depicted on the tentative tract or parcel map and the conditions approved by the Planning Commission. If the subdivision is to be recorded prior to the completion and acceptance of grading, corrective geologic bonds may be required.
- G3. Prior to grading plan approval, a detailed geotechnical report must be submitted that addresses the proposed grading. All recommendations of the geotechnical consultant(s) must be incorporated into the plan. The report must comply with the provisions of the County of Los Angeles Department of Public Works *Manual for Preparation of Geotechnical Reports*. The Manual is available at: <http://dpw.lacounty.gov/gmed/permits/docs/manual.pdf>.
- G4. All geologic hazards associated with this proposed development must be eliminated. Alternatively, the geologic hazards may be designated as restricted use areas (RUA), and their boundaries delineated on the Final Map. These RUAs must be approved by the GMED, and the subdivider must dedicate to the County the right to prohibit the erection of buildings or other structures within the restricted use areas. For information on the RUA policy refer to policy memo GS063.0 in the County of Los Angeles Department of Public Works *Manual for Preparation of Geotechnical Reports*. The Manual is available at: <http://dpw.lacounty.gov/gmed/permits/docs/manual.pdf>.
- S1. At the grading plan stage, submit grading plans to the GMED for verification of compliance with County Codes and policies.
- S2. At the rough grading stage, provide data from the recommended settlement monitoring program to verify that settlements will comply with County codes and policies.

NOTE: Provide a copy of this review sheet with your resubmittal.

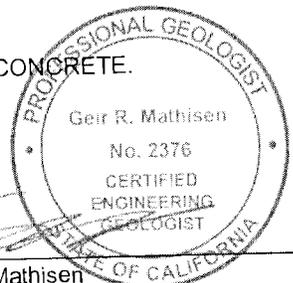
NOTE(S) TO THE PLAN CHECKER/BUILDING AND SAFETY DISTRICT ENGINEER:

- A. ON-SITE SOILS HAVE A HIGH EXPANSION POTENTIAL.
- B. ON-SITE SOILS ARE CORROSIVE TO FERROUS METALS AND ARE DELETERIOUS TO CONCRETE.
- C. OFF-SITE GRADING IS PROPOSED.

Prepared by _____



Jeremy Wan
 Soils Section



Geir Mathisen
 Geology Section

Date 11/4/14

1. Approval of this map pertaining to grading is recommended.

The subdivision shall conform to the design standards and policies of Public Works, in particular, but not limited to the following items:

REQUIREMENTS PRIOR TO GRADING PLAN APPROVAL:

1. Notarized covenants shall be prepared and recorded by the applicant for any offsite impacts, as determined by Public Works. By acceptance of this condition, the applicant acknowledges and agrees that this condition does not require the construction or installation of an off-site improvement, and that the offsite covenants referenced above do not constitute an offsite easement, license, title or interest in favor of the County. Therefore, the applicant acknowledges and agrees that the provisions of Government Code Section 66462.5 do not apply to this condition and that the County shall have no duty or obligation to acquire by negotiation or by eminent domain any land or any interest in any land in connection with this condition. (Offsite work is shown on the tentative map, but not required for public improvements, and design changes during the improvement change may allow the offsite improvements or impacts to be omitted or mitigated, respectively).
2. Provide approval of:
 - a. The latest drainage concept/hydrology study/water quality plan by the Storm Drain and Hydrology Section of Land Development Division.
 - b. Per County Code Section 12.84.430 (C), follow USEPA guidance regarding "Managing Wet Weather with Green Infrastructure: Green Streets 26" (December 2008 EPA-833-F-009) to the maximum extent practicable.
 - c. The location/alignment and details/typical sections of any park/trail, as shown on the grading plan, to the satisfaction of the Department of Parks and Recreation.
 - d. The grading plan by the Geotechnical & Materials Engineering Division (GMED).
 - e. Permits and/or letters of non-jurisdiction from all State and Federal Agencies, as applicable. These agencies may include, but may not be limited to the State of California Regional Water Quality Control Board, State of California Department of Fish and Wildlife, State of California Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR), and the Army Corps of Engineers.

TENTATIVE MAP DATED 11-18-2014
EXHIBIT MAP DATED 11-18-2014

3. Prior to rough grade certification ("approval", J105.7), submit landscape and irrigation plans for each commercial/multi-family/open space lot with slope planting in the land division with landscape area greater than or equal to 2,500 square feet, in accordance with the Water Efficient Landscape Ordinance.
4. If deemed applicable, submit a covenant or a letter of permission to enter and construct.

REQUIREMENTS PRIOR TO FINAL MAP RECORDATION:

5. Submit a grading plan for approval. The grading plan must show and call out the following items, including but not limited to: construction of all drainage devices and details, paved driveways, elevation and drainage of all pads, LID devices (if applicable), and any required landscaping and irrigation not within a common area or maintenance easement. Acknowledgement and/or approval from all easement holders may be required.
6. A maintenance agreement or CC&Rs may be required for all privately maintained drainage devices, slopes, and other facilities.
7. Record a deed restriction to hold future owners responsible for maintaining the drainage devices without obstructing flows from off-site.

Name N. Said  Date 11/18/2014 Phone (626) 458-4921
P:\ldpub\SUBPCHECK\Plan Checking Files\Tract Map\TR 060678\GP 060678\2014-10-20 TTR 060678 SUBMITTAL

The subdivision shall conform to the design standards and policies of Public Works, in particular, but not limited to the following items:

1. If compound curves are used, the radius of the smaller curve shall not be less than two-thirds of the larger curve. The curve length of compound curves shall be adjusted to exceed a minimum curve length of 100 feet, when appropriate.
2. Curves through intersections should be avoided when possible. If unavoidable, the alignment shall be adjusted so that the proposed BC and EC of the curve through the intersection are set back a minimum of 100 feet away from the BCR's of the intersection.
3. Reversing curves and compound curves through intersections should be avoided when possible. If unavoidable, the minimum centerline radius of reversing curves and compound curves through intersections shall comply with design speeds per the Subdivision Plan Checking Section's "Requirements for Street Plans" and sight distances. Maintain a minimum centerline radius of 550 feet (64 feet R/W)/400 feet (60 feet R/W)/200 feet (58 feet R/W)) along curved intersections where the minor leg is on the concave side.
4. Provide minimum centerline radius commensurate with a design speed of 45 mph on all commercial streets.
5. The central angles of the right of way radius returns shall not differ by more than 10 degrees on local streets.
6. Driveways will not be permitted within 25 feet upstream of any catch basins when street grades exceed 6 percent.
7. Provide maximum 6 percent grade through the knuckles.
8. Provide minimum landing area of 100 feet for local collectors, 50 feet for local access roads, and 25 feet for cul-de-sacs at a maximum 3 percent grade on all "tee" intersections.
9. At tee intersections involving local streets, the maximum permissible grade of the through street across the intersection is 10 percent. For intersections involving multi-lane highways, the maximum permissible grade of the through street is three percent.
10. Provide property line return radii of 13 feet at all local street intersections and 27 feet at the intersection of local streets with highways and where all planned highway intersect plus additional right of way for corner cut off to meet current guidelines of the Americans with Disabilities Act (ADA) at all intersections to the satisfaction of

Public Works.

11. Long Canyon Road and Magic Mountain Parkway shall comply with P-285 and approved on May 15, 2014 or the latest approved centerline alignment to the satisfaction of Public Works.
12. Dedicate road right of way along Long Canyon Road and Magic Mountain Parkway commensurate with a design speed of 60 mph and 55mph; respectively, as depicted on the latest approved IEC alignment P-285.
13. Dedicate 64 feet of road right of way on "AA" Street; "BB" Street; "CC" Street; "DD" Street; "EE" Street; "FF" Street; "GG" Street; "HH" Street; "II" Street from "HH" Street to "HHH" Street; "JJ" Street westerly tract boundary to 780 feet west of "KK" Street; "K" Street; "KK" Street; "L" Street; "M" Street commensurate with a design speed of 40mph. Additional right of way may be required to accommodate additional lanes near highway intersections per the approved signing and striping plans.
14. Dedicate 60 feet of right of way on "A" Street, "B" Street from "A" Street to "E" Street; "C" Street; "CCC" Street; "D" Street; "E" Street; "EEE" Street; "F" Street from "K" Street to "P" Street; "FFF" Street from "CCC" Street to "EEE" Street; "G" Street; "HHH" Street; "I" Street; "J" Street from "I" Street to "T" Street; "P" Street from "G" Street to "W" Street; and "T" Street.
15. Dedicate 58 feet of right of way including additional right of way for a standard cul-de-sac bulb on "AAA" Street; "B" Street from "E" Street to terminus; "BBB" Street; "DDD" Street; "F" Street from "P" Street to terminus; "FFF" Street from "EEE" Street to terminus; "GGG" Street; "H" Street, "J" Street from "I" Street to terminus and from "T" Street to terminus; "P" Street from "W" Street to terminus; "Q" Street; "R" Street; "S" Street; "U" Street; "V" Street; "W" Street; "X" Street; "Y" Street; and "Z" Street.
16. Make an offer of private and future right of way 32 feet from centerline on "BB" Street from "AA" Street to "MM" Street.
17. Make an offer of private and future right of way 30 feet from the centerline on "MM" Street from "SS" Street to "WW" Street; "PP" Street from "MM" Street to "QQ" Street; "QQ" Street; "SS" Street; "UU" Street from "MM" Street to "WW" Street; and "WW" Street.
18. Make an offer of private and future right of way 29 feet from centerline including a standard cul-de-sac bulb on "MM" Street from "SS" Street to terminus and from "WW" Street to terminus; "RR" Street; "TT" Street; "UU" Street from "WW" Street to terminus; "W" Street; "NN" Street; "OO" Street; and "PP" Street from "QQ" Street to terminus.

19. The modified collector street sections as shown on the tentative map for "I" Street from "HHH" Street to "JJ" Street; "JJ" Street from Long Canyon Road to 440 feet west of "KK" Street; "K" Street from Long Canyon Road to High School Driveway; "N" Street; "O" Street; "LL" Street east of Magic Mountain Parkway; and "LL" Private and Future Street west of Magic Mountain Parkway are not necessarily approved and subject to change to the satisfaction of Public Works.
20. Whenever there is an offer of a Future Street or Private and Future Street, and private drives, provide a drainage statement/letter.
21. The request to waive street frontage is subject to approval by the advisory agency. If not waived, the subdivider shall revise the tentative map and provide street frontage to every parcel to the satisfaction of Public Works.
22. Dedicate additional right of way for a standard knuckle on residential areas as depicted on the approved tentative map to the satisfaction of Public Works.
23. Dedicate additional right of way to accommodate bus turnouts to the satisfaction of Public Works and the Transit Agencies.
24. Provide adequate right of way for constructing a turnaround with a minimum radius of 32 feet in the vicinity of the tract boundaries at "LL" Street to the satisfaction of Public Works.
25. Dedicate vehicular access rights on Magic Mountain Parkway and Long Canyon Road.
26. Construct curb, gutter, base, pavement, and full-width sidewalk at curb returns and 5' minimum sidewalk (adjacent to the right of way) along the property frontage to the satisfaction of Public Works.
27. Meandering sidewalks shall be publicly maintained per separate maintenance easement.
28. Plant street trees along the property frontage on all streets within the tract to the satisfaction of Public Works.
29. Construct drainage improvements and offer easements needed for street drainage, slopes, and maintenance purposes to the satisfaction of Public Works.
30. Execute a covenant for private maintenance of curb/parkway drains and landscaping; if any, to the satisfaction of Public Works.

31. Provide intersection sight distance commensurate with a design speed of:
- a. 60mph (650 feet) on Long Canyon Road from "BB" Street (easterly direction).
 - b. 40 mph (415 feet) on "BB" Street from "CC" Street (southerly direction) and from the driveway entrances; on "FF" Drive from the driveway entrances; on "KK" Street from the driveway entrances; on "K" Street from the driveway entrances, from "ZZ" Street (easterly direction); on "KK" Street from driveway entrances; on "L" Street from the driveway entrances; on "M" Street from the driveway entrances and from "XX" Street (southerly direction); on "MM" Private and Future Street from "LL" Private and Future Street (northerly direction), from "NN" Private and Future Street (both directions), from "OO" Private and Future Street (westerly direction), from "QQ" Private and Future Street (westerly direction) and from "WW" Private and Future Street (easterly direction); on "N" Street from the driveway entrances; and.
 - c. 30 mph (310 feet) on "A" Street from "B" Street (westerly direction) and from "D" Street (northerly direction); on "B" Street from "E" Street (southerly direction); on "C" Street from "E" Street (easterly direction); on "E" Street from "A" Street (westerly direction) and from "D" Street (both directions); on "G" Street from "Q" Street (westerly direction); on "P" Street from "F" Street (westerly direction) and from "U" Street (westerly direction); and on "UU" Street from "TT" Street (both directions); on "XX" Street from "YY" Street (easterly direction)
 - d. 25 mph (260') on "X" Street from "Y" Street (north direction)

Line of sight shall be within right of way or dedicate airspace easements to the satisfaction of Public Works. Additional grading may be required. With respect to the position of the vehicle at the minor road, the driver of the vehicle is presumed to be located 4 feet right of centerline and 10 feet back the top of curb (TC) or flow line (FL) prolongation. When looking left, we consider the target to be located at the center of the lane nearest to the parkway curb. We use 6 feet from TC. When looking right, the target is the center of the lane nearest to the centerline or from the Median TC (when present).

32. Provide stopping sight distance for a design speed of:
- a. 40mph (300 feet) on "JJ" Street; "K" Street; "KK" Street; "L" Street; "M" Street; and "N" Street

Line of sight shall be within right of way or dedicate airspace easements to the satisfaction of Public Works. Additional grading may be required. With respect to the

position of the vehicle, the driver of the vehicle is presumed to be located 6 feet from TC and the target to be located 6 feet from TC.

33. All line of sight easements shall be depicted on landscaping and grading plans.
34. Underground all existing service lines and distribution lines that are less than 50 KV and new utility lines to the satisfaction of Public Works and Southern California Edison. Please contact Construction Division at (626) 458-3129 for new location of any above ground utility structure in the parkway.
35. Provide and install street name signs prior to occupancy of buildings.
36. Construct the Long Canyon Bridge, if not constructed by TR 53108, to the satisfaction of Public Works.
37. The location and size of the transit turnouts as shown on the tentative map are not necessarily approved and proper coordination with the applicable transit agencies will be required.
38. Comply with any additional requirements, if any, as a means of mitigating any traffic impacts as identified in the attached September 11, 2014 memoranda/letter from our Traffic and Lighting Division to the satisfaction of Public Works. If identified in the traffic study, prepare Traffic Signal Plans (Scale 1:20) for all intersections (both on-site and off-site) affected by this subdivision to the satisfaction of Public Works and Caltrans.
39. Comply with the approved conceptual signing and striping plans dated July 17, 2014. Provide detailed 40 foot scale signing and striping plans for all multi-lane commercial streets within or abutting this subdivision and all off-site multi-lane highways and streets affected by this subdivision to the satisfaction of Public Works.
40. Prepare striping plans, signal plans (where applicable), and cost estimates for every roadway/intersection that the project shall contribute its proportionate share towards improving (as identified in the approved traffic study) to the satisfaction of Public Works.
41. Phasing of map shall be addressed in the traffic study. The phasing map shall address construction phasing for schools and other units if phased grading is proposed. The phasing map shall also address access requirements for each unit. Address all grading impacts under each phase and address it adequately in the CEQA document.
42. Provide the required means of access to the satisfaction of the Fire Department,

Regional Planning and Public Works.

43. The proposed gate details are not necessarily approved. The minimum gate setback shall be increased, if necessary, to accommodate adequate stacking distance as determined in each case by the traffic engineering consultant at final engineering to the satisfaction of Public Works.
44. The location of the traffic calming devices is not necessarily approved and is subject to final design approval to the satisfaction of Public Works.
45. Prior to final map approval, enter into an agreement with the County franchised cable TV operator (if an area is served) to permit the installation of cable in a common utility trench to the satisfaction of Public Works; or provide documentation that steps to provide cable TV to the proposed subdivision have been initiated to the satisfaction of Public Works.
46. Prior to final map approval, pay the fees established by the Board of Supervisors for the Westside Bridge and Major Thoroughfare Construction Fee District. The fee is to be based upon the fee rate in effect at the time of final map recordation. The current applicable fee is \$21,970 per factored unit and is subject to change.
47. Comply with the following street lighting requirements:
 - a. Provide street lights on concrete poles with underground wiring along the property frontage on all streets and highways within and around TR 60678 to the satisfaction of Public Works. Submit street lighting plans as soon as possible for review and approval to the Street Lighting Section of the Traffic and Lighting Division. For additional information, please contact the Street Lighting Section at (626) 300-4726.
 - b. The proposed development, or portions thereof, are not within an existing Lighting District. Annexation and assessment balloting are required. Upon tentative map approval, the applicant shall comply with conditions listed below in order for the Lighting District to pay for the future operation and maintenance of the street lights. The annexation request to Street Lightin Section shall be the sole responsibility of the owner of the project. The Board of Supervisors must approve the annexation and levy of assessment (should assessment balloting favor levy of assessment) prior to filing of the final subdivision maps for each area with the Registrar-Recorder/County Clerk. It's the sole responsibility of the owner of the project to have all street lighting plans approved prior to the issuance of building permits or road construction permit, whichever occurs first. The required street lighting improvements shall be the sole responsibility of the owner of the project and the installation must

be accepted by the County Lighting Maintenance Districts per approved plans prior to issuance of a Certificate of Occupancy. If phasing of the project is approved, the required street lighting improvements shall be the sole responsibility of the project and will be made a condition of approval to be in place for each phase.

- (1) Request the Street Lighting Section to commence annexation and levy of assessment proceedings.
 - (2) Provide business/property owner's name(s), mailing address(es), site address, Assessor Parcel Number(s), and Parcel Boundaries in either Microstation or Auto CADD format of territory to be developed to the Street Lighting Section.
 - (3) Submit a map of the proposed development, including any roadways conditioned for street lights that are outside the proposed project area, to Street Lighting Section. Contact the Street Lighting Section for map requirements and with any questions at (626) 300-4726.
- c. The annexation and assessment balloting process takes approximately twelve months or more to complete once the above information is received and approved. Therefore, untimely compliance with the above will result in a delay in receiving approval of the street lighting plans or in filing the final subdivision map for recordation. Information on the annexation and the assessment balloting process can be obtained by contacting Street Lighting Section at (626) 300-4726.
- d. For acceptance of street light transfer of billing, the area must be annexed into the Lighting District and all street lights in the development, or the current phase of the development, must be constructed according to Public Works approved plans. The contractor shall submit one complete set of "as-built" plans. Provided the above conditions are met, all street lights in the development, or the current phase of the development, have been energized, and the developer has requested a transfer of billing at least by January 1 of the previous year, the Lighting District can assume responsibility for the operation and maintenance of the street lights by July 1 of any given year. The transfer of billing could be delayed one or more years if the above conditions are not met.



GAIL FARBER, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
<http://dpw.lacounty.gov>

ADDRESS ALL CORRESPONDENCE TO:
P. O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE
REFER TO FILE: **T-4**

September 11, 2014

Mr. Daryl Zerfass, P.E.
Stantec Consulting Services Inc.
38 Technology Drive, Suite 100
Irvine, CA 92618-5312

Dear Mr. Zerfass:

**HOMESTEAD SOUTH (VTTM 060678)
TRAFFIC IMPACT ANALYSIS - JUNE 2014
CASTAIC JUNCTION AREA**

We reviewed the Traffic Impact Analysis for the proposed Homestead South project. The project site is generally located west of the Golden State (I-5) Freeway between State Route 126 to the north and Valencia Boulevard/Long Canyon Road to the south in the unincorporated area of Castaic Junction.

Project Specific Impact Analysis

We generally agree with the Traffic Impact Analysis that the project alone will have a significant impact at the two intersections listed below. As a result, the project shall be solely responsible for implementing the recommended mitigation measures listed below. The following improvements, or equally beneficial and financially equivalent improvements approved by the Director of Public Works, shall be implemented in accordance with the timeframe set forth in an updated Westside Santa Clarita Valley Roadway Phasing Analysis which is currently pending Public Works' review and approval. The improvements listed below first describe the resulting intersection configuration (e.g., north approach: Two left-turn lanes and three through lanes), followed by a description of the recommended mitigation measure, which is shown in parentheses (e.g., add one left-turn lane and one through lane).

1. The Old Road at Rye Canyon Road

North approach: Two left-turn lanes and three through lanes (add one left-turn lane and one through lane).

South approach: Three through lanes and two exclusive right-turn lanes (add two through lanes and convert two free flow right-turn lanes to two exclusive right-turn lanes).

Although the improvements listed above for the south approach will mitigate the project's impact, we recommend implementing, in place of the above-listed improvements, three through lanes and one free flow right-turn lane (add two through lanes and convert two free flow right-turn lanes to one free flow right-turn lane) to mitigate the impact.

East approach: Three left-turn lanes and two exclusive right-turn lanes (add two left-turn lanes and convert the two free flow right-turn lanes to two exclusive right-turn lanes).

2. Long Canyon Road/Chiquito Canyon Road at State Route 126

The recommended mitigation at this intersection is to be implemented in two stages:

Stage 1:

North approach: One left-turn lane and one shared through/right-turn lane (convert one right-turn lane to one shared through/right-turn lane).

South approach (new): One left-turn lane, one through lane, and one right-turn lane (provide one left-turn lane, one through lane, and one right-turn lane).

East approach: One left-turn lane, two through lanes, and one right-turn lane (add one left-turn lane).

West approach: One left-turn lane, one through lane, and one shared through/right-turn lane (convert one through lane to one shared through/right-turn lane).

Note that the Stage 1 improvements listed above also were identified as project mitigation for the Landmark Village project. In the event Landmark Village is constructed prior to Homestead South, the Stage 1 improvements identified above would be constructed as part of Landmark Village and, as a result, it would not be necessary for Homestead South to construct the Stage 1 improvements.

Stage 2:

North approach: One left-turn lane, one through lane, and one right-turn lane (add one right-turn lane).

South approach: One left-turn lane, one through lane, and two right-turn lanes (add one right-turn lane).

East approach: Two left-turn lanes, two through lanes, and one right-turn lane (add one left-turn lane).

West approach: Two left-turn lanes, two through lanes, and one right-turn lane (add one left-turn lane and one right-turn lane).

Short Range Cumulative Year 2024 Projects Impact Analysis

We generally agree with the Traffic Impact Analysis that the traffic generated by this project and other related projects will have a significant cumulative impact in year 2024 at the seven intersections listed below. As a result, the project shall pay its pro-rata share, as identified below, of the cost to construct the following recommended traffic improvements, or equally beneficial and financially equivalent improvements approved by the Director of Public Works, consistent with the timeframe set forth in the updated phasing analysis currently pending Public Works' review and approval. The project shall submit cost estimates for the cumulative impact mitigations to Public Works for review and approval following project approval and prior to recordation of the first map associated with the project.

1. I-5 Freeway southbound on/off ramps at Magic Mountain Parkway

North approach: Two left-turn lanes, one shared left-turn/through lane, and one right-turn lane (add one left-turn lane and remove one right-turn lane).

The project's pro-rata share is 10 percent.

2. I-5 Freeway southbound on/off ramps at Valencia Boulevard

East approach: Three through lanes (add one through lane)

I-5 Freeway southbound on ramp from westbound Valencia Boulevard shall provide two through lanes, one shared through/free flow right-turn lane, and one free flow right-turn lane (convert one free right-turn lane to a shared through/free flow right-turn lane).

The project's pro-rata share is 16 percent.

3. I-5 Freeway southbound off ramp at McBean Parkway

East approach: Two through lanes and one shared through/right-turn lane (convert one right-turn lane to a shared through/right-turn lane).

The project's pro-rata share is 9 percent.

4. The Old Road at Magic Mountain Parkway

Modify traffic signal to add southbound right-turn overlap phasing.

The project's pro-rata share is 10 percent.

5. The Old Road at Stevenson Ranch Parkway

East approach: Two left-turn lanes, two through lanes, and one right-turn lane (convert one shared through/right-turn lane to one through lane and one right-turn lane).

Although the improvements listed above will mitigate the project's impacts, to enhance the efficiency of signal operations at the intersection, we recommend also implementing the following improvements:

- Modify traffic signal to add a lag eastbound left-turn phase during the morning peak hour period.
- Modify traffic signal to add a lag westbound left-turn phase during the afternoon peak hour period.

The project's pro-rata share is 8 percent.

6. Wolcott Way at State Route 126

North approach: Two left-turn lanes, one through lane, and one right-turn lane (add one left-turn lane and convert one shared left-turn/through lane to one through lane).

South approach (new): One left-turn lane, one through lane, and two right-turn lanes (provide one left-turn lane, one through lane, and two right-turn lanes).

East approach: Two left-turn lanes, two through lanes, and one right-turn lane (add one left-turn lane).

The project's pro-rata share is 21 percent.

7. Westridge Parkway at Magic Mountain Parkway

South approach (new): One left-turn lane, one shared left-turn/through/right-turn lane, and one right-turn lane (provide one left-turn lane, one shared left-turn/through/right-turn lane, and one right turn lane; modify traffic signal to add split phasing for northbound and southbound traffic).

The project's pro-rata share is 17 percent.

Long Range Cumulative Year 2034 Projects Impact Analysis

The Traffic Impact Analysis was conducted under the two separate scenarios listed below:

1. Extension of Pico Canyon Road to Valencia Boulevard is removed from the County's Highway Master Plan, and
2. Extension of Pico Canyon Road to Valencia Boulevard is implemented in accordance with the County's Highway Master Plan.

Scenario 1 Long Range Cumulative Year 2034 Projects Impact Analysis

We generally agree with the Traffic Impact Analysis that the traffic generated by this project and other related projects will have a significant cumulative impact under Scenario 1 in year 2034 at the intersections listed below. As a result of the identified significant cumulative impacts, the project shall pay its pro-rata share, as identified below, of the cost to construct the following recommended traffic improvements, or equally beneficial and financially equivalent improvements approved by the Director of Public Works, consistent with the timeframe set forth in the updated phasing analysis currently pending Public Works' review and approval. The project shall submit cost estimates for the cumulative impact mitigations to Public Works for review and approval following project approval and prior to recordation of the first map associated with the project.

1. The Old Road at Magic Mountain Parkway

West approach: Two left-turn lanes, five through lanes, and one right-turn lane (add one through lane).

Although the improvements listed above will mitigate the project's impacts, to enhance the efficiency of signal operations at the intersection, we recommend also implementing the following improvements:

- Modify traffic signal to add southbound right-turn overlap phasing.

The project's pro-rata share is 10 percent.

2. Wolcott Way at State Route 126

West approach: One left-turn lane, three through lanes, and one right-turn lane (add one through lane and one right-turn lane).

East approach: Two left-turn lanes, three through lanes, and one right-turn lane (add one through lane).

The project's pro-rata share is 16 percent.

3. Long Canyon Road/Chiquito Canyon Road at State Route 126 (realigned intersection)

South approach: Two left-turn lanes, two through lanes, and two right-turn lanes (add one left-turn lane and one through lane).

North approach: Two left-turn lanes, two through lanes, and one right-turn lane (add one left-turn lane and one through lane).

West approach: Two left-turn lanes, three through lanes, and one right-turn lane (add one through lane).

East approach: Two left-turn lanes, three through lanes, and one right-turn lane (add one through lane; modify traffic signal to add northbound right-turn overlap phasing).

The project's pro-rata share is 23 percent.

Scenario 2 Long Range Cumulative Year 2034 Projects Impact Analysis

We generally agree with the Traffic Impact Analysis that the traffic generated by this project and other related projects will have a significant cumulative impact under Scenario 2 in year 2034 at the intersections listed below. As a result of the identified significant cumulative impacts, the project shall pay its pro-rata share, as identified below, of the cost to construct the following recommended traffic improvements, or equally beneficial and financially equivalent improvements approved by the Director of Public Works, consistent with the timeframe set forth in the updated phasing analysis currently pending Public Works' review and approval. The project shall submit cost estimates for the cumulative impact mitigations to Public Works for review and approval following project approval and prior to recordation of the first map associated with the project.

1. The Old Road at I-5 Freeway southbound on/off ramps

North approach: One left-turn lane and three through lanes (add one through lane).

South approach: One left-turn lane, two through lanes, and two right-turn lanes (add one right-turn lane).

East approach: Two left-turn lanes and one right-turn lane (convert shared left-turn/right-turn lane to a left-turn lane and add a right-turn lane).

The project's pro-rata share is 3 percent.

2. The Old Road at Magic Mountain Parkway

West approach: Two left-turn lanes, five through lanes, and one right-turn lane (add one through lane).

Although the improvements listed above will mitigate the project's impacts, to enhance the efficiency of signal operations at the intersection, we recommend also implementing the following improvements:

- Modify traffic signal to add southbound right-turn overlap phasing.

The project's pro-rata share is 9 percent.

3. Wolcott Way at State Route 126

West approach: One left-turn lane, three through lanes, and one right-turn lane (add one through lane and one right-turn lane).

East approach: Two left-turn lanes, three through lanes, and one right-turn lane (add one through lane).

The project's pro-rata share is 16 percent.

4. Long Canyon Road/Chiquito Canyon Road at State Route 126 (realigned intersection)

South approach: Two left-turn lanes, two through lanes, and two right-turn lanes (add one left-turn lane and one through lane).

North approach: Two left-turn lanes, two through lanes, and one right-turn lane (add one left-turn lane and one through lane).

West approach: Two left-turn lanes, three through lanes, and one right-turn lane (add one through lane).

East approach: Two left-turn lanes, three through lanes, and one right-turn lane (add one through lane; modify traffic signal to add northbound right-turn overlap phasing).

The project's pro-rata share is 22 percent.

On-Site Intersection Improvements

Traffic signals shall be installed at the following 11 intersections within the project site. The street names for these intersections are taken from the subject report and were not checked against the latest tentative tract maps. The project shall solely design and construct the traffic signals to the satisfaction of Public Works. The traffic signals shall be installed and operational concurrently with the installation of the curb, gutter, and the first lift of asphalt pavement, with temporary traffic detection loops if needed. Detailed striping/signing and traffic signal plans shall be submitted to Public Works for review and approval.

- Long Canyon Road at K Street
- Long Canyon Road at Junior High School Entrance
- Long Canyon Road at AA Street
- Long Canyon Road at BB Street
- Long Canyon Road at EE Street
- Magic Mountain Parkway at O Street
- Magic Mountain Parkway at N Street
- Magic Mountain Parkway at LL Street
- Magic Mountain Parkway at CC Street
- Magic Mountain Parkway at Long Canyon Road
- High School Entrance at K Street

Additionally, the installation of traffic signals may be warranted at the following intersection of CC Street at EE Street due to its close proximity to the proposed elementary school site. The project shall enter into a secured agreement with Public Works to guarantee the design and construction of the traffic signals when the traffic conditions warrant their installation. This intersection shall be monitored for the installation of the signal upon the school's opening and every year thereafter for up to 5 years after the certificate of occupancy of the last unit in Homestead South (VTTM 060678) is issued. Upon Public Works' determination that the traffic signals are warranted, the project's developer shall design the necessary plans and construct the

signal to the satisfaction of Public Works. Any security previously submitted for traffic signal construction will be returned once the construction is completed to the satisfaction of Public Works or at the expiration of the above-mentioned monitoring period.

On-Site Roadway Improvements

The project shall be solely responsible for constructing the roadways listed below. These roadways shall be designed in accordance with the descriptions included in the Westside Bridge & Thoroughfare District report.

- Long Canyon Road from Long Canyon Road Bridge to Magic Mountain Parkway
- Magic Mountain Parkway from Long Canyon Road to the boundary for Tract No. 61108 located east of O Street

In addition to the above-mentioned project specific impact mitigations, cumulative impact mitigations, and on-site improvements, the following item will be made a condition of approval for the project:

The Phasing Analysis report (November 2006) evaluated the timing of required improvements commensurate with the proposed phased land developments in the Westside Santa Clarita Valley area. These improvements represent the cumulative impacts and mitigations for the Newhall Ranch Specific Plan as well as other planned development in the Westside Santa Clarita Valley.

In accordance with the enclosed Public Works comment letter dated September 30, 2010, on the Mission Village Traffic Impact Analysis report, an update to the Phasing Analysis report is expected to occur at the following development thresholds within the Newhall Ranch Specific Plan.

- 1) 3,176 residential units and 13.17 million square feet nonresidential uses
- 2) 6,066 residential units and 14.87 million square feet nonresidential uses
- 3) 14,515 residential units and 16.00 million square feet nonresidential uses
- 4) 21,373 residential units and 17.65 million square feet nonresidential uses
- 5) 25,001 residential units and 19.78 million square feet nonresidential uses
- 6) 27,615 residential units and 22.08 million square feet nonresidential uses

In the event the Environmental Impact Report prepared for Homestead South determines that the project would result in significant impacts to California Department of Transportation facilities, the project also needs to reach an understanding with Caltrans as to the improvements necessary to mitigate the identified impacts.

Mr. Daryl Zerfass
September 11, 2014
Page 11

Therefore, if the Environmental Impact Report identifies significant impacts to Caltrans facilities, the following mitigation is required:

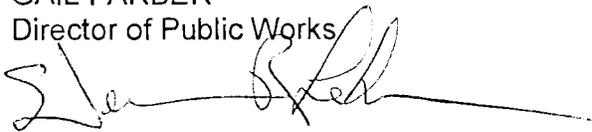
The applicant shall consult with Caltrans to determine the improvements necessary to mitigate the significant impacts to State highway facilities that would result from the addition of project traffic. Once the improvements are determined, the applicant shall either construct the necessary improvements or pay an equitable share consistent with applicable law towards construction of the improvements. In furtherance of this requirement, if the Environmental Impact Report identifies significant impacts to Caltrans facilities, the applicant shall enter into a traffic mitigation agreement with Caltrans before or within 6 months of certification of the Homestead South Environmental Impact Report.

Additionally, we recommend the applicant consult with the City of Santa Clarita to obtain their concurrence with any potential California Environmental Quality Act impacts within their jurisdiction.

If you have any further questions regarding the review of this document, please contact Mr. Kent Tsujii of Traffic and Lighting Division, Traffic Studies Section, at (626) 300-4776.

Very truly yours,

GAIL FARBER
Director of Public Works



DEAN R. LEHMAN
Assistant Deputy Director
Traffic and Lighting Division

KT:la

p:\t\pub\st\ut\ltr 60678\homestead sleir13-0115 tr 60678 final tia com\lr.doc

Enc.

cc: Department of Regional Planning (Carolina Blengini)

bc: Land Development (Nyivih)



GAIL FARDER, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
<http://dpw.lacounty.gov>

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE
REFER TO FILE: T-4

September 30, 2010

Mr. Daryl Zerfass
Austin-Foust Associates, Inc.
2223 Wellington Avenue, Suite 300
Santa Ana, CA 92701-3161

Dear Mr. Zerfass:

**MISSION VILLAGE
TENTATIVE TRACT NO. 61105
TRAFFIC IMPACT ANALYSIS (AUGUST 17, 2010)
CASTAIC JUNCTION AREA**

As requested, we have reviewed the Traffic Impact Analysis for the proposed Mission Village project. The project site is generally located west of the Golden State (I-5) Freeway between State Route 126 to the north and Valencia Boulevard to the south in the unincorporated County of Los Angeles area of Castaic Junction.

We generally agree with the Traffic Impact Analysis that traffic signals shall be installed at the following intersections within the project site. The design and construction of the traffic signals shall be the sole responsibility of the project. The signals shall be in place to the satisfaction of Public Works. Detailed signing and striping plans and traffic signal plans shall be submitted to Public Works for review and approval.

- B Street at Magic Mountain Parkway
- A Street at Magic Mountain Parkway
- Commerce Center Drive at A Street
- KK Drive/HH Street at Magic Mountain Parkway
- II Drive at Magic Mountain Parkway
- Westridge Parkway at Magic Mountain Parkway
- Commerce Center Drive at Magic Mountain Parkway
- Commerce Center Drive at DD Drive
- Commerce Center Drive at GG Street
- Westridge Parkway at QQ Street (Fire Station Signal)

CS

The following intersections may justify the installation of traffic signals due to the close proximity of the proposed elementary school. The applicant shall enter into a secured agreement/bond with Public Works to guarantee the installation of traffic signals when the traffic conditions warrant their installation. These intersections shall be monitored for the installation of the signals once the school is opened and every year thereafter for up to 5 years after the certificate of occupancy of the last residential unit of Mission Village (excluding age restricted/qualified residential units and residential units within the Saugus School District) is issued and the full planned occupancy of 900 students for the proposed school (or fewer students if official documentation from the Newhall School District shows no increase in student enrollment for five consecutive school years). The applicant or the current owner of the development shall submit an annual traffic signal warrant analysis to Public Works for review and approval. When traffic signals are warranted, the applicant or current owner of the development shall design the necessary striping and signal plans and construct the signals to the satisfaction of Public Works. Any security for the traffic signal construction submitted will be returned once the construction is completed to the satisfaction of Public Works or at the expiration of the above-mentioned monitoring program.

- A Street at B Street/CC Drive
- Q1 Street at A Street
- HH Street/R Street at A Street

In addition, the following intersection needs to be incorporated into the report with an acknowledgement that the traffic created by the project justifies the installation of a traffic signal. The project shall install a traffic signal at the following location after detailed signing and striping plans and traffic signal plans have been reviewed and approved by Public Works.

- Westridge Parkway at Old Rock Road

We generally agree with the Traffic Impact Analysis that the following off-site intersections will be significantly impacted by the proposed project. The implementation schedule for the required improvements listed below shall be consistent with the most current Public Works-approved Westside Santa Clarita Valley Roadway Phasing Analysis or, in the case of the Commerce Center Drive at State Route 126 location, with the threshold identified in Section 4.4 of the Traffic Impact Analysis if this threshold occurs before the one identified in the then-current Westside Santa Clarita Valley Roadway Phasing Analysis.

The Old Road at McBean Parkway

Stripe a third southbound through lane and a westbound right-turn lane

Commerce Center Drive at SR-126

Existing intersection shall be replaced by a grade separated interchange

We generally agree with the Traffic Impact Analysis that the cumulative traffic generated by the project and other related projects will significantly impact the off-site intersections listed in the tables referenced below. The project shall contribute its proportionate share of the cost for the mitigation measures identified in each table.

- Table 4-5: Off-Site Mitigation Measures for Project Impacts – 2021 Cumulative Conditions
- Table 4-9: Off-Site Mitigation Measures for Project Impacts – Build out 2035 Cumulative Conditions
- Table 4-11: Roadway Construction Stages
- Table 4-12: Intersection Improvements by Stage (County and Caltrans Locations)

Tables 4-5, 4-9, and 4-12 (and cross reference in some of these tables to Appendix J) state that the following intersections can be mitigated through the payment of a fair share towards the traffic impact. We recognize that Table 4-5, 4-9, and 4-12 depict the cumulative condition as distinguished from the project-specific condition. However, since the Traffic Impact Analysis indicates that the project alone plus ambient traffic will have a significant impact at the following two intersections, in addition to the cumulative impacts identified in the aforementioned tables, revisions to the tables are necessary to provide clarification.

- The Old Road at McBean Parkway
- Commerce Center Drive at State Route 126

Tables 4-12 and 4-13 also indicate several intersections (see enclosed annotated tables) that are located within the Valencia and Via Princessa Bridge and Thoroughfare Districts. The Traffic Impact Analysis indicates that no payment of Bridge and Thoroughfare District fees in those districts is required for the reasons stated in Section 4.2 of the Traffic Impact Analysis. The project applicant recently consulted with us on this matter and we concur with this approach. In addition, the project applicant is actively engaged in the formation efforts of the Westside Bridge and Thoroughfare

District that encompasses the area covered by the Westside Santa Clarita Valley Roadway Phasing Analysis. It is our requirement that this Westside Bridge and Thoroughfare District be formed prior to final recordation of the first map associated with the Mission Village project.

In addition to our technical review of the Traffic Impact Analysis, we have discussed the following conditions with the project applicant:

- a) Acquisition of all necessary right of way, including reaching an agreement with the various utility companies (if any) that must carry out relocations in order to accommodate the work, for the construction by Public Works of the Commerce Center Drive at State Route 126 grade separated interchange shall be completed prior to final action by the Board of Supervisors on the Tentative Tract No. 61105 for the Mission Village project. Public Works will then be in a position to certify the right of way per Caltrans' procedures for federally funded projects.
- b) The funding plan, which includes a cost sharing agreement between the County and the project applicant, for the construction of the Commerce Center Drive at State Route 126 grade separated interchange work must be in place prior to final recordation of the first map associated with the Mission Village project.
- c) Our prior review of the Westside Santa Clarita Valley Roadway Phasing Analysis is dated May 15, 2007. As you know, the purpose of the Westside Santa Clarita Valley Roadway Phasing Analysis is to evaluate the timing of required improvements commensurate with the proposed phased land developments in the Westside Santa Clarita Valley area. An update to the Westside Santa Clarita Valley Roadway Phasing Analysis will allow us to make adjustments to the prior phasing assumptions based on current traffic conditions. Therefore, the update shall include actual traffic counts on newly constructed roadways and/or at intersections where traffic mitigation measures have been carried out. Consequently, our approval of an updated Westside Santa Clarita Valley Roadway Phasing Analysis is required prior to the final recordation of the first map associated with the Mission Village project. It is also our expectation that an annual report due January 30th of each year shall be submitted to Public Works for review and approval identifying the number and type of residential units and the square footage and type of nonresidential building permits issued during the prior year in Mission Village and any other development within the Westside Santa Clarita Valley area. The purpose of this annual report will be to track development progress against the development thresholds identified in the Traffic Impact Analysis and the then-current Westside Santa Clarita Valley Roadway Phasing Analysis. At a minimum, an update to the Westside Santa Clarita Valley Roadway Phasing Analysis is expected to occur at the following development thresholds:

Mr. Daryl Zerfass
September 30, 2010
Page 5

- 1) 3,176 residential units and 13.17 million square feet nonresidential uses
- 2) 6,066 residential units and 14.87 million square feet nonresidential uses
- 3) 14,515 residential units and 16.00 million square feet nonresidential uses
- 4) 21,373 residential units and 17.65 million square feet nonresidential uses
- 5) 25,001 residential units and 19.78 million square feet nonresidential uses
- 6) 27,615 residential units and 22.08 million square feet nonresidential uses

In addition, the project also needs to reach an understanding with Caltrans for the phasing of proposed improvements on State Highway facilities. Therefore, the following mitigation is required.

The applicant shall work cooperatively with Caltrans to determine and provide transportation mitigation needed on State Highway facilities. The applicant shall construct mitigation improvements or pay an equitable share for mitigation projects to the satisfaction of Caltrans. The applicant shall enter into a traffic mitigation agreement with Caltrans before or within 6 months of certification of the Environmental Impact Report.

If you have any questions regarding the review of the document, please contact Ms. Courtney Sweeney of our Traffic Studies Section at (626) 300-4777.

Very truly yours,

GAIL FARBER
Director of Public Works



WILLIAM J. WINTER
Assistant Deputy Director
Traffic and Lighting Division

CS:cn

P:\Pub\WPFILES\FILES\STU\Courtney\EIR\EIR 10030 - TTM 61105 Mission Village Traffic Impact Analysis.v4.docx

Enc.

cc: Caltrans (Elmer Alvarez, James McCarthy)
Newhall Land and Farming (Corey Harpole)
Regional Planning (Paul McCarthy)

bc: Land Development (Hunter, Burger, Narag)

Table 4-12: Intersection Improvements by Stage (County and Caltrans Locations)

Stage	Intersection	Improvements	Project Traffic Share %	
1	7. I-5 SB Ramps & SR-126	Stripe 4th WBT	14.3%	
	9. The Old Road & I-5 SB Ramps (at Rye Canyon Road)	Relocate intersection north of the existing location. Provide 1 NBL (U-Turns only), 2 NBT, 2 NBR, 2 SBL, 3 SBT, 2 WBL, and 1 WBR	1.4%	
	10. I-5 SB Ramps & Magic Mountain Pkwy	Add 2nd SBR, 3rd EBT, 2nd EBR, 2nd WBL, and 4th WBT (part of the Magic Mountain Interchange Phase 2 project)	19.7%	
	11. I-5 NB Ramps & Magic Mountain Pkwy	Add shared NBL/NBR, 2nd EBL, 3rd EBT and convert 4th WBT to shared WBT/WBR (part of the Magic Mountain Interchange Phase 2 project)	17.6%	
	25. The Old Road & Rye Canyon Road	Add 2nd & 3rd NBT, 2nd SBL, and 3rd SBT. Restripe 1st WBR to a shared WBL/WBR. Convert the northbound and westbound free-flow right-turn lanes to conventional right-turn lanes with overlap phasing.	7.1%	
	26. The Old Road & Magic Mountain Pkwy	Add 2nd NBL, 3rd NBT, 1st NBR, 2nd SBL, 3rd SBT, 1st SBR, 2nd EBL, 3rd & 4th EBT, 2nd WBL, and 4th WBT	21.1%	
	28. The Old Road & McBean Pkwy	Signal modification to add a northbound right-turn overlap phase.	27.0%	
	80. Wolcott Way & SR-126	Add 1st NBL, 1st & 2nd NBR, 2nd SBL, 3rd EBT, 1st EBR, 2nd WBL, and 3rd WBT	6.4%	
	81. Commerce Center Drive & Henry Mayo Drive	Add 1st EBL, 1st & 2nd EBT, and 1st WBT (part of SR-126 grade separation project)	49.3%	
	94 (82/83). Commerce Center Drive & SR-126	Construct grade separation for Commerce Center Drive at SR-126 to include direct on- and off-ramps for WB SR-126, a loop on-ramp for SB Commerce Center Drive to EB SR-126, a direct on-ramp for NB Commerce Center Drive to EB SR-126, and a direct off-ramp for EB SR-126 to Commerce Center Drive	44.8%	
	106. Commerce Center Drive & Magic Mountain Pkwy	Construct new intersection. Provide 2 SBL, 2 SBR, 2 EBL, 3 EBT, 3 WBT, and 1 WBR with right-of-way reserved for future conversion to a free-flow right-turn lane (part of the project to extend Magic Mountain Parkway to west of Commerce Center Drive)	53.9%	
	107. Westridge Pkwy & Magic Mountain Pkwy	Construct new intersection. Provide 1 NBL, 1 NBT, 1 NBR, 1 SBL, 1 Shared SBT/SBR, 1 EBL, 2 EBT, 1 Shared EBT/EBR, 2 WBL, 2 WBT, and 1 WBR	66.9%	
	110. Chiquito Canyon Road/Long Canyon Road & SR-126	Add 1st NBL, 1st & 2nd NBT, 1st & 2nd NBR, 2nd SBL, convert SBR to 1st SBT, add 2nd SBT, 1st EBR, and 1st & 2nd WBL (part of the project to construct Long Canyon Road south of SR-126)	3.7%	
	118. Six Flags Entrance & Magic Mountain Pkwy	Add 1st SBR, 1st & 2nd EBL, 2nd, 3rd & 4th EBT, and 2nd, 3rd & 4th WBT (part of the project to extend Magic Mountain Parkway to west of Commerce Center Drive)	32.3%	
	2	28. The Old Road & McBean Pkwy	Restripe southbound approach to add a 2nd SBL, signal modification to provide right-turn overlap phasing for NBR	27.0%
		81. Commerce Center Drive & Henry Mayo Drive	Add 1st NBL, 1st, 2nd & 3rd NBT, 2nd SBL, 1st, 2nd & 3rd SBT, 1st EBR, 1st WBL, (part of the project to extend Commerce Center Drive south over the Santa Clara River)	49.3%
		104. Poe Pkwy & Valencia Blvd	Construct new intersection. Provide 1 NBL, 1 NBR, 2 EBT, 1 EBR, 1 WBL, and 2 WBT (part of the project to extend Poe Parkway to Valencia Boulevard)	1.1%
3	101. Long Canyon Road & Valencia Blvd	Construct new intersection. Provide 2 SBL and 1 free-flow WBR (part of the project to construct Valencia Boulevard between Long Canyon Road & Magic Mountain Parkway)	2.1%	
	102. Magic Mountain Pkwy & Valencia Blvd (Newhall Ranch)	Construct new intersection. Provide 1 free-flow SBR, and 2 EBL (part of the project to construct Valencia Boulevard between Long Canyon Road & Magic Mountain Parkway)	7.0%	

(Continued)

Table 4-12: Intersection Improvements by Stage (County and Caltrans Locations) (Cont'd)

Stage	Intersection	Improvements	Project Traffic Share %
4	25. The Old Road & Rye Canyon Road	Add 2nd & 3rd WBL	7.1%
	101. Long Canyon Road & Valencia Blvd	Add 1st NBT, 1st NBR, 1st SBT, and 1st WBL	2.1%
	102. Magic Mountain Pkwy & Valencia Blvd (Newhall Ranch)	Add 1st & 2nd NBL, 1st & 2nd NBT, 1st NBR, 1st & 2nd SBL, 1st & 2nd SBT, 1st & 2nd EBT, 1st EBR, 1st WBL, 1st & 2nd WBT, 1st WBR (part of the project to extend Valencia Boulevard west to Magic Mountain Parkway)	7.0%
5	12. I-5 SB Ramps & Valencia Blvd	Restripe 2nd WBR to a shared WBT/free-flow WBR	7.5%
	28. The Old Road & McBean Pkwy	Add 1st WBR	27.0%
	96. San Martinez Grande Canyon Road & SR-126	Add 1st SBL, and 1st WBR	4.7%
	101. Long Canyon Road & Valencia Blvd	Add 1st NBL, 1st SBR, 1st & 2nd EBL, 1st, 2nd & 3rd EBT, and 1st & 2nd WBT (part of the project to extend Valencia Boulevard west of Long Canyon Road)	2.1%
	103. Pico Canyon Road & Valencia Blvd	Construct new intersection. Provide 2 NBL, 1 NBR, 2 EBT, 1 EBR, 1 WBL, and 2 WBT (part of the project to extend Pico Canyon Road to Valencia Boulevard)	0.6%
	110. Chiquito Canyon Road/Long Canyon Road & SR-126	Add 2nd NBL, 3rd SBT, 1st SBR, 2nd EBL, 3rd & 4th EBT, and 3rd WBT	3.7%
6a	14. I-5 SB Ramps & McBean Pkwy	Add 2nd SBL	12.6%
	17. I-5 NB Ramps & Lyons Ave	Add 1st free-flow WBR	7.2%
6b	10. I-5 SB Ramps & Magic Mountain Pkwy	Re-stripe the shared SBL/SBT to a SBL and the 1st SBR to a shared SBL/SBT.	19.7%
	16. I-5 SB Loop Ramp & Pico Canyon Road	Restripe eastbound approach to add a 3rd EBT.	4.7%
	18) I-5 SB Ramps & Calgrove Blvd	Add 2nd EBT and 2nd WBT	Via Princessa B&T 3.4%
	19) I-5 NB Ramps & Calgrove Blvd	Add 2nd EBT and 2nd WBT	Via Princessa B&T 3.2%
	26. The Old Road & Magic Mountain Pkwy	Add 5th EBT and right-turn overlap signal phasing for SBR	21.1%
	29. The Old Road & Pico Canyon Road	Convert SBR to 2nd SBT	7.8%
	80. Wolcott & SR-126	Add 4th EBT, 4th WBT, and right-turn overlap signal phasing for NBR	6.4%
	96. San Martinez Grande Canyon Road & SR-126	Add 1st NBL, 1st NBT, 2nd SBL, 1st SBR, 1st EBR, and 1st WBL	4.7%

Regional Improvement

Source: Westside Santa Clarita Valley Roadway Phasing Analysis

NB = Northbound	NBL = NB Left-turn Lane	NBT = NB Through Lane	NBR = NB Right-turn Lane
SB = Southbound	SBL = SB Left-turn Lane	SBT = SB Through Lane	SBR = SB Right-turn Lane
EB = Eastbound	EBL = EB Left-turn Lane	EBT = EB Through Lane	EBR = EB Right-turn Lane
WB = Westbound	WBL = WB Left-turn Lane	WBT = WB Through Lane	WBR = WB Right-turn Lane

See Appendix J for Fair-Share Calculations

Table 4-13: Intersection Improvements by Stage (City Locations)

Stage	Intersection	Improvements	Project Traffic Share %
1	45 McBean Pkwy & Magic Mountain	Add 4th NBT, 3rd EBT and 3rd WBT <i>Valencia EBT</i>	11.2%
	48 McBean Pkwy & Newhall Ranch	Add 4th EBT and 4th WBT <i>Valencia EBT</i>	7.3%
	54 Orchard Village & Wiley Canyon	Add 1st NBR and 2nd SBL	2.2%
	55 Orchard Village & McBean Pkwy	Add 1st EBR	2.6%
	57 Valencia Blvd & Magic Mountain	Add 1st NBR, 3rd EBT, 2nd WBL and convert WBR to 3rd WBT <i>Valencia EBT</i>	5.6%
	65 Bouquet Canyon Road & Soledad Canyon Road	Add 4th NBT	3.2%
	66 Bouquet Canyon Road & Newhall Ranch Road	Add 2nd SBL, 3rd & 4th EBT and 4th WBT <i>Valencia EBT</i>	4.0%
4	55 Orchard Village & McBean	Add 1st SBL, shared SBL/SBT (part of the Henry Mayo Hospital Master Plan Phase 2 project)	2.6%
6a	30 Ave Stanford & Rye Canyon Rd	Add de-facto SBR	11.1%
	33 Rye Canyon Rd/Copper Hill Rd & Newhall Ranch Road	Add 4th EBT <i>Valencia EBT</i>	6.0%
	44 McBean Pkwy & Valencia Blvd	Add 4th WBT <i>Valencia EBT</i>	2.6%
	51 Wiley & Lyons	Convert EBR to 3rd EBT	4.9%
	54 Orchard Village & Wiley	Convert 2nd EBL to 3rd EBT	2.2%
	53 Valley & Lyons	Convert WBR to 3rd WBT <i>Via Princessa EBT</i>	3.6%
	57 Valencia Blvd & Magic Mountain	Add 1st WBR	5.6%

Source: Westside Santa Clarita Valley Roadway Phasing Analysis

NB = Northbound	NBL = NB Left-turn Lane	NBT = NB Through Lane	NBR = NB Right-turn Lane
SB = Southbound	SBL = SB Left-turn Lane	SBT = SB Through Lane	SBR = SB Right-turn Lane
EB = Eastbound	EBL = EB Left-turn Lane	EBT = EB Through Lane	EBR = EB Right-turn Lane
WB = Westbound	WBL = WB Left-turn Lane	WBT = WB Through Lane	WBR = WB Right-turn Lane

See Appendix J for Fair-Share Calculations

The subdivision shall conform to the design standards and policies of Public Works, in particular, but not limited to the following items:

Prior to recordation of a Final map:

1. A "Written Verification" and supporting documents from the water supplier to indicate the availability of a "Sufficient Water Supply" as required per Section 66473.7 of the Subdivision Map Act (SB 221) shall be provided to the satisfaction of the Department of Regional Planning and Public Works prior to filing any map.
2. A water system maintained by the water purveyor, with appurtenant facilities to serve all buildings/lots in the land division, must be provided. The system shall include fire hydrants of the type and location (both on-site and off-site) as determined by the Fire Department. The water mains shall be sized to accommodate the total domestic and fire flows.
3. If needed easements shall be granted to the County, appropriate agency or entity for the purpose of ingress, egress, construction and maintenance of all infrastructures constructed for this land division to the satisfaction of Public Works.
4. Depict all line of sight easements on the landscaping and grading plans.

Prior to Building Permit By Building and Safety Division:

1. Prior to obtaining a building permit from the Building and Safety Office, submit landscape and irrigation plans for each commercial/multi-family/open space lot in the land division, with landscape area greater than 2,500 square feet, in accordance with the Water Efficient Landscape Ordinance.
2. If necessary, install off-site recycle water mainline per landscape plans to serve this subdivision to the satisfaction of the Public Works. The recycled water irrigation systems shall be designed and operated in accordance with all local and State Codes as required per Section 7105.6.3 Chapter 71 of Title 26 Building Code.