



GAIL FARBER, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

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September 17, 2014

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

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

Dear Mr. Zerfass:

**ENTRADA SOUTH (VTTM 53295)
TRAFFIC IMPACT ANALYSIS - JUNE 2014
CASTAIC JUNCTION AREA**

We reviewed the Traffic Impact Analysis for the proposed Entrada South project. The project site is generally located west of the Golden State (I-5) Freeway, south of the Six Flags Magic Mountain Amusement Park, north of the existing Westridge community, and directly east of the Mission Village (VTTM 061105) planned development in the unincorporated Castaic Junction area.

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 two through lanes), followed by a description of the recommended mitigation measure, which is shown in parentheses (e.g., add one left-turn lane).

1. The Old Road at Rye Canyon Road

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

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

East approach: One left-turn lane and two exclusive right-turn lanes (convert two free flow right-turn lanes to two exclusive right-turn lanes).

2. The Old Road at Stevenson Ranch Road

North approach: One left-turn lane, three 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 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.

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 31 percent.

2. I-5 Freeway southbound off-ramp 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 3 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 12 percent.

4. The Old Road at Magic Mountain Parkway

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

Although the improvements listed above will mitigate the project's impact, we recommend implementing, in place of the above-listed improvements, two left-turn lanes, three through lanes, and one right-turn lane with right-turn overlap signal phasing (modify traffic signal to provide an overlap phase for the southbound right-turn movement).

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

The project's pro-rata share is 28 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).

The project's pro-rata share is 13 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 2 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 the northbound and southbound traffic).

The project's pro-rata share is 9 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 Rye Canyon Road

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

South approach: Three through lanes and two exclusive right-turn lanes (add one through lane).

Although the improvements listed above 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 one through lane and convert two exclusive right-turn lanes to one free flow right-turn lane).

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

The project's pro-rata share is 17 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 1 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 Rye Canyon Road

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

South approach: Three through lanes and two exclusive right-turn lanes (add one through lane).

Although the improvements listed above 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 one through lane and convert two exclusive right-turn lanes to one free flow right-turn lane).

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

The project's pro-rata share is 16 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 1 percent.

On-Site Intersection Improvements

Traffic signals shall be installed at the following five 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 be 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.

Commerce Center Drive and PA 1-3 Commercial Road
Commerce Center Drive and Magic Mountain Parkway
A Street (west)/Commercial Road and Magic Mountain Parkway
A Street (east)/Media Center and Magic Mountain Parkway
Westridge Parkway and B Drive

On-Site Roadway Improvements

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

- Magic Mountain Parkway from The Old Road to Commerce Center Drive

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

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In the event the Environmental Impact Report prepared for Entrada South determines that the project would result in significant impacts to Caltrans facilities, the project also needs to reach an understanding with Caltrans as to the improvements necessary to mitigate the identified impacts. Therefore, if the Environmental Impact Report identifies significant impacts to Caltrans facilities, the following mitigation is required:

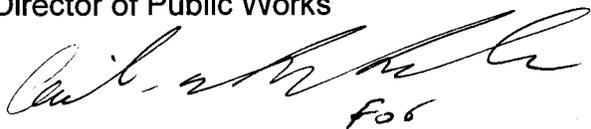
The applicant shall consult with Caltrans to determine the improvements necessary to mitigate the significant impacts to State Highway facilities that would result from the addition of project traffic. Once the improvements are determined, the applicant shall either construct the necessary improvements 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 Entrada 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

A handwritten signature in black ink, appearing to read "Dean R. Lehman", with the initials "fob" written below it.

DEAN R. LEHMAN
Assistant Deputy Director
Traffic and Lighting Division

KT:la

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Enc.

cc: Department of Regional Planning (Carolina Blengini)