

## 5.0 ENVIRONMENTAL IMPACT ANALYSIS

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### 9. TRANSPORTATION

#### 1. INTRODUCTION

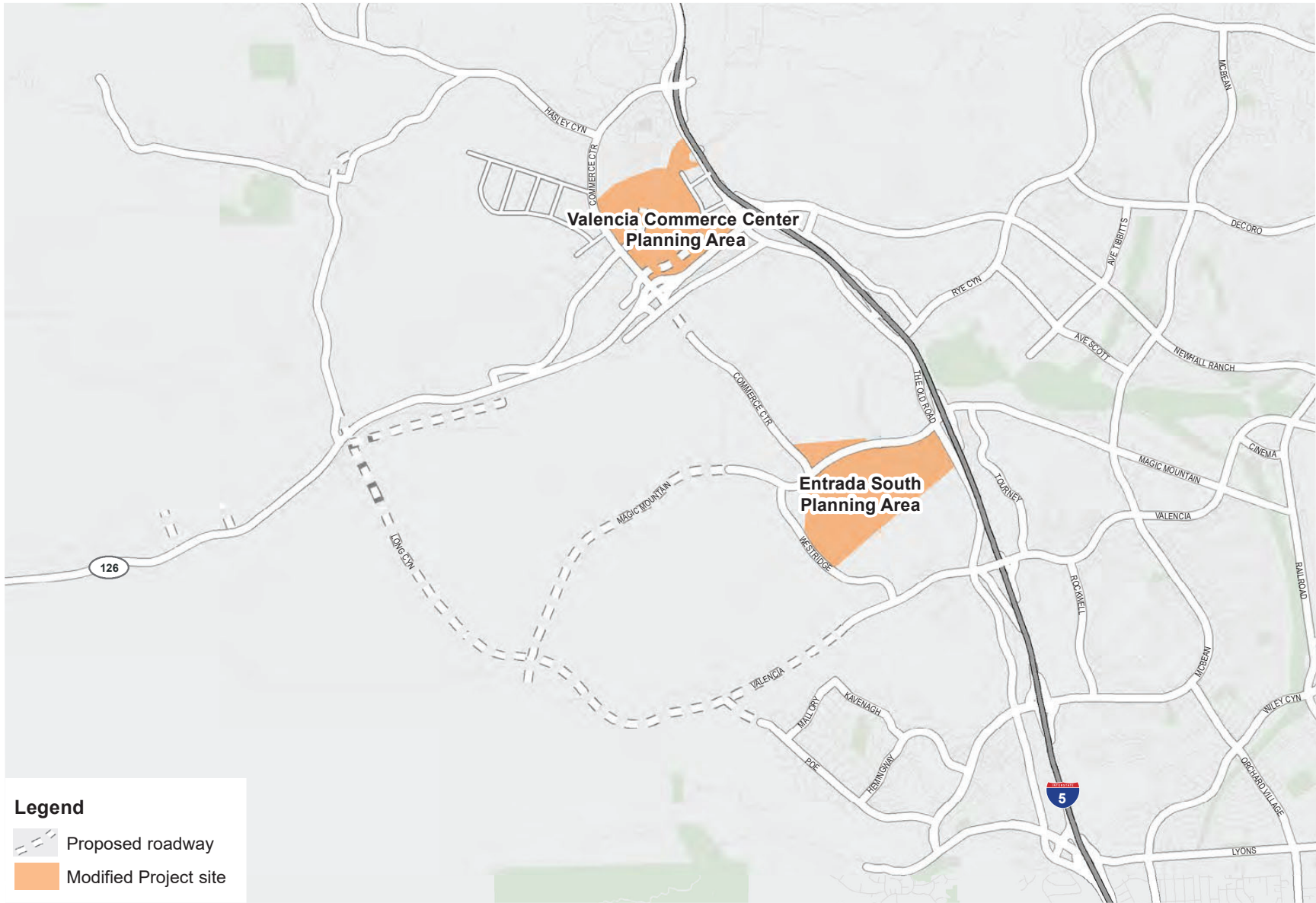
This section of the Draft SEIR analyzes the Modified Project's transportation impacts. The analysis is based largely on the *Entrada South & Valencia Commerce Center Transportation Impact Analysis* (Transportation Analysis) prepared by Stantec Consulting Services Inc. in December 2023 provided in **Appendix 5.9a** of this SEIR. In addition, the *Valencia Transportation Demand Management Plan* (TDM Plan) prepared by UrbanTrans North America in October 2022<sup>1</sup> the *Entrada South & Valencia Commerce Center: Transportation Demand Management Plan Evaluation* prepared by Fehr & Peers in September 2023; and the *Westside Santa Clarita Valley Roadway Phasing Analysis—2022 Update* (Phasing Analysis) prepared by Stantec in May 2023 are provided in **Appendices 5.9b, 5.9c, and 5.9d**, respectively, of this SEIR.

#### a. Study Area for Transportation Analyses



The Modified Project Site is located within the northwest portion of Los Angeles County (County), in an unincorporated area of the Santa Clarita Valley, west of Interstate 5 (I-5) and the City of Santa Clarita. The Modified Project Site consists of two planning areas, the 382.3-acre Entrada South Planning Area (sometimes referred to as Entrada South) and the 328.8-acre Valencia Commerce Center (VCC) Planning Area, as shown in **Figure 5.9-1**, Modified Project Location and Roadway System, on page 5.9-2. The Entrada South Planning Area is located immediately west of The Old Road and I-5, north of the existing Westridge community, and directly east of the approved Mission Village community, which is currently under construction within the Newhall Ranch Specific Plan area. The VCC Planning Area represents an undeveloped portion of the partially completed VCC industrial/business park center, located immediately north of State Route 126 (SR-126) and west of The Old Road and I-5.

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<sup>1</sup> The October 2022 Valencia TDM Plan is an update to the *Newhall Ranch Resource Management and Development Plan/Spineflower Conservation Plan (RMDP/SCP) Transportation Demand Management Plan Evaluation* was prepared by UrbanTrans in September 2016.



**Legend**

-  Proposed roadway
-  Modified Project site



**Figure 5.9-1**  
Modified Project Location and Roadway System

The analysis of potential VMT impacts was conducted based on travel data for the six county (i.e., Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial) region. The study area for the Site Access Transportation Analysis was derived based on the current County Department of Public Works Transportation Impact Analysis Guidelines, which specify the site access and circulation constraints related to the provision of access to and from a project site.<sup>2</sup> The Modified Project study area encompasses both existing and future roadways and intersections within and around the Entrada South and VCC Planning Areas, as illustrated in **Figure 5.9-2**, Study Area and Intersection Location Map—Entrada South, on page 5.9-4 and **Figure 5.9-3**, Study Area and Intersection Location Map—VCC, on page 5.9-5, respectively. As shown, several future roadways and extensions of existing roadways that are currently planned and programmed in the vicinity are included as part of the study area.

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<sup>2</sup> Los Angeles County Department of Public Works, *Transportation Impact Analysis Guidelines*, July 23, 2020.

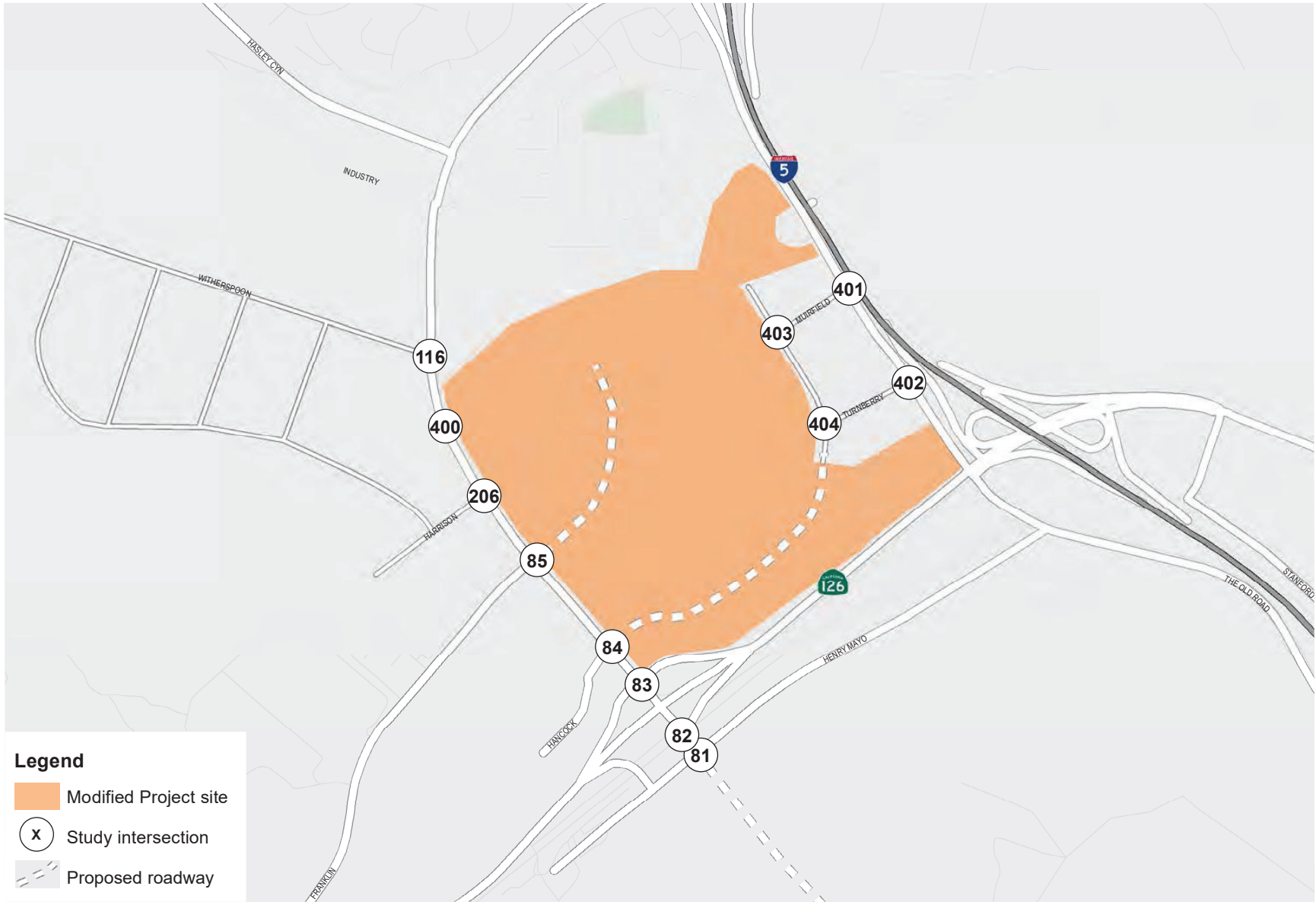


**Legend**

- Modified Project site
- X Study intersection
- Future roadway



**Figure 5.9-2**  
Study Area and Intersection Location Map—Entrada South



**Legend**

- Modified Project site
- X Study intersection
- Proposed roadway



**Figure 5.9-3**  
Study Area and Intersection Location Map—VCC

## 2. ENVIRONMENTAL SETTING

### a. Regulatory Setting

An overview of the regulatory setting is provided in **Table 5.9-1**, Transportation Regulatory Overview, beginning on page 5.9-7 and a detailed discussion is provided below.

#### (1) Federal Regulations

##### *(a) Americans with Disabilities Act of 1990*

Titles I, II, III, and V of the Americans with Disabilities Act (ADA) have been codified in Title 42 of the United States Code (USC), beginning at Section 12101. Title III prohibits discrimination based on disability in “places of public accommodation” (businesses and non-profit agencies that serve the public) and “commercial facilities” (other businesses). The regulation includes Appendix A through Part 36 (Standards for Accessible Design), establishing minimum standards for ensuring accessibility when designing and constructing a new facility or altering an existing facility. Examples of key guidelines include detectable warnings for pedestrians entering traffic where there is no curb, a clear zone of 48 inches for the pedestrian travel way, and a vibration-free zone for pedestrians.

#### (2) State Regulations

##### *(a) Complete Streets Act*

Assembly Bill (AB) 1358, the Complete Streets Act (Government Code Sections 65040.2 and 65302), was signed into law by Governor Arnold Schwarzenegger in September 2008. As of January 1, 2011, the law requires cities and counties, when updating the local general plan circulation element to plan for the needs of all roadway users. Specifically, the legislation requires cities and counties to ensure that local roads and streets adequately accommodate the needs of bicyclists, pedestrians, and transit riders, as well as motorists.

At the same time, the California Department of Transportation (Caltrans), which administers transportation programming for the State, unveiled a revised version of Deputy Directive 64 (DD-64-R1 October 2008), an internal policy document that now explicitly embraces Complete Streets as the policy covering all phases of State highway projects, from planning to construction to maintenance and repair.

**Table 5.9-1  
Transportation Regulatory Overview**

Issue Area and Relevant Legislation	Applicable Agency
<b>Federal Regulations</b>	
<p><b>Americans with Disabilities Act of 1990</b></p> <p>Titles I, II, III, and V of the Americans with Disabilities Act (ADA) have been codified in Title 42 of the United States Code (USC), beginning at Section 12101. Title III prohibits discrimination based on disability in “places of public accommodation” (businesses and non-profit agencies that serve the public) and “commercial facilities” (other businesses).</p>	County of Los Angeles
<b>State Regulations</b>	
<p><b>Complete Streets Act</b></p> <p>Assembly Bill (AB) 1358, the Complete Streets Act (Government Code Sections 65040.2 and 65302) requires cities and counties, when updating the local general plan circulation element to plan for the needs of all roadway users. Specifically, the legislation requires cities and counties to ensure that local roads and streets adequately accommodate the needs of bicyclists, pedestrians, and transit riders, as well as motorists.</p>	County of Los Angeles
<p><b>Assembly Bill 32 and Senate Bill 375</b></p> <p>With the passage of AB 32, the Global Warming Solutions Act of 2006, the State of California committed itself to reducing statewide greenhouse gas (GHG) emissions to 1990 levels by 2020. The California Air Resources Board (CARB) is coordinating the response to comply with AB 32. On December 11, 2008, CARB adopted the Climate Change Scoping Plan (“2008 Scoping Plan”) pursuant to AB 32. The 2008 Scoping Plan included the approval of Senate Bill (SB) 375 as the means for achieving regional transportation-related GHG targets. SB 375 provides guidance on how curbing emissions from cars and light trucks can help the state comply with AB 32. The 2008 Scoping Plan was updated in 2013 and 2017, and in 2022 CARB adopted a Scoping Plan for Achieving Carbon neutrality.</p>	CARB, County of Los Angeles
<p><b>California Vehicle Code</b></p> <p>The California Vehicle Code (CVC) provides requirements for ensuring emergency vehicle access regardless of traffic conditions. Sections 21806(a)(1), 21806(a)(2), and 21806(c) define how motorists and pedestrians are required to yield the right-of-way to emergency vehicles.</p>	County Sheriff
<p><b>Senate Bill 743</b></p> <p>SB 743 (2013) created a process to change the methodology to analyze transportation impacts under CEQA. On December 30, 2013, the State of California Governor’s Office of Planning and Research (OPR) released a preliminary evaluation of alternative methods of transportation analysis, which included analysis based on a project’s vehicle miles traveled (VMT) rather than impacts to intersection Level of Service (LOS). The changes eliminated auto delay, LOS, and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts for land use projects and plans in California. In November 2017, OPR submitted proposed amendments to the CEQA Guidelines to the State’s Natural Resources Agency, which included proposed new CEQA Guidelines Section 15064.3 to govern conducting VMT-based traffic assessment in CEQA documents.</p>	County of Los Angeles

**Table 5.9-1 (Continued)**  
**Transportation Regulatory Overview**

Issue Area and Relevant Legislation	Applicable Agency
<p><b>CEQA Guidelines Section 15064.3</b></p> <p>As discussed above, recent changes to the CEQA Guidelines include the adoption of Section 15064.3, <i>Determining the Significance of Transportation Impacts</i>. CEQA Guidelines Section 15064.3 establishes VMT as the most appropriate measure of transportation impacts. Generally, land use projects within 0.5 mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact.<sup>3,4</sup> Projects that decrease VMT in the project area compared to existing conditions should be presumed to have a less than significant transportation impact. A lead agency has discretion to choose the most appropriate methodology to evaluate VMT, including whether to express the change in absolute terms, per capita, per household, or in any other measure. A lead agency may also use models to estimate VMT and may revise those estimates to reflect professional judgment based on substantial evidence. As discussed further below, in compliance with CEQA Guidelines Section 15064.3, the County has adopted guidance for methodology and significance criteria for use in VMT analyses. The County has also developed a VMT analysis tool, which is based on data obtained from the Southern California Association of Governments (SCAG) travel demand forecasting model.</p>	County of Los Angeles
<p><b>Caltrans Encroachment Permit Requirements</b></p> <p>Any work within Caltrans right of way would have to comply with Caltrans permitting requirements. This includes a traffic control plan that adhere to the standards set forth in the California Manual of Uniform Traffic Control Devices (2014 MUTCD, Revision 6). As part of these requirements, there are provisions for coordination with local emergency services, training for flagmen for emergency vehicles travelling through the work zone, temporary lane separators that have sloping sides to facilitate crossover by emergency vehicles, and vehicle storage and staging areas for emergency vehicles. MUTCD requirements also provide for construction work during off-peak hours and flaggers.</p>	Caltrans
<b>County Regulations</b>	
<p><b>Metropolitan Transportation Authority Vision 2028 Strategic Plan</b></p> <p>The Los Angeles County Metropolitan Transportation Authority (Metro) Vision 2028 Strategic Plan (Vision 2028) outlines strategic goals for a 10-year period ending in 2028 and details actions Metro plans to undertake to meet those goals.</p>	Metro

<sup>3</sup> “Major transit stop” is defined in Public Resources Code (PRC) Section 21064.3 as a site containing an existing rail or bus rapid transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

<sup>4</sup> “High-quality transit corridors” are defined in PRC Section 21155 as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

**Table 5.9-1 (Continued)  
Transportation Regulatory Overview**

Issue Area and Relevant Legislation	Applicable Agency
<p><b>Vision Zero Los Angeles County: A Plan for Safer Roadways</b> Vision Zero Los Angeles County: A Plan for Safer Roadways (Vision Zero), published in November 2019, guides the County's efforts to reduce traffic deaths and severe injuries on unincorporated County roadways through 2025. The plan sets goals and actions to enhance traffic safety in collaboration with public agencies and community partners.</p>	County of Los Angeles
<p><b>Los Angeles County Code</b> With respect to construction noise, Section 12.08.440 of the County Code prohibits noise-generating construction activities between the weekday hours of 7:00 P.M. and 7:00 A.M. and at any time on Sundays and holidays if such activities would create a noise disturbance across a residential or commercial real-property line, except for emergency work of public service utilities or by variance issued by the health officer. In addition, County Code Section 12.12.030 prohibits between the weekday hours of 8:00 P.M. and 6:30 A.M. and at any time on Sundays construction and earthwork activities involving certain specified types of equipment that could cause a noise disturbance at a residential use.</p>	County of Los Angeles
<p><b>Bridge and Thoroughfare Districts</b> A portion of the roadway network included within the 2030 cumulative analysis scenario, as well as certain recommended mitigation measures, would be funded in part through the Westside Bridge and Major Thoroughfare District (B&amp;T District), an area of benefit for financing specific improvements in the Westside area of the Santa Clarita Valley; the Modified Project Site is located within this B&amp;T District. The Westside B&amp;T District was established by the County in July 2011 to provide an equitable financing mechanism by which new development within the B&amp;T District boundaries will share the costs of providing full roadway mitigation improvements.<sup>5</sup> The roadway improvements have been planned to accommodate forecasted traffic growth occurring both within the B&amp;T District and cumulative traffic from outside the B&amp;T District.</p>	County of Los Angeles
<p><b>2016 Active Transportation Strategic Plan</b> The Active Transportation Strategic Plan (ATSP) demonstrates Metro's ongoing commitment to improving mobility in the region for people who walk, bike, and take transit and to creating safer streets that benefit all roadway users. The ATSP serves as Metro's overall strategy for funding and supporting the implementation of active transportation infrastructure and programs in Los Angeles County. It identifies strategies to improve and grow the active transportation network, expand the reach of transit, and develop a regional active transportation network to increase personal travel options. It is intended to provide guidance to Metro and partner organizations, including local jurisdictions, regional government, and other stakeholders, in setting regional active transportation policies and guidelines to meet transportation</p>	Metro

<sup>5</sup> Los Angeles County Department of Public Works, *Westside Bridge and Major Thoroughfare Construction Fee District Report, February 2011*.

**Table 5.9-1 (Continued)  
Transportation Regulatory Overview**

Issue Area and Relevant Legislation	Applicable Agency
goals and targets established in local, regional, state, and federal plans.	
<p><b>Los Angeles County of Public Works</b></p> <p>As mentioned above, the County’s Public Works Department adopted its <i>Transportation Impact Analysis Guidelines</i> on July 23, 2020. The <i>Transportation Impact Analysis Guidelines</i> include guidance for VMT analysis of development projects, including project screening, analysis methodology, significance criteria, impact assessment, and mitigation strategies.</p>	Department of Public Works
<p>Source: <i>Eyestone Environmental, 2024.</i></p>	

**(b) Assembly Bill 32 and Senate Bill 375**

With the passage of AB 32, the Global Warming Solutions Act of 2006, the State of California committed itself to reducing statewide greenhouse gas (GHG) emissions to 1990 levels by 2020. The California Air Resources Board (CARB) is coordinating the response to comply with AB 32.

On December 11, 2008, CARB adopted the Climate Change Scoping Plan (“2008 Scoping Plan”) pursuant to AB 32. The 2008 Scoping Plan included the approval of Senate Bill (SB) 375 as the means for achieving regional transportation-related GHG targets. SB 375 provides guidance on how curbing emissions from cars and light trucks can help the state comply with AB 32. The 2008 Scoping Plan was updated in 2013 and 2017, and in 2022 CARB adopted a Scoping Plan for Achieving Carbon neutrality.

There are five major components to SB 375. First, regional GHG emissions targets: California ARB’s Regional Targets Advisory Committee guides the adoption of targets to be met by 2020 and 2035 for each Metropolitan Planning Organization (MPO) in the State. These targets, which MPOs may propose themselves, are updated every eight years in conjunction with the revision schedule of housing and transportation elements.

Second, MPOs are required to prepare a Sustainable Communities Strategy (SCS) that provides a plan for meeting regional targets. The SCS and the Regional Transportation Plan (RTP) must be consistent with each other, including action items and financing decisions. If the SCS does not meet the regional target, the MPO must produce an Alternative Planning Strategy that details an alternative plan to meet the target.

Third, SB 375 requires that regional housing elements and transportation plans be synchronized on eight-year schedules. In addition, Regional Housing Needs Assessment

(RHNA) allocation numbers must conform to the SCS. If local jurisdictions are required to rezone land as a result of changes in the housing element, rezoning must take place within three years.

Fourth, SB 375 provides CEQA streamlining incentives for preferred development types. Certain residential or mixed-use projects qualify if they conform to the SCS. Transit-oriented developments (TODs) also qualify if they: (1) are at least 50 percent residential; (2) meet density requirements; and (3) are within 0.5 mile of a transit stop. The degree of CEQA streamlining is based on the degree of compliance with these development preferences.

Finally, MPOs must use transportation and air emissions modeling techniques consistent with guidelines prepared by the California Transportation Commission (CTC). Regional Transportation Planning Agencies, cities, and counties are encouraged, but not required, to use travel demand models consistent with the CTC guidelines.

#### ***(c) California Vehicle Code***

The California Vehicle Code (CVC) provides requirements for ensuring emergency vehicle access regardless of traffic conditions. Sections 21806(a)(1), 21806(a)(2), and 21806(c) define how motorists and pedestrians are required to yield the right-of-way to emergency vehicles.

#### ***(d) Senate Bill 743***

SB 743 (2013) created a process to change the methodology to analyze transportation impacts under CEQA. On December 30, 2013, the State of California Governor's Office of Planning and Research (OPR) released a preliminary evaluation of alternative methods of transportation analysis, which included analysis based on a project's vehicle miles traveled (VMT) rather than impacts to intersection Level of Service (LOS). The changes eliminated auto delay, LOS, and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts for land use projects and plans in California. In November 2017, OPR submitted proposed amendments to the CEQA Guidelines to the State's Natural Resources Agency, which included proposed new CEQA Guidelines Section 15064.3 to govern conducting VMT-based traffic assessment in CEQA documents.

On December 28, 2018, the proposed amendments became effective, thus formally implementing the use of VMT as the metric for transportation analysis for new projects under CEQA and providing a grace period allowing local agencies to opt-in to the new metrics. The CEQA Guidelines note that "Amendments to the Guidelines apply

prospectively only...a project need only comply with the Guidelines in effect when the [CEQA] document is set out for public review...” (See CEQA Guidelines §§ 15064.3(c) and 15007.) A “project” refers to the underlying activity which may be subject to approval by one or more governmental agencies; it does not refer to each of the several approvals sequentially issued by different agencies. (CEQA Guidelines 15378(c).) OPR also explains “there may be circumstances when public agencies are considering changes to already approved projects that were analyzed using LOS. When determining whether subsequent and supplemental analyses are required under Public Resources Code (PRC) section 21166, the agency should focus the inquiry on whether there are substantial changes in the project or circumstances that would require major revisions of the document, or if new information, which was not known and could not have been known at the time of becomes available. (Pub. Resources Code, § 21166; CEQA Guidelines, §§ 15162-15163.)” See also *Olen Properties Corp. v. City of Newport Beach* (2023) 93 Cal.App.5th 270, finding that “it is settled law in California that subsequent changes to the guidelines are not “new information” triggering section 21166, subdivision (c), so long as the underlying environmental issue was understood at the time of the initial EIR” [quoting *Concerned Dublin Citizens v. City of Dublin* (2013) 214 Cal.App.4th 1301, 1318-1320].)”

According to the legislative intent contained in SB 743, these changes to current practice were necessary to “more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions.” In response, the County released the Los Angeles County Senate Bill (SB) 743 Implementation and CEQA Updates Report and updated *Transportation Impact Analysis Guidelines* in June 2020 and July 2020, respectively, to guide the preparation of transportation analyses based on VMT metrics.<sup>6,7</sup>

### **(e) CEQA Guidelines Section 15064.3**

As discussed above, recent changes to the CEQA Guidelines include the adoption of Section 15064.3, *Determining the Significance of Transportation Impacts*. CEQA Guidelines Section 15064.3 establishes VMT as the most appropriate measure of transportation impacts. Generally, land use projects within 0.5 mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be

<sup>6</sup> *Fehr & Peers, Los Angeles County Senate Bill (SB) 743 Implementation and CEQA Updates Report, June 2020.*

<sup>7</sup> *Los Angeles County Department of Public Works, Transportation Impact Analysis Guidelines, July 23, 2020.*

presumed to cause a less than significant transportation impact.<sup>8,9</sup> Projects that decrease VMT in the project area compared to existing conditions should be presumed to have a less than significant transportation impact. A lead agency has discretion to choose the most appropriate methodology to evaluate VMT, including whether to express the change in absolute terms, per capita, per household, or in any other measure. A lead agency may also use models to estimate VMT and may revise those estimates to reflect professional judgment based on substantial evidence.

Concurrent with the adoption of CEQA Guidelines Section 15064.3, OPR also released its Technical Advisory for Implementing SB 743. In that guidance OPR links VMT to the state's greenhouse gas reduction goals, stating:

*Based on OPR's extensive review of the applicable research, and in light of an assessment by the California Air Resources Board (CARB) quantifying the need for VMT reduction in order to meet the State's long-term climate goals, OPR recommends that a per capita or per employee VMT that is fifteen percent below that of existing development may be a reasonable threshold. Fifteen percent reductions in VMT are achievable at the project level in a variety of place types. Moreover, a fifteen percent reduction is consistent with SB 743's direction to OPR to select a threshold that will help the State achieve its climate goals. As described above, section 21099 states that the criteria for determining significance must "promote the reduction in greenhouse gas emissions." In its document California Air Resources Board 2017 Scoping Plan-Identified VMT Reductions and Relationship to State Climate Goals, CARB assesses VMT reduction per capita consistent with its evidence-based modeling scenario that would achieve State climate goals of 40 percent GHG emissions reduction from 1990 levels by 2030 and 80 percent GHG emissions reduction levels from 1990 by 2050. Applying California Department of Finance population forecasts, CARB finds per-capita light-duty vehicle travel would need to be approximately 16.8 percent lower than existing, and overall per-capita vehicle travel would need to be approximately 14.3 percent lower than existing levels under that scenario. Below these levels, a project could be considered low VMT and would, on that metric, be consistent with 2017 Scoping Plan Update assumptions that*

<sup>8</sup> "Major transit stop" is defined in PRC Section 21064.3 as a site containing an existing rail or bus rapid transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

<sup>9</sup> "High-quality transit corridors" are defined in PRC Section 21155 as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

*achieve climate state climate goals...In summary, achieving 15 percent lower per capita (residential) or per employee (office) VMT than existing development is both generally achievable and is supported by evidence that connects this level of reduction to the State's emissions goals.*

As further discussed under OPR's Technical Advisory, "metrics such as VMT per capita or VMT per employee, i.e., metrics framed in terms of efficiency (as recommended below for use on residential and office projects), cannot be summed because they employ a denominator. A project that falls below an efficiency-based threshold that is aligned with long-term environmental goals and relevant plans would have no cumulative impact distinct from the project impact. Accordingly, a finding of a less-than-significant project impact would imply a less than significant cumulative impact, and vice versa." (OPR Technical Advisory p. 6.)

As discussed further below, in compliance with CEQA Guidelines Section 15064.3, the County has adopted guidance for methodology and significance criteria for use in VMT analyses. The County has also developed a VMT analysis tool, which is based on data obtained from the Southern California Association of Governments (SCAG) travel demand forecasting model.

#### ***(f) Caltrans Encroachment Permit Requirements***

Any work within Caltrans right of way would have to comply with Caltrans permitting requirements. This includes a traffic control plan that adhere to the standards set forth in the California Manual of Uniform Traffic Control Devices (2014 MUTCD, Revision 8). As part of these requirements, there are provisions for coordination with local emergency services, training for flagmen for emergency vehicles travelling through the work zone, temporary lane separators that have sloping sides to facilitate crossover by emergency vehicles, and vehicle storage and staging areas for emergency vehicles. MUTCD requirements also provide for construction work during off-peak hours and flaggers.

### **(3) Regional Regulations**

#### ***(a) Southern California Association of Governments' Regional Transportation Plan/Sustainability Communities Strategy***

In compliance with SB 375, on September 3, 2020, SCAG's Regional Council adopted Connect SoCal (2020–2045 RTP/SCS). The 2020–2045 RTP/SCS builds on the continued efforts of the previous RTP/SCS plans to integrate transportation and land uses strategies to increase mobility options and achieve more sustainable growth patterns for development in the SCAG region through horizon year 2045, while meeting GHG reduction

targets set by CARB. The 2020–2045 RTP/SCS contains socioeconomic projections that are used as the basis for SCAG’s transportation planning and various County services.

The 2020–2045 RTP/SCS “Core Vision” prioritizes the maintenance and management of the region’s transportation network; expanding mobility choices by co-locating housing, jobs, and transit; and increasing investment in transit and complete streets. Strategies to achieve the “Core Vision” include, but are not limited to: Smart Cities and Job Centers, Housing Supportive Infrastructure, Go Zones, and Shared Mobility. The 2020–2045 RTP/SCS is intended to create benefits for the SCAG region by achieving regional goals for sustainability, transportation equity, improved public health and safety, and enhancement of the regions’ overall quality of life. These benefits include, but are not limited to, a five-percent reduction in VMT per capita, a nine-percent reduction in vehicle hours traveled, and a two-percent increase in work-related transit trips.

#### **(4) County Regulations**

##### ***(a) County of Los Angeles General Plan***

As discussed in greater detail in **Section 5.7**, Land Use and Planning, of this SEIR, the County’s General Plan directs future growth and development in the County’s unincorporated areas and establishes goals, policies, and objectives that pertain to the entire County. The current General Plan, adopted in 2015, includes a Mobility Element that demonstrates how the County will provide for the routine accommodation of all users of a road or street, including pedestrians, bicyclists, users of public transit, motorists, children, seniors, and the disabled. Relevant policies and programs consider all modes of travel, with the goal of making streets safer, accessible, and more convenient to walk, ride a bicycle, or take transit. As discussed further below, the County also adopted a Pedestrian Plan in 2019 and an updated Bicycle Master Plan in 2012, both of which are included as part of the Mobility Element.

The Bicycle Master Plan is an update to the 1975 County Bikeway Plan. The Bicycle Master Plan provides direction for improving the mobility of bicyclists and encouraging more bicycle ridership within the County by expanding the existing bikeway network, connecting gaps, addressing constrained areas, providing for greater local and regional connectivity, and encouraging more residents to bicycle more often.

*Step by Step Los Angeles County: Pedestrian Plans for Unincorporated Communities* (Pedestrian Plan) outlines actions, policies, procedures, and programs that the County will consider in order to enhance walkability across unincorporated communities. It also includes Community Pedestrian Plans that identify potential pedestrian infrastructure projects for specific unincorporated communities. This tailored approach to pedestrian planning enables the County to work closely with residents,

businesses, and other stakeholders to meet the unique needs of each unincorporated community. Goals focus on walkability, key pedestrian issues and opportunities, and appropriate strategies to enhance walking conditions throughout the County.

***(b) Santa Clarita Valley Area Plan: One Valley One Vision 2012***

The Santa Clarita Valley Area Plan: One Valley One Vision 2012 (Area Plan) is a component of the Los Angeles County General Plan and establishes the General Plan policies and land use designations applicable to the Modified Project. The Area Plan is a joint effort between the County and the City of Santa Clarita that both agencies adopted and that serves to guide the future growth of the Santa Clarita Valley (Valley). The Area Plan addresses access and mobility, identifying LOS designations of a roadway or intersection as an indication of whether the capacity is adequate to handle the volume of traffic of a particular facility.

As discussed in greater detail in **Section 5.7**, Land Use and Planning, of this SEIR, the Area Plan serves as a long-term guide for development in the Valley Planning Area through 2032. The Area Plan ensures consistency between the General Plans of the County and City in order to achieve common goals and encourages the coordination of land use plans with public services and other departments or agencies. The Area Plan acknowledges that within the Valley, connectivity of the street network is interrupted by topographic constraints, including rolling terrain, canyons, and the Santa Clara River. As a result, regional traffic is concentrated on a limited number of arterial streets. In addition, the Area Plan notes that the Valley experiences typical suburban traffic patterns, which are characterized by traffic volumes that peak during the A.M. and P.M. commute periods. As noted in the Circulation Element, based on traffic data and traffic model forecasts for 23 key intersections within the Valley, A.M. and P.M. peak-hour conditions are expected to continue to worsen over time absent improvements to the circulation system.

Within the Area Plan, the Circulation Element plans for the continued development of efficient, cost-effective, and comprehensive transportation systems that are consistent with regional plans, local needs, and the Valley's community character. Relevant policies call for the expansion of alternative transportation options, planning of efficient links between circulation systems at appropriate locations, and creation of walkable communities. Magic Mountain Parkway crosses through the Modified Project Site in an east/west direction and provides access to the City of Santa Clarita, as well as I-5 to the east. This portion of Magic Mountain Parkway is classified as a Major Highway in the County Highway Plan and is currently constructed as far west as Mission Village just west of the Entrada South Planning Area.

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***(c) Metropolitan Transportation Authority Vision 2028 Strategic Plan***

The Los Angeles County Metropolitan Transportation Authority (Metro) Vision 2028 Strategic Plan (Vision 2028) outlines strategic goals for a 10-year period ending in 2028 and details actions Metro plans to undertake to meet those goals. Vision 2028 establishes five goals as follows:

1. Provide high-quality mobility options that enable people to spend less time traveling;
2. Deliver outstanding trip experiences for all users of the transportation system;
3. Enhance communities and lives through mobility and access to opportunity;
4. Transform L.A. County through regional collaboration and national leadership; and
5. Provide responsive, accountable, and trustworthy governance within the Metro organization.

***(d) Vision Zero Los Angeles County: A Plan for Safer Roadways***

Vision Zero Los Angeles County: A Plan for Safer Roadways (Vision Zero), published in November 2019, guides the County's efforts to reduce traffic deaths and severe injuries on unincorporated County roadways through 2025. The plan sets goals and actions to enhance traffic safety in collaboration with public agencies and community partners. Near the Modified Project area, a segment of The Old Road located southeast of Entrada South is identified as a Collision Concentration Corridor, defined as a half-mile roadway segment where three or more fatal or severe injury collisions occurred from 2013 through 2017. Vision Zero also identifies various types of roadway enhancements to manage vehicle speeds, enhance visibility, provide separation for travel modes, and ultimately improve safety, including pedestrian-activated warning beacons, left turn signal phasing, separated bikeways, and high visibility crosswalks.

***(e) Los Angeles County Code***

With respect to construction noise, Section 12.08.440 of the County Code prohibits noise-generating construction activities between the weekday hours of 7:00 P.M. and 7:00 A.M. and at any time on Sundays and holidays if such activities would create a noise disturbance across a residential or commercial real-property line, except for emergency work of public service utilities or by variance issued by the health officer. In addition, County Code Section 12.12.030 prohibits between the weekday hours of 8:00 P.M. and

6:30 A.M. and at any time on Sundays construction and earthwork activities involving certain specified types of equipment that could cause a noise disturbance at a residential use.

**(f) Bridge and Thoroughfare Districts**

A portion of the roadway network included within the 2030 cumulative analysis scenario, as well as certain recommended mitigation measures, would be funded in part through the Westside Bridge and Major Thoroughfare District (B&T District), an area of benefit for financing specific improvements in the Westside area of the Santa Clarita Valley; the Modified Project Site is located within this B&T District. The Westside B&T District was established by the County in July 2011 to provide an equitable financing mechanism by which new development within the B&T District boundaries will share the costs of providing full roadway mitigation improvements.<sup>10</sup> The roadway improvements have been planned to accommodate forecasted traffic growth occurring both within the B&T District and cumulative traffic from outside the B&T District. For example, the Westside B&T District will fund the construction of major new roadways, such as Magic Mountain Parkway and Long Canyon Road, the Commerce Center Drive Bridge over the Santa Clara River, widening of The Old Road to Major Highway standards, interchange improvements to the I-5 freeway, and numerous improvements to existing intersections throughout the B&T District.

The Westside B&T District fee administered by the County of Los Angeles as of July 1, 2022, is \$28,390 per factored dwelling unit (FDU) and is subject to escalation annually. Each type of major land use within the B&T District has been assigned an FDU value based on the average traffic impact for that category compared to a single-family residence.

**(g) 2016 Active Transportation Strategic Plan**

The Active Transportation Strategic Plan (ATSP) demonstrates Metro's ongoing commitment to improving mobility in the region for people who walk, bike, and take transit and to creating safer streets that benefit all roadway users. Many of Metro's recent investments and projects are a reflection of how the agency can work with local partners to serve the region, maximize the return on investment on the County's extensive and growing transportation network, and support the public's interest in more travel choices. Active transportation refers to any non-motorized mode of travel, including walking, bicycling, rolling, skating, or scootering. The ATSP serves as Metro's overall strategy for funding and supporting the implementation of active transportation infrastructure and

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<sup>10</sup> Los Angeles County Department of Public Works, *Westside Bridge and Major Thoroughfare Construction Fee District Report*, February 2011.

programs in Los Angeles County. It identifies strategies to improve and grow the active transportation network, expand the reach of transit, and develop a regional active transportation network to increase personal travel options. It is intended to provide guidance to Metro and partner organizations, including local jurisdictions, regional government, and other stakeholders, in setting regional active transportation policies and guidelines to meet transportation goals and targets established in local, regional, state, and federal plans.

#### **(h) Los Angeles County of Public Works**

As mentioned above, the County's Public Works Department adopted its *Transportation Impact Analysis Guidelines* on July 23, 2020. The *Transportation Impact Analysis Guidelines* include guidance for VMT analysis of development projects, including project screening, analysis methodology, significance criteria, impact assessment, and mitigation strategies.

### **(5) Previously Approved Studies**

#### **(a) Westside Santa Clarita Valley Roadway Phasing Analysis**

The Westside Santa Clarita Valley Roadway Phasing Analysis (Phasing Analysis) addresses transportation planning for the cumulative development of projects planned in the Santa Clarita Valley west of I-5, which are collectively referred to as the Westside projects.<sup>11</sup> The Phasing Analysis identifies specific roadway and intersection improvements necessary to support the planned development of the westside, including development associated with the approved Newhall Ranch Specific Plan (i.e., Landmark Village, Mission Village, Homestead North and South, and Potrero Village), along with development of Entrada North, Entrada South, Legacy Village, and the undeveloped portions of VCC. Along with the phased development of the Westside projects, the Phasing Analysis incorporates other anticipated developments outside of the Westside area and buildout of the remaining portions of the Valley, in accordance with the land uses designated in the County's and City's General Plans.

The Phasing Analysis provides a comprehensive evaluation of the phasing, or timing, of the transportation infrastructure to support the cumulative buildout of these areas

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<sup>11</sup> *Austin-Foust Associates, Inc. (AFA), Westside Santa Clarita Valley Roadway Phasing Analysis, November 2006; and AFA, Westside Santa Clarita Valley Phasing Analysis for the City of Santa Clarita, July 2006, and Stantec, Westside Santa Clarita Valley Roadway Phasing Analysis—2015 Update, February 2016, are collectively referred to as the Westside Santa Clarita Valley Roadway Phasing Analysis. As noted above, the Phasing Analysis was updated in May 2023 and approved by the County Department of Public Works in January 2024 and is included as **Appendix 5.9d** of this SEIR.*

over the next 25 years in order to avoid intersection deficiencies. The Phasing Analysis is the most comprehensive roadway planning effort prepared to date for the Santa Clarita Valley and, as such, is referenced in the Transportation Analysis as the source of cumulative traffic data forecasts and the identification and timing of roadway improvements. Periodic updates of the Phasing Analysis will be prepared to ensure that the identified roadway improvements occur when needed and based on actual development activity as changes occur over time. The development timeline of the Westside area may evolve based on several factors, such as economic conditions and consumer driven requirements, and periodic updates of the Phasing Analysis will allow the timing of roadway improvements to be prioritized based on the actual land development activity as it occurs. The Phasing Analysis was approved by the County in May 2007, with updates approved by the County Department of Public Works in 2016 and 2024, for use as a supporting document for traffic studies evaluating Westside projects, such as the Project. The Phasing Analysis is included as **Appendix 5.9d** of this SEIR.

## **b. Existing Conditions**

### **(1) Existing Roadway System**

Regional access to the Modified Project Site is provided by I-5, located just east of the site, and SR-126, which passes between Entrada South and VCC. Additional freeways in the area include SR-14, which provides access to the Antelope Valley, and I-210 and I-405, which along with I-5 provide access to the region south of Newhall Pass.

**Figure 5.9-2**, Study Area and Intersection Location Map—Entrada South, and **Figure 5.9-3**, Study Area and Intersection Location Map—VCC, depict existing roadways and some of the future streets within and surrounding the Entrada South and VCC Planning Areas. Direct access to Entrada South is provided by Magic Mountain Parkway, which is classified as a Major Highway in the County’s Highway Plan and was recently extended through the Planning Area as part of the approved Mission Village project to the west (currently under construction). Similarly, access will be provided by Westridge Parkway and Commerce Center Drive (discussed below), which are designated as a collector and Major Highway, respectively. In addition, The Old Road is classified as a Major Highway and currently provides connectivity to the VCC Planning Area to the north.

Local access to the VCC Planning Area is currently available from The Old Road, Henry Mayo Drive, and Commerce Center Drive, as well as Franklin Parkway and Hancock Parkway, which are local streets that will be extended into the Planning Area. A southerly extension of Commerce Center Drive via a bridge over the Santa Clara River is planned to connect with an existing segment of Commerce Center Drive in Mission Village.

## **(2) Existing Traffic Conditions**

An analysis was completed to determine the existing LOS for intersections within the study area using traffic count data collected during the A.M. peak hour (between 7:00–9:00 A.M.) and the P.M. peak hour (between 4:00–6:00 P.M.) on various dates in 2018 and 2019. Within the time span from when the counts were collected in 2018 to completion of this analysis, no major changes have occurred within the study area that would affect traffic volumes other than typical growth. LOS is a concept developed to quantify the degree of comfort afforded to drivers as they travel on a given roadway. The degree of comfort includes such elements as travel time, number of stops, and total amount of stopped delay. Based on this analysis, all study area intersections operate at LOS D or better, with the exception of the intersection of McBean Parkway and Newhall Ranch Road, which operates at LOS E during the P.M. peak hour.

## **(3) Pedestrian and Bicycle Access**

In the immediate vicinity of the Entrada South Planning Area, Magic Mountain Parkway and The Old Road are fully improved with sidewalks on each side of the roadway. Magic Mountain Parkway also includes a Class I shared-use route for bicycles and neighborhood electric vehicles (NEVs) along the north side of the roadway, connecting the Entrada South Planning Area to the approved Mission Village community (currently under construction) to the west. Additionally, shared NEV/Class I routes along Westridge Parkway and Commerce Center Drive have been constructed on the west side of each street. The intersection of The Old Road at Magic Mountain Parkway is also fully improved with sidewalks on all four corners and pedestrian crosswalks controlled by a traffic signal on all four legs.

Near the VCC Planning Area, sidewalks are provided along the west side of both Commerce Center Drive and The Old Road. Pedestrian crosswalks controlled by a traffic signal are provided at the Commerce Center Drive/Hancock Parkway, Commerce Center Drive/Franklin Parkway, and Commerce Center Drive/Harrison Parkway intersections on some but not all legs, as well as under SR-126. Crosswalks are not provided across The Old Road north of SR-126 due to I-5 to the immediate east. Northwest of the VCC Planning Area, the Hasley Canyon Trail is a 1.67-miles multi-purpose trail that can be accessed along Commerce Center Drive and Hasley Canyon Road through the existing industrial/business park, with connection to the Hasley Canyon Equestrian Center in the hills to the north.

In the City of Santa Clarita, a Class I bike route exists along the Santa Clara River and crosses under the I-5 freeway approximately 0.5 mile north of Magic Mountain Parkway, with a planned connection to future County trails in the Modified Project area. Existing and proposed bicycle infrastructure in and around the Modified Project Site and

surrounding areas is illustrated in **Figure 5.9-4**, Existing and Future Bicycle Facilities, on page 5.9-23.

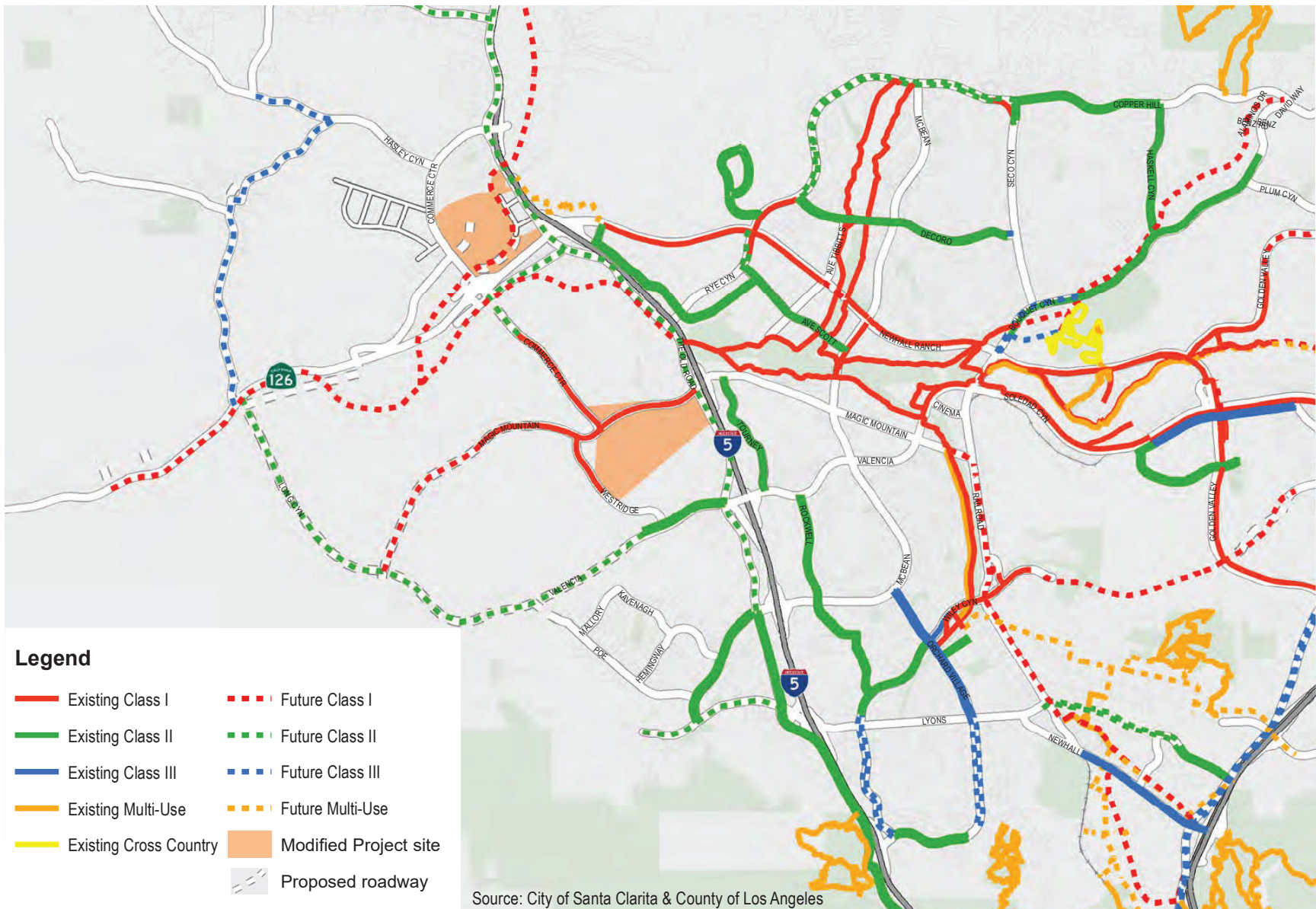
#### **(4) Public Transportation**

Santa Clarita Transit (SCT) currently operates six fixed route transit bus lines in the proximity (typically defined as 0.25 mile) of the Modified Project Site. The routes include numbers 1, 2, 3, 7, 502, and 636. Routes 1 and 2 provide service between Castaic/Val Verde and the McBean Regional Transit Center, with stops through the Valencia Industrial Center. Routes 3 and 7 provide service between the Seco Canyon area and Six Flags Magic Mountain Theme Park. Route 502 provides service to/from the Santa Clarita Metrolink station to/from Commerce Center and operates on weekdays only. Route 636 provides service to/from West Ranch High School with stops through the existing VCC industrial/business park. Additional bus routes, accessible from these six routes, provide service to the greater Santa Clarita Valley area.

SCT Commuter Express offers express commuter bus travel to Los Angeles, Warner Center, Van Nuys, Century City, and the Antelope Valley. The City of Santa Clarita also operates approximately 20 supplemental school day service routes to serve students. The supplemental school day service routes provide transit service to various areas within the Santa Clarita Valley and are available on school days during peak morning and afternoon travel times.

With respect to commuter rail, Metrolink, governed by the Southern California Regional Rail Authority (SCRRA), provides commuter rail service between the Antelope Valley and Downtown Los Angeles and also links Ventura, Los Angeles, San Bernardino, Riverside, Orange, and San Diego Counties with transfer service between the bus and rail systems. Three Metrolink stations are located within the City of Santa Clarita, each of which serves the Antelope Valley line, which travels between Lancaster and Union Station in the City of Los Angeles. The Metrolink station closest to the Modified Project site is located along Soledad Canyon Road east of Bouquet Canyon Road. A second Metrolink station is located along Railroad Avenue just south of Lyons Canyon Road. Long-range plans include a potential Metrolink extension along the SR-126 corridor. Additionally, space for a park and ride and/or train station and potential future rail right-of-way is set aside as part of the approved Landmark Village project.

Furthermore, the Entrada South Planning Area is located approximately one mile west of the McBean Regional Transit Center and adjacent to a future central mobility hub. This Bus Transfer Station/Mobility Hub will be located along Commerce Center Drive north of Navigation Way in the adjacent Mission Village project.



**Figure 5.9-4**  
Existing and Future Bicycle Facilities

### c. Planned Roadway Improvements

The Los Angeles County Highway Plan and the Newhall Ranch Specific Plan each include future roadways within and near the Modified Project Site. Magic Mountain Parkway crosses through the Entrada South Planning Area in an east/west direction and provides access to I-5 and the City of Santa Clarita to the east. Magic Mountain Parkway is currently constructed as far west as Mission Village, to the west of Entrada South, and was previously approved to be extended further to the west.

A southerly extension of Commerce Center Drive via a bridge over the Santa Clara River is planned to connect with an existing segment of Commerce Center Drive in Mission Village. Under the Phasing Analysis, the construction of this bridge is estimated to be operational at Development Phase B (5,629 Dwelling Units, 2.1 Million Square Feet (“MSF”) of Commercial Space.)

The Old Road is currently constructed as a six-lane roadway in the vicinity of Entrada South and a four-lane roadway in the vicinity of VCC, and plans are underway to widen the roadway to six lanes from just north of Magic Mountain Parkway to approximately SR-126.<sup>12</sup>

The planned future roadway system also includes the westerly extension of Valencia Boulevard to Magic Mountain Parkway (part of the proposed Legacy Village). Each of these improvements will be constructed in development phases as the Project area develops and these improvements are included in either the Westside B&T District or the Lyons McBean B&T District, which will provide an equitable financing mechanism for new improvements.

Lastly, as identified in the Transportation Analysis and as a condition of approval by the Department of Public Works, the Project will provide the following improvements:

- Media Center Lane at Magic Mountain Parkway: Extend the westbound turn lane by approximately 21 feet.
- The Old Road and Turnberry Lane: Extend the northbound turn lane by approximately 51 feet.

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<sup>12</sup> Los Angeles County Department of Public Works, *Notice of Preparation and Public Scoping Meeting for a Draft Environmental Impact Report/Environmental Assessment, The Old Road over Santa Clara River and the Southern Pacific Transportation Company (SPT Co.) Bridge, Et Al., March 3, 2023.*

### 3. SUMMARY OF IMPACTS FOR THE 2017 PROJECT

**Section 4.8**, Traffic, of the State-certified EIR analyzed impacts to vehicular congestion resulting from the development of the Entrada South and VCC Planning Areas. Specifically, the State-certified EIR evaluated whether the Project would result in significant impacts related to: cause a County roadway segment to go from LOS A through E to LOS F or a Ventura County roadway segment to go from LOS A through D to LOS E; increase the volume-to-capacity (v/c) ratio at an existing deficient condition location by 0.01 or more; or cause or contribute to a v/c of greater than 1.0 and increase the v/c by 0.020 or more.<sup>13</sup> All such impacts would be reduced to a less than significant level with mitigation, including Mitigation Measures RMDP/SCP-TR-1 through RMDP/SCP-TR-18; and in Valencia Commerce Center, Mitigation Measures VCC-TR-1 through VCC-TR-17, as set forth in the State-certified EIR.<sup>14</sup> Because the State-certified EIR was approved prior to the adoption of VMT as the primary method of evaluating transportation impacts, it did not include a transportation VMT analysis. However, VMT is a component for calculating transportation-related GHG emissions and mobile source GHG emissions were analyzed in the State-certified EIR. (State-certified EIR, p. 4.7-65)

### 4. REGULATORY REQUIREMENTS AND PROJECT DESIGN FEATURES

The Modified Project would comply with applicable regulatory requirements, including County and Caltrans standards for roadway improvements. The Modified Project's construction activities would comply with County Code Sections 12.08.440 and 12.12.030, which collectively limit the hours of noise-generating construction activities to non-holiday weekdays between 6:30 A.M. and 7:00 P.M. Additionally, the following Project design feature (PDF) related to transportation would be implemented as part of the Modified Project:

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

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<sup>13</sup> See State-certified EIR, pages 4.8-42-52.

<sup>14</sup> See State-certified EIR, page 4.8-113.

- Provisions for traffic control during all phases of construction activities to improve traffic flow on public roadways (e.g., flag persons), as needed;
- Scheduling construction activities to reduce the effect on traffic flow on arterial streets, including limiting construction worker arrivals immediately prior to opening hours at Six Flags Magic Mountain;
- Provision of safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers on streets impacted by Project construction;
- Detour signs, as needed;
- Provisions to configure construction parking to minimize traffic interference;
- Provision of adequate emergency access to all residences and businesses adjacent to the roadways impacted by the roadway construction (mitigation) activities during all phases of construction activities;
- Provisions to maintain emergency access at all times in the event temporary lane closures are necessary for the installation of utilities; and
- With the exception of off-site infrastructure improvements, prohibition against parking of construction-related vehicles on streets in predominantly residentially zoned areas.

In addition, specific Modified Project elements that are relevant to this analysis are described below.

### **(1) Modified Project Construction Activities**

As discussed in **Section 3.0**, Project Description, of this SEIR, the Project may be built out in phases or continuously over time. As with the 2017 Project, given the size of the Modified Project Site and the scope of proposed infrastructure including roadways, it is likely that the Modified Project Site will be mass graded to allow for construction of secondary access and utilities to serve the site. As with the 2017 Project, the Modified Project would generally involve balanced cut and fill operations, with the exception of any contaminated soil that may be encountered and require export to an approved off-site disposal facility, if necessary. Actual development of the proposed land uses would be based on market conditions.

Although construction activities would generally be limited to non-holiday weekdays between 6:30 A.M. and 7:00 P.M. in accordance with County Code Sections 12.08.440 and

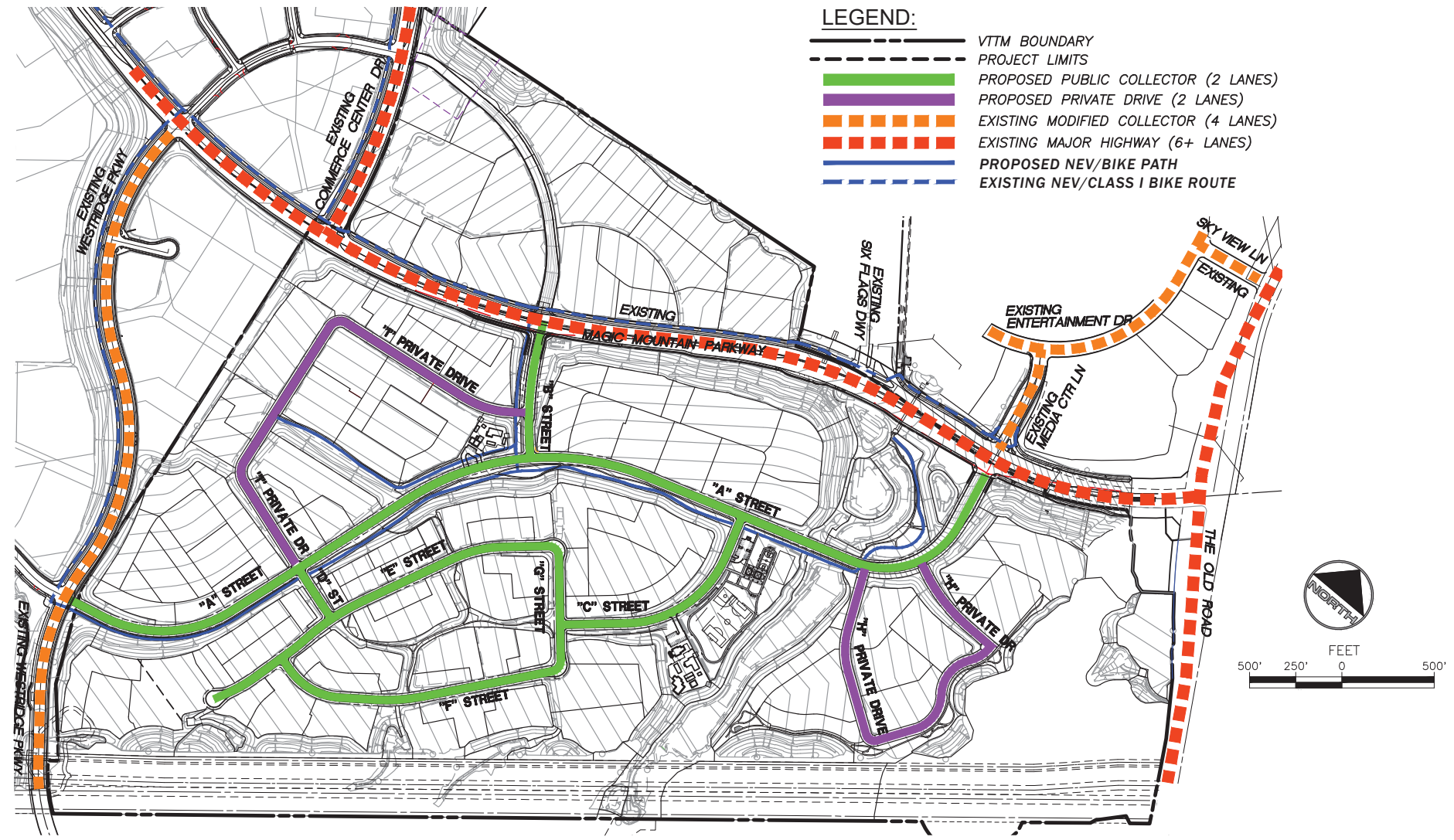
12.12.030, construction hours generally would be from 7:00 A.M. to 3:30 P.M. Based on this schedule, construction workers would be on-site before 7:00 A.M., and most would leave the site before 4:00 P.M. Therefore, construction workers would typically arrive before the weekday morning commute peak period and typically leave before or at the beginning of the weekday afternoon commute peak period.

## (2) Proposed Transportation Improvements

The Modified Project would incorporate various internal roadway improvements, including arterials, residential collectors, and private drives, within the Entrada and VCC Planning Areas. As depicted in **Figure 5.9-5**, Entrada South Circulation Plan, on page 5.9-28, a series of public collector streets and private drives within the Entrada Planning Area would provide access to the various areas and land uses on-site, with connections to Magic Mountain Parkway, Westridge Parkway, and Commerce Center Drive. Within VCC, Franklin Parkway and Hancock Parkway would be extended as industrial collectors from Commerce Center Drive east into the Planning Area, as illustrated in **Figure 5.9-6**, VCC Circulation Plan, on page 5.9-29. The Hancock Parkway extension would connect to an existing segment of Hancock Parkway, extending to the northeastern-most portion of the VCC Planning Area. In addition, emergency access would be provided from the terminus of Franklin Parkway to Live Oak Road to the northeast.

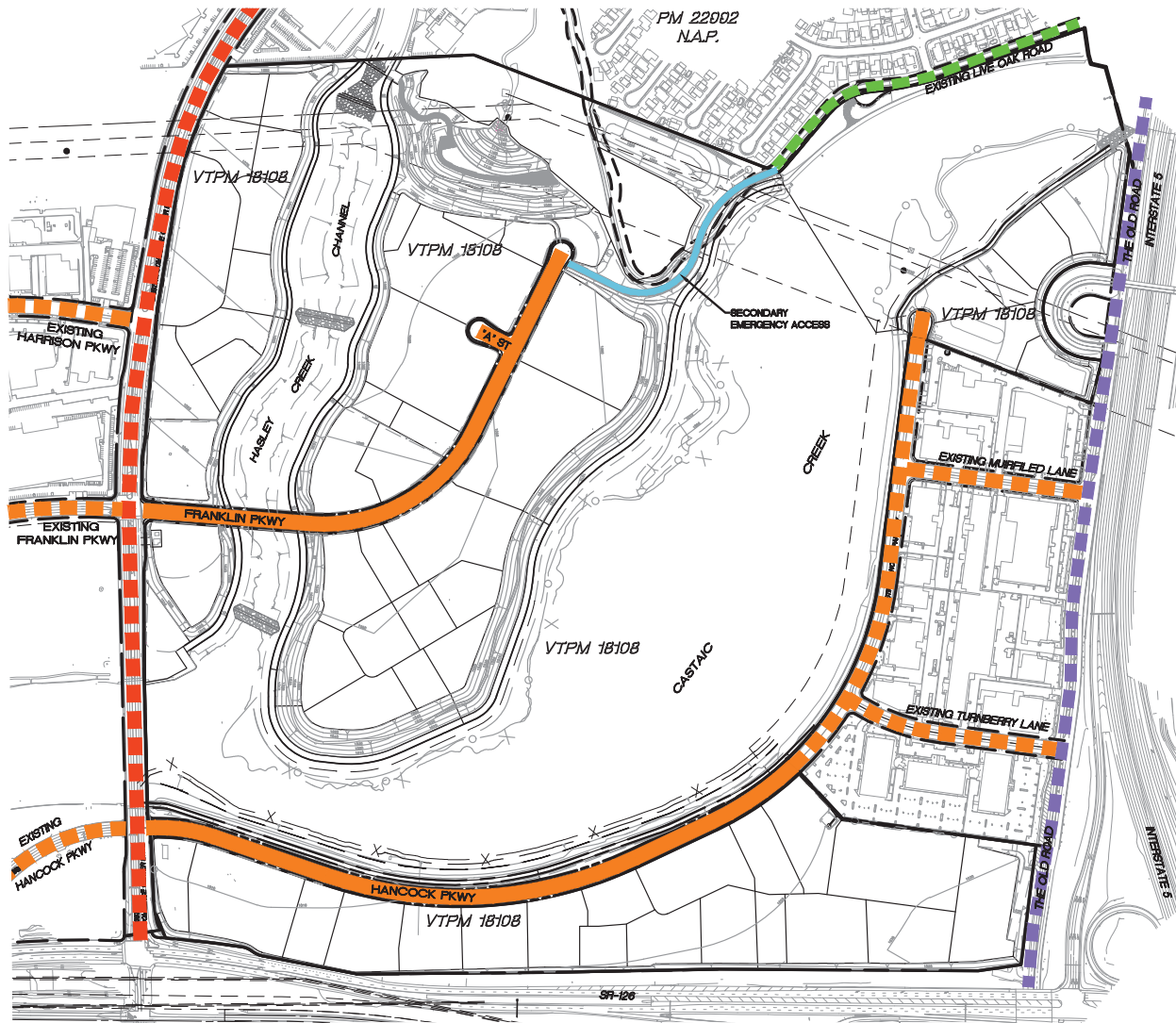
As discussed in more detail in **Section 3.0**, Project Description, of this Draft EIR and illustrated in **Figure 3.0-12**, Entrada South Trails Plan, and **Figure 3.0-14**, VCC Trails Plan, therein, the Modified Project would provide an extensive community trail system that would connect to existing and planned trails in the vicinity. Within Entrada South, the proposed trail system would include community trails, bike lanes, NEV paths, and recreational trails that would be linked to the Newhall Ranch trail system to the west and the existing community of Westridge to the south. Within VCC, a series of multi-use trails and paved pedestrian trails (also providing County flood control access) would be introduced along the banks of Hasley Creek and Castaic Creek. These include an extension of the Hasley Canyon Trail under Commerce Center Drive through the VCC Planning Area, connecting to the Live Oak residential neighborhood to the north and eventually connecting to a regional river trail planned as part of the nearby Landmark Village project. Additionally, sidewalks are proposed on the east side of Commerce Center Drive as part of the VCC improvements.

In addition to the various trail types that would serve as bicycle routes, the Modified Project would expand bicycle facilities in the area. The NEV pathways within Entrada South would also serve as bike routes. Within VCC, a Class I bike route/pedestrian trail (also providing County flood control access) would be developed along the south/east bank of Castaic Creek adjacent to the Hancock Parkway extension. As shown in **Figure 5.9-4**, Existing and Future Bicycle Facilities, the bicycle route improvements in and around the









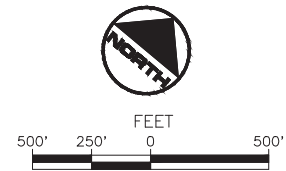
**Figure 5.9-5**  
Entrada South Circulation Plan

Source: Hunsaker & Associates, Inc., 2024.



**LEGEND:**

-  PROPOSED INDUSTRIAL COLLECTOR (4 LANES)
-  EXISTING INDUSTRIAL COLLECTOR (4 LANES)
-  EXISTING MAJOR HIGHWAY (6 LANES)
-  EXISTING SECONDARY HIGHWAY (4 LANES)
-  EXISTING PUBLIC COLLECTOR (2 LANES)
-  PROPOSED SECONDARY EMERGENCY ACCESS



**Figure 5.9-6**  
VCC Circulation Plan

Modified Project Site would connect to an extensive system of continuous bikes lanes within Mission Village and other communities to the west, future planned bike lanes along The Old Road to the east, and existing bike routes within the City of Santa Clarita.

### **(3) Parking**

The Modified Project would require approval of Parking Permit Nos. 200700013 and RPPL2022007239 for Entrada South and VCC, respectively, to authorize shared and reciprocal parking across lot lines. Parking would be provided in a combination of surface lots and parking structures. The number of parking spaces would be consistent with County parking codes.

### **(4) Transportation Demand Management Plan**

The TDM Plan, which was included as Mitigation Measure 2-6 in the State-certified EIR and applies to the Modified Project (see Section 8, below), is designed to reduce vehicle trips and associated VMT and applies to new development located throughout the RMDP/SCP project area, including the Entrada South and VCC Planning Areas. The core objective of the TDM Plan is to reduce the number of single occupancy vehicle trips through the utilization of alternative forms of motorized and non-motorized transport and related strategies. The TDM Plan includes a number of strategies that would enable the residents, employees, and visitors of these planning areas to utilize transit, ridesharing, walking, biking, telecommuting, and other transportation alternatives to single rider vehicles. The following is a list of the TDM Plan measures applicable to the Modified Project that would serve to reduce vehicle trips:

1. Pedestrian network linking areas of the project site;
2. Traffic calming measures to encourage people to walk or bike;
3. Increased transit availability through route expansion or increasing transit frequency;
4. Encouraging telecommuting and alternative work schedules (applies to both residential and work tripends);
5. Employer-administered Commute Trip Reduction (CTR) program;
6. School bus program;
7. Transit fare subsidies;
8. Membership based carshare program;

9. NEV and Electric Bicycle (e-bike) infrastructure;
10. Integration of Mobility Hubs;
11. Website and apps for transportation information; and
12. Bikeshare system.

The TDM Plan was adopted by the California Department of Fish and Wildlife (CDFW) as part of the State-certified EIR and, consequently, is a binding and enforceable mitigation measure that applies to the Modified Project. Where appropriate, the Transportation Analysis incorporates trip reductions attributable to the TDM Plan. Refer to **Appendix 5.9a** for further discussion.

## 5. THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the CEQA Guidelines, a project would have a significant impact related to transportation if the Project would:

- Threshold 5.9-1:** Conflict with an applicable program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?
- Threshold 5.9-2:** Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?
- Threshold 5.9-3:** Substantially increase hazards due to a road design feature (e.g., sharp curves) or incompatible uses (e.g., farm equipment)?
- Threshold 5.9-4:** Result in inadequate emergency access?

As evaluated in the Initial Study (see **Appendix 1** of this SEIR), the Modified Project would not substantially increase hazards due to a geometric design feature or incompatible use per Threshold 5.9-3. Additionally, as evaluated in the Initial Study, the Modified Project does not include any modifications to the 2017 Project that would increase interference with an adopted emergency response plan or emergency evacuation plan per Threshold 5.9-4. Accordingly, the Initial Study analysis concluded no further analysis of these issues would be required. As such, Threshold 5.9-3 and Threshold 5.9-4 are not analyzed any further in this SEIR section.

## 6. ENVIRONMENTAL IMPACTS OF THE MODIFIED PROJECT

### a. Methodology

#### (1) Consistency with Plans, Programs, Ordinances, or Policies

The County of Los Angeles aims to achieve an accessible and sustainable transportation system that meets the needs of all users. The County's adopted transportation-related plans and policies affirm that streets should be safe and convenient for all users of the transportation system, including pedestrians, bicyclists, motorists, public transit riders, disabled persons, senior citizens, children, and movers of commercial goods. Therefore, the transportation requirements and mitigations for proposed developments should be consistent with the County's transportation goals and policies. A project that generally conforms with and does not obstruct the County's development policies and standards is considered consistent under Threshold 5.9-1.

#### (2) VMT Analysis

As noted above, SB 743 required OPR to establish guidelines under CEQA for identifying and mitigating VMT transportation impacts. SB 743 moves away from using delay-based LOS as the metric for identifying a potentially significant impact and instead uses VMT. As such, the following analysis does not address the Modified Project's impacts on intersection LOS; however, an LOS analysis was prepared for the Modified Project for informational purposes only and is included as part of the Modified Project's Transportation Analysis. A copy of this study is provided in **Appendix 5.9a** to this Draft SEIR.

The CEQA Guidelines note that "Amendments to the Guidelines apply prospectively only...a project need only comply with the Guidelines in effect when the [CEQA] document is set out for public review..." (See CEQA Guidelines §§ 15064.3(c) and 15007.) A "project" refers to the underlying activity which may be subject to approval by one or more governmental agencies; it does not refer to each of the several approvals sequentially issued by different agencies. (CEQA Guidelines 15378(c).) OPR also explains "there may be circumstances when public agencies are considering changes to already approved projects that were analyzed using LOS. When determining whether subsequent and supplemental analyses are required under PRC section 21166, the agency should focus the inquiry on whether there are substantial changes in the project or circumstances that would require major revisions of the document, or if new information, which was not known and could not have been known at the time of becomes available. (Pub. Resources Code, § 21166; CEQA Guidelines, §§ 15162-15163.)"

In addition, *Olen Properties Corp. v. City of Newport* demonstrates that when an EIR analyzed traffic impacts using LOS, an LOS metric is appropriate for later environmental

analyses even if the later analyses are completed after the CEQA Guidelines were amended. (*Olen Properties Corp.*, *supra*, 93 Cal.App.5th.) The court held that the City of Newport Beach was not required to undertake a VMT study for the project even though an Addendum to the EIR was obtained after the CEQA Guidelines changed the method for measuring traffic impacts from LOS to VMT. In addition, the court found subsequent changes to the CEQA Guidelines are not “new information” under CEQA so long as the underlying environmental issue was understood at the time of the initial EIR. (Ibid. [“[I]t is settled law in California that subsequent changes to the guidelines are not “new information” triggering section 21166, subdivision (c), so long as the underlying environmental issue was understood at the time of the initial EIR.”] [quoting *Concerned Dublin Citizens v. City of Dublin* (2013) 214 Cal.App.4th 1301, 1318-1320].)

Consequently, VMT transportation analysis are not required for modifications to previously approved projects that were subject to an EIR prepared prior to the adoption CEQA Guidelines §§ 15064.3(c). In this case, the State-certified EIR analyzed transportation impacts of the 2017 Project with an LOS-based methodology, and the mere adoption of CEQA Guidelines §§ 15064.3(c) does not constitute new information requiring a VMT-based analysis for the Modified Project. Nevertheless, a transportation VMT analysis has been performed for the Modified Project,

As discussed under OPR’s Technical Advisory, “metrics such as VMT per capita or VMT per employee, i.e., metrics framed in terms of efficiency (as recommended below for use on residential and office projects), cannot be summed because they employ a denominator. A project that falls below an efficiency-based threshold that is aligned with long-term environmental goals and relevant plans would have no cumulative impact distinct from the project impact. Accordingly, a finding of a less-than-significant project impact would imply a less than significant cumulative impact, and vice versa.” (OPR Technical Advisory p. 6.)

The following analysis evaluates Modified Project-related VMT and complies with the updated CEQA Guidelines that incorporate the requirements of SB 743. The analysis has been prepared in accordance with the *Transportation Impact Analysis Guidelines from the Los Angeles County Department of Public Works and the Los Angeles County Senate Bill (SB) 743 Implementation and CEQA Updates Report*.

#### **(a) VMT Screening Criteria**

The County VMT Guidelines provide screening criteria to identify if a project is presumed to have a less than significant impact without conducting a more detailed VMT analysis. The County VMT Guidelines and OPR VMT guidance demonstrate that qualifying projects can be presumed to have a less than significant impact. The screening criteria are

based on factors that include project size, areas of low VMT, locally serving retail, transit proximity, and affordable housing, as shown in **Table 5.9-2**, Project Screening Criteria and Screening Thresholds, on page 5.9-35.

To evaluate these screening criteria, **Table 5.9-3**, State-Certified EIR and Modified Project Land Use and ADT Comparison, on page 5.9-37 compares the amount of development evaluated in the Transportation Analysis of the State-certified EIR for the Entrada South and VCC planning areas (2017 Project) to the amount of development evaluated in this SEIR under the Modified Project. Also shown is the amount of average daily trips (ADT) modeled for both the 2017 Project and Modified Project and the relative difference in ADT in each case. As shown, the Modified Project would result in approximately 3,459 fewer ADT without the TDM and 12,994 fewer ADT with the TDM when compared to the ADT estimate used in the Transportation Analysis for the State-certified EIR analysis for the Entrada South and VCC planning areas. The reduced amount of ADT can be attributed to a decrease in the number of planned residential units, a change to the type of non-residential land use planned for the Entrada South area, as well as the implementation of the TDM Plan (the Transportation Analysis included in the State-certified EIR did not apply a reduction in trips due to the TDM measures).

#### ***(b) VMT Performance Criteria***

As shown in **Table 5.9-2**, Project Screening Criteria and Screening Thresholds, the Modified Project satisfies the trip generation screening criteria. Nonetheless, an assessment of the Modified Project's VMT has been prepared, as discussed below.

The County VMT Guidelines divide the County into a North region and a South region for the purpose of VMT analysis. The Modified Project is located within the County's North region. This analysis utilizes the County's significance thresholds and VMT metrics in the County VMT Guidelines, summarized in **Table 5.9-4**, VMT Metrics for North County Area, on page 5.9-38. As shown, the North County baseline for home-based residential trips is an average of 22.3 VMT per capita, and the North County baseline for home-based-work employment trips is an average of 19.0 VMT per employee. The County has established a threshold of significance of 16.8 percent less than these averages, resulting in significance thresholds of 18.6 VMT per capita for residential uses and 15.8 VMT per employee for employment uses for the North County region.

**Table 5.9-2  
Project Screening Criteria and Screening Thresholds**

<b>Category</b>	<b>Criteria/Screening</b>	<b>Screening Threshold</b>	<b>Project Screened Out (Yes/No)</b>
Non-Retail Trip Generation Screening	Non-retail projects that generate a net increase in traffic of fewer than 110 ADT can be screened out from completing a full VMT analysis.	If the project generates fewer than 110 net new trips per day it is concluded to have a less than significant impact.	<b>Yes.</b> The Modified Project would result in a net reduction of approximately 13,000 daily trips compared to the 2017 Project. Therefore, the Modified Project would generate fewer than 110 net trips per day (see <b>Table 5.9-3</b> , State-Certified EIR and Modified Project Land Use and ADT Comparison, on page 5.9-37 in the analysis below, for additional details about the trip reductions associated with the Modified Project).
Retail Project Site Plan Screening	Retail projects that are locally serving can be screened out from completing a full VMT analysis.	If the project proposes locally serving retail uses that are 50,000 square feet or less it is concluded to have a less than significant impact	<b>Varies.</b> Neighborhood serving retail uses of less than 50,000 square feet can be screened out from further analysis. However, any retail uses greater than 50,000 square feet are evaluated.
Transit Proximity Screening	Projects within 0.5 mile of a major transit stop or a stop located along a high-quality transit corridor generally reduce VMT and therefore can be screened out from completing a full VMT analysis.	If the project is within ½ mile of a major or high-quality transit stop/corridor, the project is concluded to have a less than significant impact. The project should generally also meet the following criteria: <ul style="list-style-type: none"> <li>• FAR &gt;= 0.75</li> <li>• Not provide more parking than required by County</li> <li>• Be consistent with the regional SCS</li> <li>• Not replace existing affordable units with a smaller number of moderate to high-income units</li> </ul>	<b>No.</b>

**Table 5.9-2 (Continued)**  
**Project Screening Criteria and Screening Thresholds**

<b>Category</b>	<b>Criteria/Screening</b>	<b>Screening Threshold</b>	<b>Project Screened Out (Yes/No)</b>
Residential Land Use Based Screening	Affordable housing in infill locations can be screened out from completing a full VMT analysis.	If the project is comprised 100% of affordable units and is located in an infill location, then the Project is concluded to have a less than significant impact.	<b>No.</b>
<hr/> <p><i>ADT = Average Daily Trips</i>  <i>FAR = Floor Area Ratio</i>  <i>SCS = Sustainable Community Strategy</i>  <i>Source: Stantec Consulting Services Inc., December 2023.</i></p>			

The Modified Project has an integrated land plan that includes both residential and employment uses; therefore, a threshold of significance was calculated based on the Modified Project's weighted average of the residential and employee significance thresholds. With the Modified Project's estimated residential population of 4,958 persons (per the County VMT calculator tool) and the North County average VMT of 22.3 per capita, the residential portion of the Modified Project could generate up to 110,566 daily home-based VMT and remain consistent with the North County average. Similarly, based on the Modified Project's estimated 12,693 employees (per the County VMT calculator tool) and the North County average VMT of 19.0 per employee, the employment uses in the Modified Project could generate up to 241,162 daily home-based-work VMT and remain consistent with the North County average. With a combined service population of 17,651 (4,958 residents and 12,693 employees), the total VMT of 351,728 (110,566 home-based residential and 241,162 home-based-work employment) equates to an average VMT of 19.9 per service population for the North County area.

The County VMT Guidelines call for reducing VMT by at least 16.8 percent below baseline VMT. Thus, the Modified Project's weighted total VMT per service population significance threshold would be 19.9 VMT reduced by 16.8%, which equates to 16.6 VMT based on the Modified Project's land use mix. In other words, if the Modified Project's total VMT per service population is below 16.6 VMT, it would have a less than significant VMT impact, consistent with the County VMT Guidelines.

**Table 5.9-3  
State-Certified EIR and Modified Project Land Use and ADT Comparison**

	Units	State-certified EIR Transportation Analysis (2017 Project)		Modified Project		Difference in Amount	Difference in ADT
		Amount	ADT	Amount	ADT		
<b>Entrada South Planning Area</b>							
Residential	DU	1,725	14,613	1,574	12,592	-151	-2,021
Non-Residential	TSF	450	20,322	730	18,177	280	-2,145
Other	—	—	521	—	1,422	—	901
<b>VCC Planning Area</b>							
Non-Residential	TSF	3,400	31,995	3,400	31,801	0	-194
<b>Sub-Total</b>			<b>67,451</b>		<b>63,992</b>		<b>-3,459</b>
<b>TDM Reduction<sup>a</sup></b>		<b>N/A<sup>b</sup></b>		<b>-14.9%</b>	<b>-9,535</b>		<b>-9,535</b>
<b>Total</b>			<b>67,451</b>		<b>54,457</b>		<b>-12,994</b>
<p>2017 Project refers to State-certified EIR Alternative D-2  ADT = Average Daily Traffic  DU = Dwelling Units  N/A = Not Applicable  TDM = Transportation Demand Management  TSF = Thousand Square Feet</p> <p><sup>a</sup> From the TDM Plan, which was included as part of the State-certified EIR.  <sup>b</sup> The Transportation Analysis included in the State-certified EIR did not apply a reduction in trips due to the TDM measures.</p> <p>Source: Stantec Consulting Services Inc., December 2023.</p>							

**Table 5.9-4  
VMT Metrics for North County Area**

Region	Residential VMT/Capita	Employment VMT/Employee	Total VMT per Service Population <sup>a</sup> (Home-Based plus Home-Based Work Trips Only) <sup>b</sup>
North County Baseline	22.3	19.0	43.1 (19.9) <sup>b</sup>
North County Threshold (baseline with 16.8-percent reduction)	18.6	15.8	35.9 (16.6) <sup>b</sup>
<p><sup>a</sup> Service population includes both residents and employees.</p> <p><sup>b</sup> The total VMT per service population values in parenthesis are based on data obtained from the County VMT calculator tool, include home-based trips (for residential uses) and home-based work trips (for employment uses) only, and represent a weighted average of the residential and employment thresholds based on the Modified Project's land use mix. The 35.9 threshold is for all trip types.</p> <p>Source: Stantec Consulting Services Inc., December 2023.</p>			

## b. Project Impacts

**Threshold 5.9-1:** Would the Project conflict with an applicable program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

### Entrada South and VCC Planning Areas<sup>15</sup>

#### (i) Los Angeles County General Plan

As discussed in **Section 5.7**, Land Use and Planning, of this SEIR, the County's General Plan directs future growth and development in the County's unincorporated areas and establishes goals, policies, and objectives that pertain to the entire County. The current General Plan includes a Mobility Element that assesses the challenges and constraints of the County's transportation system and offers policy guidance to reach the County's long-term mobility goals. Relevant policies and consistency can be found in **Table 5.9-5**, Modified Project Consistency with Los Angeles County Mobility Element, on page 5.9-39. In addition, the current General Plan includes two sub-elements of the Mobility Element, a Pedestrian Plan and a Bicycle Master Plan. Relevant goals encourage

<sup>15</sup> Where impacts associated with both planning areas are similar or identical, the analysis has been combined to reduce redundancy.

**Table 5.9-5  
Modified Project Consistency with Los Angeles County Mobility Element**

Goals	Consistency Discussion
<b>Complete Streets</b>	
<p>Goal M 1: Street designs that incorporate the needs of all users.</p>	<p><b>Consistent.</b> The Modified Project would incorporate complete streets characteristics to accommodate the needs of all users, including bicyclists, pedestrians, transit riders, and motorists.</p> <p>Traffic calming strategies for the Modified Project include:</p> <ul style="list-style-type: none"> <li>• Sidewalks</li> <li>• Crosswalks</li> <li>• High visibility cross walks</li> <li>• Median islands</li> <li>• Accessible pedestrian signals</li> <li>• Crosswalk signals that count down when pedestrians cross the street</li> <li>• Curb/sidewalk extensions</li> <li>• Pedestrian crossing beacons</li> <li>• ADA access ramps</li> <li>• Wayfinding signage</li> <li>• Pedestrian signage</li> <li>• Transit stops include bus turnouts</li> <li>• Community trails</li> <li>• New bus stops</li> <li>• NEV paths</li> <li>• Recreational trails</li> <li>• Bike lanes</li> <li>• Access to the nearby mobility hub at Mission Village.</li> </ul> <p>Combined with landscaping and amenities, a clustered development design, and the traffic calming strategies described above, the Modified Project would create a high-quality pedestrian network to enhance pedestrian access both on- and off-site, thereby encouraging a mode shift from driving to walking and biking. The pedestrian network would be incorporated into the design of the street network throughout the Modified Project Site and would connect to existing development surrounding the Project Site and to a network of off-street trails that will link areas of residential development with areas of commercial development, schools, and open space. Moreover, higher capacity streets throughout the Project Site would have sidewalks and generally avoid barriers to pedestrian travel such as walls, landscaping, and steep slopes/inclines that otherwise could impede pedestrian travel. Additionally, the traffic calming</p>

**Table 5.9-5 Continued)  
Modified Project Consistency with Los Angeles County Mobility Element**

Goals	Consistency Discussion
	improvements described above in conjunction with other TDM strategies would be implemented to encourage a mode shift from driving to walking and/or biking.
<p>Policy M 1.1: Provide for the accommodation of all users, including pedestrians, motorists, bicyclists, equestrians, users of public transit, seniors, children, and persons with disabilities when requiring or planning for new, or retrofitting existing, transportation corridors/networks whenever appropriate and feasible.</p>	<p><b>Consistent.</b> Refer to discussion of Goal M 1, above. The Modified Project would establish a system of pedestrian and bicycle trails (some of which are segregated from vehicular traffic), to promote safety and interconnectivity between the various areas of the Modified Project Site, provide access to the on-site amenities, link to the Newhall Ranch trail system to the west and the Westridge community to the south, and serve as an alternative to automobile use. Additionally, as discussed previously, the TDM Plan includes a number of strategies that would enable the residents, employees, and visitors of the planning areas to utilize transit, ridesharing, walking, biking, telecommuting, and other transportation options alternative to single rider vehicles. As described in the discussion of Goal M 1, above, traffic calming strategies for the Modified Project include:</p> <ul style="list-style-type: none"> <li>• Sidewalks</li> <li>• Crosswalks</li> <li>• High visibility cross walks</li> <li>• Median islands</li> <li>• Accessible pedestrian signals</li> <li>• Crosswalk signals that count down when pedestrians cross the street</li> <li>• Curb/sidewalk extensions</li> <li>• Pedestrian crossing beacons</li> <li>• ADA access ramps</li> <li>• Wayfinding signage</li> <li>• Pedestrian signage</li> <li>• Transit stops include bus turnouts</li> <li>• Community trails</li> <li>• New bus stops</li> <li>• NEV paths</li> <li>• Recreational trails</li> <li>• Bike lanes</li> <li>• Access to the nearby mobility hub at Mission Village</li> </ul>
<p>Policy M 1.2: Ensure that streets are safe for sensitive users, such as seniors and children.</p>	<p><b>Consistent.</b> Refer to discussion of Goal M 1, above, for traffic calming strategies to enhance safety for all pedestrians and bicyclist. The Modified Project would establish a circulation network that would provide</p>

**Table 5.9-5 Continued)  
Modified Project Consistency with Los Angeles County Mobility Element**

<b>Goals</b>	<b>Consistency Discussion</b>
	adequate access throughout the Project Site and enhance connectivity to the adjacent communities and the regional transportation system, while emphasizing safety, meeting County roadway standards, and supporting alternative modes of transportation. Safety elements such as street lighting, curb extensions, pedestrian crossing beacons, ADA access ramps, and wayfinding signage would be provided in support of Vision Zero principles.
Policy M 1.3: Utilize industry standard rating systems to assess sustainability and effectiveness of street systems for all users.	<b>Consistent.</b> As previously discussed, the Transportation Analysis was prepared in accordance with the County’s Transportation Impact Analysis Guidelines, and impacts have been assessed based on state requirements and County standards. The Modified Project incorporates sustainability principles that would reduce impacts on the transportation system, including an appropriate mix of land uses, job generation, design principles to reduce vehicle miles traveled and commuting distances, access to transit, the provision of open space and recreational amenities, and trail connectivity. By combining proposed residential, commercial (retail/office), potential elementary school, and park uses at Entrada South and industrial/business park uses at VCC that connect to the existing industrial/business park, the Modified Project would serve to reduce longer distance vehicle trips and thus VMT, thereby resulting in a corresponding reduction in vehicular emissions. As previously discussed, the Modified Project also includes numerous features, such as walking trails and transit improvements, to promote pedestrian connectivity and further reduce both VMT and air pollution.
<b>Active Transportation Design</b>	
Goal M 2: Interconnected and safe bicycle- and pedestrian-friendly streets, sidewalks, paths and trails that promote active transportation and transit use.	<b>Consistent.</b> Refer to discussion of Goal M 1 and Policies M 1.1 and M 1.2, above. The Modified Project would provide an extensive community trail system throughout the Project Site, which would be linked to the Newhall Ranch trail system to the west and the existing community of Westridge to the south. The proposed trail system would include community trails, bike lanes, NEV paths, and recreational trails. A complete network of streets with sidewalks and separate pedestrian pathways is also proposed within the Modified Project Site to facilitate movement on-site. The Modified Project would also contribute to an interconnected system by avoiding leapfrog development, unnecessary infrastructure, extension, and “patchwork” development which utilizes undue open space and natural resources by locating and concentrating development within and adjacent to

**Table 5.9-5 Continued)**  
**Modified Project Consistency with Los Angeles County Mobility Element**

Goals	Consistency Discussion
	existing, approved, and planned residential areas and regional transportation and transit facilities.
<p>Policy M 2.1: Provide transportation corridors/networks that accommodate pedestrians, equestrians and bicyclists, and reduce motor vehicle accidents through a context-sensitive process that addresses the unique characteristics of urban, suburban, and rural communities whenever appropriate and feasible.</p>	<p><b>Consistent.</b> Refer to consistency analysis for Goal M.1 and Goal M 2 and to Policy M 1.1, above. The Modified Project would accommodate pedestrians and bicyclists by providing an extensive community trail system—including community trails, bike lanes, NEV paths, and recreational trails—and the development of a network of streets with sidewalks and pedestrian pathways. The Modified Project meets County roadway standards and incorporates “Vision Zero” principles in order to promote safety for pedestrians, bicyclists, and motorists (see traffic calming strategies described in the discussion of Goal M.1). Proposed trails and bike paths would be designed to provide for the safety of bicyclists and pedestrians in accordance with County requirements. Segments of Magic Mountain Parkway, Westridge Parkway, and Commerce Center Drive also include Class I shared-use routes for bicycles and NEVs, connecting the Entrada Planning Area to Mission Village and other existing and planned communities. Additionally, all street crossings would meet County requirements. These measures address the unique needs of the suburban community while also mitigating the environmental impacts common to car-centric suburban areas.</p>
<p>Policy M 2.2: Accommodate pedestrians and bicyclists, and reduce motor vehicle accidents by implementing the following street designs, whenever appropriate and feasible:</p> <ul style="list-style-type: none"> <li>• Lane width reductions to 10 or 11 feet in low speed environments with a low volume of heavy vehicles.</li> <li>• Wider lanes may still be required for lanes adjacent to the curb, and where buses and trucks are expected.</li> <li>• Low-speed designs.</li> <li>• Access management practices developed through a community-driven process.</li> </ul> <p>Back in angle parking at locations that have available roadway width and bike lanes, where appropriate.</p>	<p><b>Consistent.</b> Refer to consistency analysis for Goal M.1 and Goal M 2, above. The Modified Project would be designed to accommodate pedestrians and cyclists by providing an extensive community trail system, including community trails, bike lanes, NEV paths, and recreational trails. A complete network of streets with sidewalks and separate pedestrian pathways is also proposed within the Modified Project Site to facilitate movement on-site. The Modified Project would also incorporate low-speed designs and traffic calming measures to reduce motor vehicle accidents and improve safety outcomes for pedestrians and bicyclists (see traffic calming strategies described in the discussion of Goal M.1). These traffic calming strategies include crosswalks, median islands, accessible pedestrian signals, curb/sidewalk extensions, narrower travel lanes, and roundabouts, which reduce the speed of traffic and thus make roads safer for pedestrians, cyclists, and drivers. These strategies meet County roadway standards are consistent with Vision Zero principles</p>
<p>Policy M 2.3: Accommodate pedestrians and bicyclists, and reduce motor vehicle accidents by implementing the following intersection designs,</p>	<p><b>Consistent.</b> Refer to discussion of Goal M 1 and Policies M 1.1 and M 1.2, above. Proposed trails and bike paths would be separated from roadways to provide</p>

**Table 5.9-5 Continued)  
Modified Project Consistency with Los Angeles County Mobility Element**

Goals	Consistency Discussion
<p>whenever appropriate and feasible:</p> <ul style="list-style-type: none"> <li>• Right angle intersections that reduce intersection skew.</li> <li>• Smaller corner radii to reduce crossing distances and slow turning vehicles.</li> <li>• Traffic calming measures, such as bulb-outs, sharrows, medians, roundabouts, and narrowing or reducing the number of lanes (road diets) on streets.</li> <li>• Crossings at all legs of an intersection.</li> <li>• Shorter crossing distances for pedestrians.</li> <li>• Right-turn channelization islands. Sharper angles of slip lanes may also be utilized.</li> <li>• Signal progression at speeds that support the target speed of the corridor.</li> <li>• Pedestrian push buttons when pedestrian signals are not automatically recalled.</li> <li>• Walk interval on recall for short crossings.</li> <li>• Left-turn phasing.</li> <li>• Prohibit right turn on red.</li> <li>• Signs to remind drivers to yield pedestrians.</li> </ul>	<p>for the safety of bicyclists and pedestrians in accordance with County requirements. Segments of Magic Mountain Parkway, Westridge Parkway, and Commerce Center Drive also include Class I shared-use routes for bicycles and NEVs, connecting the Entrada Planning Area to Mission Village and other existing and planned communities. Additionally, all street crossings would meet County requirements.</p>
<p>Policy M 2.4: Ensure a comfortable walking environment for pedestrians by implementing the following, whenever appropriate and feasible:</p> <ul style="list-style-type: none"> <li>• Designs that limit dead-end streets and dead-end sidewalks.</li> <li>• Adequate lighting on pedestrian paths, particularly around building entrances and exits, and transit stops.</li> <li>• Designs for curb ramps, which are pedestrian friendly and compliant with the American Disability Act (ADA).</li> <li>• Perpendicular curb ramps at locations where it is feasible.</li> <li>• Pedestrian walking speed based on the latest standard for signal timing. Slower speeds should be used when appropriate (i.e., near senior housing, rehabilitation centers, etc.)</li> <li>• Approved devices to extend the pedestrian clearance times at signalized intersections.</li> <li>• Accessible Pedestrian Signals (APS) at signalized intersections.</li> <li>• Pedestrian crossings at signalized intersections</li> </ul>	<p><b>Consistent.</b> Refer to discussion of Goal M 1 and Policies M 1.1 and M 1.2, above. The Modified Project would create a comfortable walking environment for pedestrians by providing a network of streets with sidewalks and pedestrian pathways. The design incorporates pedestrian connections between some cul-de-sacs to improve pedestrian connectivity and safety. Additionally, Project lighting would be designed to ensure visibility and safety while minimizing light spillover and skyglow. As part of the Modified Project's security features, roadways, entryways, and parking areas would be well illuminated and designed to eliminate areas of concealment. Fixtures may include post lights, building mounted fixtures, and landscape lighting, all of which would be carefully placed and directed to reduce glare and maximize comfort, security, and visibility.</p> <p>Other safety elements, such as street lighting, curb extensions, pedestrian crossing beacons, ADA access ramps, and wayfinding signage, would be provided as well to improve the walking environment. In addition, traffic calming strategies include crosswalks, median islands, accessible pedestrian signals, curb/sidewalk extensions, narrower travel lanes, and roundabouts, which reduce the speed of traffic and thus make roads</p>

**Table 5.9-5 Continued)**  
**Modified Project Consistency with Los Angeles County Mobility Element**

Goals	Consistency Discussion
<p>without double or triple left or right turn lanes.</p> <ul style="list-style-type: none"> <li>• Pedestrian signal heads, countdown pedestrian heads, pedestrian phasing and leading pedestrian intervals at signalized intersections.</li> <li>• Exclusive pedestrian phases (pedestrian scrambles) where turning volume conflicts with very high pedestrian volumes.</li> <li>• Advance stop lines at signalized intersections.</li> <li>• Pedestrian Hybrid Beacons.</li> <li>• Medians or crossing islands to divide long crossings.</li> <li>• High visibility crosswalks.</li> <li>• Pedestrian signage.</li> <li>• Advanced yield lines for uncontrolled crosswalks.</li> <li>• Rectangular Rapid Flashing Beacon or other similar approved technology at locations of high pedestrian traffic.</li> <li>• Safe and convenient crossing locations at transit stations and transit stops located at safe intersections.</li> </ul>	<p>safer for pedestrians. In addition, countdown pedestrian heads at traffic signal crosswalks, high visibility crosswalks, pedestrian signage, and transit stops include bus turnouts would facilitate comfortable walking environment for pedestrians.</p> <p>Roadway improvements, including modification of existing signals and construction of new signals to accommodate new lane configurations would occur under the development of the Modified Project. As indicated in Tables 4-14 through 4-16 in the Transportation Analysis, new or modified traffic signals to facilitate safe pedestrian crossings would be implemented at a number of intersections surrounding both the Entrada South and VCC Planning Areas.</p>
<p>Policy M 2.5: Ensure a comfortable bicycling environment by implementing the following, whenever appropriate and feasible:</p> <ul style="list-style-type: none"> <li>• Bicycle signal heads at intersections.</li> <li>• Bicycle signal detection at all signalized intersections.</li> <li>• Wayfinding signage.</li> <li>• Road diet techniques, such as lane narrowing, lane removal, and parking removal/restriction.</li> <li>• Appropriate lighting on all bikeways, including those in rural areas.</li> <li>• Designs, or other similar features, such as: shoulder bikeways, cycle tracks, contra flow bike lanes, shared use paths, buffered bike lanes, raised bike lanes, and bicycle boulevards.</li> </ul>	<p><b>Consistent.</b> Refer to discussion of Goal M 1 and Policies M 1.1 and M 1.2, above. Proposed trails would be separated from roadways to provide for the safety of bicyclists and pedestrians in accordance with County requirements. As previously mentioned, segments of Magic Mountain Parkway, Westridge Parkway, and Commerce Center Drive include Class I shared-use routes for bicycles and NEVs, thus providing connectivity throughout the Modified Project area. The Modified Project would include ground-level and wayfinding pedestrian/vehicular signage and building identification signage where appropriate. The Modified Project's proposed network of bicycle and multi-use trails generally will resemble the extensive existing trail network in the surrounding communities. Off-street, multi-use trails will connect the various areas and uses within the Modified Project Site, supplemented by wide sidewalks with lighting, benches, and shade trees.</p>
<p>Policy M 2.6: Encourage the implementation of future designs concepts that promote active transportation, whenever available and feasible.</p>	<p><b>Consistent.</b> Refer to discussion of Goal M 1 and Policies M 1.1 and M 1.2, above. In addition, under the TDM Plan, various TDM strategies would encourage active transportation, including:</p> <ul style="list-style-type: none"> <li>• Providing a pedestrian access network to link areas of a Project Site.</li> </ul>

**Table 5.9-5 Continued)**  
**Modified Project Consistency with Los Angeles County Mobility Element**

Goals	Consistency Discussion
	<ul style="list-style-type: none"> <li>• Providing traffic calming measures to encourage people to walk or bike instead of using a vehicle, including: marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, roundabouts or mini-circles, on-street parking, and chicanes/chokers.</li> <li>• Requirement of a Commute Trip Reduction Program (CTR) program to encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking.</li> </ul> <p>The Modified Project would incorporate pedestrian scaled buildings and street frontage improvements to activate the public realm and facilitate livable, walkable neighborhoods. To minimize and shorten vehicle trips, many proposed homes would be within walking distance of the Modified Project’s commercial (retail/office) areas, potential school, park, and trail system. The Modified Project Site is also located near the existing developed portion of VCC and the Valencia Industrial Center, two of the largest employment centers in the Santa Clarita Valley. A network of bike lanes and multi-use trails within the Modified Project Site would connect to the Newhall Ranch trail system to the west and the existing community of Westridge to the south, Additionally, the Modified Project would be integrated with the Santa Clarita transit system by including bus stops to encourage residents to rely less on individual vehicular travel.</p>
<p>Policy M 2.7: Require sidewalks, trails and bikeways to accommodate the existing and projected volume of pedestrian, equestrian and bicycle activity, considering both the paved width and the unobstructed width available for walking.</p>	<p><b>Consistent.</b> As previously described, the Modified Project would create a network of pedestrian and bicycle trails to accommodate future levels of use and meet all applicable County requirements. These improvements have been designed based on projected needs associated with the proposed land uses and associated population, employment, and vehicular trip volumes.</p>
<p>Policy M 2.8: Connect trails and pedestrian and bicycle paths to schools, public transportation, major employment centers, shopping centers, government buildings, residential neighborhoods, and other destinations.</p>	<p><b>Consistent.</b> The Modified Project would establish a system of pedestrian and bicycle trails, segregated from vehicular traffic, to promote interconnectivity between the various areas of the Modified Project Site (including the commercial/retail uses, park, and potential school within Entrada South), provide access to the on-site amenities, link to the Newhall Ranch trail system to the west and the Westridge community to the south, and serve as an alternative to automobile use. The pedestrian network would be built into the design of the street network throughout the Modified Project Site and would connect to existing development surrounding the Project Site and</p>

**Table 5.9-5 Continued)**  
**Modified Project Consistency with Los Angeles County Mobility Element**

Goals	Consistency Discussion
	to a network of off-street trails that will link areas of residential development with areas of commercial development, schools, and open space. Moreover, higher capacity streets throughout the Project Site would have sidewalks and generally avoid barriers to pedestrian travel such as walls, landscaping, and steep slopes/inclines that otherwise would impede pedestrian travel.
Policy M 2.9: Encourage the planting of trees along streets and other forms of landscaping to enliven streetscapes by blending natural features with built features.	<b>Consistent.</b> As part of the Modified Project, a comprehensive landscape plan would be implemented to enhance the existing natural features within the Modified Project Site. In accordance with the County's drought-tolerant landscaping requirements (County Code Title 31), at least 75 percent of the Project's landscaped area would contain plants from the Los Angeles County Drought-Tolerant Plant List. In addition, native trees, including oak trees, would be planted and enhanced with complementary native vegetation. Landscaping would be integrated into the design of Project structures and would include grass/turf yards, small plants and shrubs, street trees, and landscaped parkways and medians. The Modified Project would implement design elements that include, but are not limited to, median islands and planter strips with trees.
Policy M 2.10: Encourage the provision of amenities, such as benches, shelters, secure bicycle storage, and street furniture, and comfortable, safe waiting areas near transit stops.	<b>Consistent.</b> The Modified Project includes a neighborhood park and private neighborhood recreation centers of adequate size and with appropriate amenities to serve the needs of Entrada South residents and the local community. Off-street, multi-use trails will connect the areas both within and near the Modified Project Site, supplemented by wide sidewalks with lighting, benches, and shade trees.
<b>Innovative Street Design</b>	
Goal M 3: Streets that incorporate innovative designs.	<b>Consistent.</b> Cul-de-sacs would be incorporated into the street design in certain locations, with pedestrian connections between some cul-de-sacs to improve pedestrian connectivity and safety. Elements that reduce motor vehicle speeds and improve pedestrian and bicyclist safety on the on-site streets and intersections will also be included. These design elements may include, but are not limited to, count-down signal timers, marked crosswalks, raised crosswalks, raised intersections, speed tables, median islands, planter strips with trees, curb extensions, on-street parking, tight corner radii, roundabouts or mini-circles, and chicanes/chokers in support of Vision Zero principles. The on-site sidewalks will also be supplemented by the

**Table 5.9-5 Continued)  
Modified Project Consistency with Los Angeles County Mobility Element**

<b>Goals</b>	<b>Consistency Discussion</b>
	proposed trail network.
Policy M 3.1: Facilitate safe roadway designs that protect users, preserve state and federal funding, and provide reasonable protection from liability.	<b>Consistent.</b> The Modified Project would establish a circulation network that provides adequate access throughout the Project Site and enhances connectivity to the adjacent communities and the regional transportation system, while emphasizing safety, meeting County roadway standards, and supporting alternative modes of transportation. For example, safety elements such as street lighting, curb extensions, pedestrian crossing beacons, ADA access ramps, and wayfinding signage would be provided in support of Vision Zero principles. In addition, the Project Applicant would ensure that pedestrian pathways, stairs, steps, and ramps are designed to provide clear and unimpeded passage, consistent with County standards.
<b>Transit Efficiency, Multimodal Transportation</b>	
Goal M 4: An efficient multimodal transportation system that serves the needs of all residents.	<b>Consistent.</b> Refer to discussion of Goal M 1 and Policies M 1.1 and M 1.2, above. As previously mentioned, the Modified Project would implement the Newhall Ranch TDM Plan. This would include a CTR program which is an employer-administered program that discourages single-occupancy vehicle trips and encourages alternative modes of transportation such as carpooling, transit, walking, and biking. A CTR program provides employees with assistance in using alternative modes of travel. The design elements implemented as part of the Modified Project including trails and a bike network would also encourage the use of alternative modes of transportation.
Policy M 4.1: Expand transportation options that reduce automobile dependence.	<b>Consistent.</b> Refer to discussion of Goal M 1 and Policies M 1.1 and M 1.2, above. As previously discussed, the Modified Project includes an extensive network of bike lanes and multi-use trails within the Modified Project Site. Additionally, the Modified Project would be integrated with the Santa Clarita Transit system by including bus stops to encourage residents to rely less on personal vehicles. Additionally, the Modified Project would implement the Newhall Ranch TDM Plan. The core objective of the TDM Plan is to reduce the number of single occupancy vehicle trips through the utilization of alternative forms of motorized and non-motorized transport. The TDM Plan includes a number of strategies that would enable the residents, employees, and visitors of the planning areas to utilize transit, ridesharing, walking, biking, telecommuting, and other alternatives to single rider vehicles.

**Table 5.9-5 Continued)**  
**Modified Project Consistency with Los Angeles County Mobility Element**

<b>Goals</b>	<b>Consistency Discussion</b>
Policy M 4.5: Encourage continuous, direct routes through a connected system of streets, with small blocks and minimal dead ends (cul-de-sacs), as feasible.	<b>Consistent.</b> Sidewalks are included in the designs of all Modified Project streets. Modified Project street connectivity is provided as feasible based the terrain. The Modified Project reduces cul-de-sac designs compared to the 2017 Project. The Modified Project includes only one cul-de-sac to account for site topography and circulation, while the overall project design and street system incorporates a sufficiently connected circulation system that encourages continuous, direct routes. The Modified Project would support this policy by including an on-site circulation network and additional off-site transportation improvements to improve connections within the local and regional roadway network. In addition, the Modified Project would incorporate pedestrian connections to enhance pedestrian connectivity and safety.
Policy M 4.8: Provide and maintain appropriate signage for streets, roads and transit.	<b>Consistent.</b> The Modified Project would include ground-level and wayfinding pedestrian and vehicular signage, as well as building identification signage. Project signage would be in keeping with the character of other nearby residential communities and commercial districts, and any associated lighting would be kept to the minimum sufficient to provide visibility and interest without creating bright light spots or light spillover.
Policy M 4.10: Support the linkage of regional and community-level transportation systems, including multimodal networks.	<b>Consistent.</b> Refer to discussion of Goals M 1, M 2, and M 4 and Policies M 1.1 and M 1.2, above.
Policy M 4.11: Improve the efficiency of the public transportation system with bus lanes, signal prioritization, and connections to the larger regional transportation network.	<b>Consistent.</b> The Modified Project would support transportation system management strategies via the provision of appropriate roadway improvements that meet County Public Works and/or Caltrans requirements, as applicable. Additionally, Santa Clarita Transit plans to extend existing bus routes into the development area, thereby connecting the Modified Project Site to major transit centers such as the Santa Clarita or Newhall Metrolink Stations. As previously discussed, an extensive bike and pedestrian trail network would also connect to surrounding streets and development.
<b>Travel Demand Management</b>	
Policy M 4.15: Reduce vehicle trips through the use of mobility management practices, such as the reduction of parking requirements, employer/institution based transit passes, regional carpooling programs, and telecommuting.	<b>Consistent.</b> The Modified Project would result in a net reduction in trips compared to the 2017 Project. Additionally, the Modified Project would implement the Newhall Ranch TDM Plan. The core objective of the TDM Plan is to reduce the number of single occupancy vehicle trips through the utilization of alternative forms of motorized and non-motorized transport and related

**Table 5.9-5 Continued)**  
**Modified Project Consistency with Los Angeles County Mobility Element**

Goals	Consistency Discussion
	strategies, as previously discussed.
Policy M 4.16: Promote mobility management practices, including incentives to change transit behavior and using technologies, to reduce VMTs.	<b>Consistent.</b> The TDM Plan includes measures applicable to the Modified Project that would reduce VMT. This includes traffic calming measures to encourage people to bike or walk; pedestrian linkages; increased transit availability through route expansion and increased frequency; encouraging telecommuting and alternative work schedules; an employer-administered CTR program; a school bus program; transit fare subsidies; membership based carshare program; NEVs and E-Bike infrastructure; connectivity to off-site mobility hubs; website and apps for transportation information; and a bikeshare system.
<b>Land Use and Transportation</b>	
Goal M 5: Land use planning and transportation management that facilitates the use of transit.	<b>Consistent.</b> The Modified Project would avoid leapfrog development, unnecessary infrastructure extension, and “patchwork” development that degrades open space and natural resources by locating and concentrating development within and adjacent to existing, approved, and planned residential areas and regional transportation and transit facilities. Refer to discussion of Policy M 4.11 and Policy M 4.16.
Policy M 5.1: Facilitate transit-oriented land uses and pedestrian-oriented design, particularly in the first-last mile connections to transit, to encourage transit ridership.	<b>Consistent.</b> Refer to discussion of Goal M 4. Transit would be promoted in the Modified Project’s neighborhood design and would include on-site bus stops served by Santa Clarita Transit. Trails and bike paths would be provided to connect bus stops to nearby jobs, neighborhood-serving commercial uses, and the park and potential elementary school, as well as the planned mobility hub within Mission Village. Additionally, as previously mentioned, the TDM Plan and design plan include a number of measures to facilitate transit use and a pedestrian-oriented design.
Policy M 5.3: Maintain transportation right-of-way corridors for future transportation uses, including bikeways, or new passenger rail or bus services.	<b>Consistent.</b> Long-range plans include a potential Metrolink extension along the SR-126 corridor, and land within Newhall Ranch is set aside for rail right-of-way and a park-and-ride and/or train station. With respect to the Modified Project, Santa Clarita Transit plans to extend existing bus routes into the development area, thereby connecting the Entrada South Planning Area to major transit centers such as the Santa Clarita or Newhall Metrolink Stations. Within VCC, the pedestrian and bike network, including a Class I bike route along the proposed Hancock Parkway extension, would connect to existing transit service in the area. Similarly, within Entrada South, the NEV/bike paths on-site would connect to existing Class I routes on surrounding

**Table 5.9-5 Continued)  
Modified Project Consistency with Los Angeles County Mobility Element**

<b>Goals</b>	<b>Consistency Discussion</b>
	roadways, which would provide access to the mobility hub planned in Mission Village.
<b>Transportation Funding</b>	
Policy M 5.4: Support and pursue funding for the construction, maintenance and improvement of roadway, public transit, and equestrian, pedestrian and bicycle transportation systems.	<b>Consistent.</b> Mitigation measures from the State-certified EIR are applicable to the Modified Project. Specifically, Mitigation Measures RMDP/SCP TR-5 and RMDP/SCP TR-7 require the Project Applicant to contribute its fair-share of the costs to add capacity to The Old Road north of Magic Mountain Parkway and Rye Canyon Road east of The Old Road. Additionally, Metro is starting construction of full-funded HOV lanes on I-5. As previously discussed, the Santa Clarita Valley includes several established B&T Districts, which fund roadway improvements using impact fees paid by land developments located within the respective District. The roadway improvements have been planned to accommodate forecasted traffic growth occurring both within the District and cumulative traffic from outside the District. In particular, several roadway improvements surrounding the Modified Project Site are planned and funded by the Westside B&T District or the Lyons McBean B&T District.
<b>Environmentally Sensitive Transportation Design</b>	
Goal M 7: Transportation networks that minimize negative impacts to the environment and communities.	<b>Consistent.</b> As discussed extensively, the Modified Project includes numerous features to reduce VMT, including site design; pedestrian, bicycle, and transit infrastructure, and a TDM Plan. The Modified Project also would implement the State-certified EIR GHG mitigation program to achieve net zero of GHG emissions. This program would ensure no net increase in GHG emissions (compared to existing conditions) through a comprehensive mitigation framework that has been approved by the State. Broadly speaking, the mitigation framework includes measures that address major components of the Modified Project's emissions profile, including, but not limited to: zero net energy development; zero emission transportation; transportation demand management to reduce vehicle miles traveled; reduction of construction and vegetation change emissions; and operational carbon neutrality. Additionally, the TDM Plan includes a number of strategies that would enable residents, employees, and visitors to utilize transit, ridesharing, walking, biking, telecommuting, and other alternatives to single rider vehicles.

**Table 5.9-5 Continued)  
Modified Project Consistency with Los Angeles County Mobility Element**

<b>Goals</b>	<b>Consistency Discussion</b>
Policy M 7.1: Minimize roadway runoff through the use of permeable surface materials, and other low impact designs, wherever feasible.	<b>Consistent.</b> Approval of a Low Impact Development (LID) Plan by the County Department of Public Works is required for the Modified Project and would minimize roadway runoff. Additionally, to curtail urban runoff and maximize groundwater recharge, the Modified Project would utilize smaller street sections where possible, increased native landscape areas, and non-structural water quality treatment improvements. In particular, parking lot and roof runoff in the commercial areas would be directed to landscaped areas, water quality basins, or to sections of porous pavement to provide infiltration and initial treatment prior to discharge into the drainage system.
Policy M 7.3: Encourage the use of sustainable transportation facilities and infrastructure technologies, such as liquid and compressed natural gas, and hydrogen gas stations, ITS, and electric car plug-in ports.	<b>Consistent.</b> The TDM Plan includes measures applicable to the Modified Project including NEV and E-Bike infrastructure in addition to encouraging telecommuting and alternative work schedules, a bikeshare system, and a membership based carshare program.
Policy M 7.4: Where the creation of new or the retrofit of roadways or other transportation systems is necessary in areas with sensitive habitats, particularly SEAs, use best practice design to encourage species passage and minimize genetic diversity losses.	<b>Consistent.</b> The Modified Project is subject to the Spineflower Conservation Plan (SCP), which was evaluated within and adopted in conjunction with the State-certified EIR. As part of the SCP, a 27.2-acre spineflower preserve would be established on-site; this area already has been permanently dedicated. The design of bike lanes, the trail system, and roadways within the Modified Project Site would avoid designated areas with sensitive habitats and biological importance. Importantly, the Modified Project includes environmental protections to wetlands and related biological resources within both the Entrada and VCC Planning Areas. Specifically, portions of Unnamed Canyon 2 within Entrada South would be enhanced and restored as a natural, open, vegetated drainage channel, while in VCC segments of Hasley Creek and Castaic Creek would be restored and revegetated after construction. Refer to <b>Section 5.2, Biological Resources</b> , of this SEIR for further discussion. As previously discussed, the Modified Project would avoid leapfrog development, unnecessary infrastructure, extension, and “patchwork” development which utilizes undue open space and natural resources by locating and concentrating development within and adjacent to existing, approved, and planned residential areas and regional transportation and transit facilities.
<hr/> <p><i>Source: Eyestone Environmental, 2024.</i></p>	

the development of convenient bicycle routes and bikeways that interconnect with other transportation modes.

As shown in **Table 5.9-5**, Modified Project Consistency with Los Angeles County Mobility Element, the Modified Project would be consistent with applicable General Plan goals and polices related to transportation and traffic. The analysis below provides a brief overview of the most relevant transportation policies. However, the County's consistency conclusions are based upon the planning documents as a whole.

***(ii) Los Angeles County Bicycle Master Plan***

As shown in **Table 5.9-6**, Modified Project Consistency with Los Angeles County Bicycle Master Plan, on page 5.9-53, the Modified Project would be consistent with applicable goals and polices related to transportation and traffic.

**Table 5.9-6  
Modified Project Consistency with Los Angeles County Bicycle Master Plan**

Goals	Consistency Discussion
<p><i>Goal 1: Expanded, improved, and interconnected system of county bikeways and bikeway support facilities to provide a viable transportation alternative for all levels of bicycling abilities, particularly for trips of less than five miles.</i></p>	<p><b>Consistent.</b> The Modified Project would provide an extensive community trail system throughout the Project Site, which would be linked to the Newhall Ranch trail system to the west and the existing community of Westridge to the south. The proposed trail system would include community trails, bike lanes, NEV paths, and recreational trails. The Modified Project would also contribute to an interconnected system by avoiding leapfrog development, unnecessary infrastructure, extension, and “patchwork” development which utilizes undue open space and natural resources by locating and concentrating development within and adjacent to existing, approved, and planned residential areas and regional transportation and transit facilities.</p>
<p>Policy IA 1.1.1: Propose and prioritize bikeways that connect to transit stations, commercial centers, parks, and other important activity centers within each unincorporated area and promote bicycling to these destinations.</p>	<p><b>Consistent.</b> As previously discussed, an extensive bike and pedestrian trail network would connect to surrounding streets and development. The bicycle route improvements in and around the Modified Project Site would connect to an extensive system of continuous bike lanes within Mission Village to the west, future planned bike lanes along The Old Road to the east, and existing bike routes within the City of Santa Clarita. Trails and bike paths would be provided to connect bus stops to nearby jobs, neighborhood-serving commercial uses, and the park and potential elementary school, as well as the planned mobility hub within Mission Village.</p>
<p>Policy 1.3: Coordinate with developers to provide bicycle facilities that encourage biking and link to key destinations.</p>	<p><b>Consistent.</b> The TDM Plan includes measures applicable to the Modified Project including NEV and E-Bike infrastructure in addition to encouraging telecommuting and alternative work schedules, a bikeshare system, and a membership based carshare program. The Modified Project would also include bicycle parking as required by County Code.</p>
<p>Policy IA 1.3.1: Require the implementation of bike lanes and bicycle support facilities along key corridors.</p>	<p><b>Consistent.</b> As previously discussed, the Modified Project would establish a system of pedestrian and bicycle trails, including community trails, Class I bike routes, NEV/bike paths, and recreational trails, and would introduce new bus stops that would be served by Santa Clarita Transit.</p>
<p>Policy IA 1.3.2: Require bicycle parking at key locations, such as employment centers, parks, transit, schools, and shopping centers.</p>	<p><b>Consistent.</b> The Modified Project would include bicycle parking as required by County Code.</p>
<p>Policy 1.4: Support the development of bicycle facilities that encourage new riders.</p>	<p><b>Consistent.</b> Through the TDM Plan, with implementation of new and expanded bicycle facilities, traffic calming measures would be incorporated to encourage people to walk or bike. The Modified Project would also include an extensive bicycle network and bicycle parking as</p>

**Table 5.9-6 (Continued)**  
**Modified Project Consistency with Los Angeles County Bicycle Master Plan**

Goals	Consistency Discussion
	required by County Code
<p>Policy IA 1.4.1: Support efforts to develop a Complete Streets policy that accounts for the needs of bicyclists, pedestrians, disabled persons, and public transit users.</p>	<p><b>Consistent.</b> The Modified Project would incorporate complete streets characteristics to accommodate the needs of bicyclists, pedestrians, and transit riders, as well as motorists. Improvements would include sidewalks, landscaped parkways, marked crosswalks, curb extensions to reduce crossing distances, community trails, NEV/bike paths, recreational trails, Class I bike routes, and new bus stops, with access to the nearby mobility hub at Mission Village. See discussion of Goal M.1 for a full discussion of the Modified Project's traffic calming measures to encourage pedestrian use and enhance walkability. Moreover, higher capacity streets throughout the Modified Project Site would have sidewalks and generally avoid barriers to pedestrian travel such as walls, landscaping, and steep slopes/inclines that otherwise could impede pedestrian travel. Additionally, traffic calming improvements in conjunction with other TDM strategies would be implemented to encourage a mode shift from driving to walking and/or biking. Safety elements such as street lighting, curb extensions, pedestrian crossing beacons, ADA access ramps, and wayfinding signage would be provided to improve access and safety for bicyclists, pedestrians, and disabled persons. Furthermore, traffic calming improvements would be implemented to speed of traffic and thus make roads safer for pedestrians, bicyclists, and motorists. These traffic calming strategies include crosswalks, median islands, accessible pedestrian signals, curb/sidewalk extensions, narrower travel lanes, and roundabouts.</p>
<p>Policy IA 1.4.2: Provide landscaping along bikeways where appropriate.</p>	<p><b>Consistent.</b> As part of the Modified Project, a comprehensive landscape plan would be implemented to enhance the existing natural features within the Modified Project Site. In accordance with the County's drought-tolerant landscaping requirements (County Code Title 31), at least 75 percent of the Modified Project's landscaped area would contain plants from the Los Angeles County Drought-Tolerant Plant List. In addition, native trees, including oak trees, would be planted and enhanced with complementary native vegetation. Landscaping would be integrated into the design of Modified Project structures and streetscaping and would include grass/turf yards, small plants and shrubs, street trees, and landscaped parkways and medians. The Modified Project would implement design elements that include, but are not limited to, median islands and planter strips with trees.</p>

**Table 5.9-6 (Continued)**  
**Modified Project Consistency with Los Angeles County Bicycle Master Plan**

Goals	Consistency Discussion
<i>Goal 2: Increased Safety of roadways for all users.</i>	<b>Consistent.</b> The Modified Project would establish a system of pedestrian and bicycle trails to promote safety and interconnectivity between the various areas of the Modified Project Site, provide access to the on-site amenities, link to the Newhall Ranch trail system to the west and the Westridge community to the south, and serve as an alternative to automobile use. Safety elements such as street lighting, curb extensions, pedestrian crossing beacons, ADA access ramps, and wayfinding signage would be provided in support of Vision Zero principles.
Policy 2.1: Implement projects that improve the safety of bicyclists at key locations.	<b>Consistent.</b> Refer to the consistency analysis for Goal 2.
Policy IA 2.2.3: Investigate the use of reflective striping alternatives on Class I bike paths that would address concerns with slippery conditions that generally result from traditional reflective striping.	<b>Consistent.</b> As discussed within the Transportation Analysis included as <b>Appendix 5.9a</b> of this SEIR, configuration and striping of lanes, including striping of new bike paths, would be implemented throughout the Entrada South and VCC Planning Areas, consistent with County requirements.
Policy 2.4: Evaluate impacts on bicyclists when designing new or reconfiguring streets.	<b>Consistent.</b> Impacts with respect to bicyclists have been incorporated as part of the Transportation Analysis included as <b>Appendix 5.9a</b> of this SEIR.
Policy IA 2.4.1: Encourage the development and approval of traffic study criteria that better accounts for bicyclists and pedestrians.	<b>Consistent.</b> The Transportation Analysis included as <b>Appendix 5.9a</b> of this SEIR studied information on existing and future bicycle facilities for the Modified Project.
<hr/> <p><i>Source: Eyestone Environmental, 2024.</i></p>	

**(iii) Los Angeles County Step by Step Pedestrian Plan**

As shown in **Table 5.9-7**, Modified Project Consistency with Step by Step Pedestrian Plan, on page 5.9-56, the Modified Project would be consistent with applicable goals and polices related to transportation and traffic.

**Table 5.9-7  
Modified Project Consistency with Step by Step Pedestrian Plan**

Goals	Consistency Discussion
<i>Goal 1, Safe Streets: Eliminate all fatalities and severe injuries involving people walking.</i>	<b>Consistent.</b> The Modified Project would establish a system of pedestrian and bicycle trails to promote safety and interconnectivity between the various areas of the Modified Project Site, provide access to the on-site amenities, link to the Newhall Ranch trail system to the west and the Westridge community to the south, and serve as an alternative to automobile use. Safety elements such as street lighting, curb extensions, pedestrian crossing beacons, ADA access ramps, and wayfinding signage would be provided in support of Vision Zero principles.
Policy SS-2: Elevate the pedestrian walking experience by enhancing pedestrian crossings and implementing traffic calming measures where feasible and appropriate.	<b>Consistent.</b> The TDM Plan would support this policy by including traffic calming measures to encourage people to bike or walk; pedestrian linkages; increased transit availability through route expansion and increased frequency; encouraging telecommuting and alternative work schedules; an employer-administered CTR program; a school bus program; transit fare subsidies; membership based carshare program; NEVs and E-Bike infrastructure; connectivity to off-site mobility hubs; website and apps for transportation information; and a bikeshare system.
<i>Goal 2, Make Walking the Easy and Healthy Choice: Communities, streets, and sidewalks are designed to promote walking and healthy living.</i>	<b>Consistent.</b> The Modified Project would provide traffic calming measures to encourage people to walk or bike instead of using a vehicle. Some of these measures include, but are not limited to, marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, roundabouts or mini-circles, on-street parking, and chicanes/chokers. Refer also to the consistency analysis for Goal 1.
Policy EH-1: Make transportation, land use, and building design or site planning decisions that make walking a logical first choice transportation option for residents and visitors.	<b>Consistent.</b> The Modified Project would incorporate pedestrian-scaled buildings and street frontage improvements to activate the public realm and facilitate livable, walkable neighborhoods. Through the TDM Plan, with implementation of new and expanded bicycle facilities, traffic calming measures would be incorporated to encourage people to walk or bike. A core objective of the TDM Plan is to reduce the number of single occupancy vehicle trips through the utilization of alternative forms of motorized and non-motorized transport and related strategies, as previously discussed.  To minimize and shorten vehicle trips, many proposed homes would be located within walking distance of the Modified Project's commercial (retail/office) areas, potential school, park, and trail system. The Modified Project Site is also located near the existing developed portion of VCC and the Valencia Industrial Center, two of

**Table 5.9-7 (Continued)**  
**Modified Project Consistency with Step by Step Pedestrian Plan**

Goals	Consistency Discussion
	the largest employment centers in the Santa Clarita Valley. A network of bike lanes and multi-use trails within the Modified Project Site would connect to the Newhall Ranch trail system to the west and the existing community of Westridge to the south. Additionally, the Modified Project would be integrated with the Santa Clarita transit system by including bus stops to encourage residents to rely less on individual vehicular travel.
Policy EH-2: Design pedestrian-friendly streets to make walking a convenient first choice for daily activities.	<b>Consistent.</b> Refer to the consistency analysis for Policy EH-1.
<i>Goal 3, Connectivity: Develop and maintain a complete pedestrian network that links transit, schools, parks, and other key destinations in the community.</i>	<b>Consistent.</b> The Modified Project would establish a system of pedestrian and bicycle trails to promote interconnectivity between the various areas of the Modified Project Site (including the commercial/retail uses, park, and potential school within Entrada South), provide access to the on-site amenities, link to the Newhall Ranch trail system to the west and the Westridge community to the south, and serve as an alternative to automobile use.
<i>Goal 4, Equity: Make unincorporated Los Angeles County more walkable for all through equity in public engagement, service delivery, accessibility, planning, and capital investments.</i>	<b>Consistent.</b> Refer to the consistency analyses for Goals 1, 2, 3, and 4 and Policies SS-2, EH-1, and EH-2 above.
Policy EQ-2: Create a pedestrian network that supports people of all abilities—especially youth, seniors, and those with disabilities. This includes, but is not limited to, wide sidewalks, curb ramps, accessible pedestrian signals to aid the visually impaired, and adequate pedestrian crossing times.	<b>Consistent.</b> The Project Applicant would ensure that pedestrian pathways, stairs, steps, and ramps are designed to provide clear and unimpeded passage, consistent with County standards. ADA access ramps would also be provided.
<i>Goal 5, Safe Communities: Address real and perceived personal safety concerns to encourage walking.</i>	<b>Consistent.</b> Project lighting would be designed to ensure visibility and safety while minimizing light spillover and skyglow. As part of the Modified Project's security features, roadways, entryways, and parking areas would be well illuminated and designed to eliminate areas of concealment. Fixtures may include post lights, building mounted fixtures, and landscape lighting, all of which would be carefully placed and directed to reduce glare and maximize comfort, security, and visibility. Roadway improvements, including modification of existing signals and construction of new signals to accommodate new lane configurations would occur under the development of the Modified Project. These features incorporate the principals of Crime Prevention Through Environmental Design (CPTED). CPTED is a multi-disciplinary

**Table 5.9-7 (Continued)**  
**Modified Project Consistency with Step by Step Pedestrian Plan**

Goals	Consistency Discussion
	<p>approach of crime prevention that uses urban and architectural design and the management of built and natural environments. CPTED design features include the use of lighting in a way that enhances visibility to reduce crime opportunities and lower fear. The Final EIR of the Area Plan includes a policy to consider CPTED in reviewing development plans, including principles related to establishing methods to increase surveillance of common areas. (Area Plan Final EIR, Policy S 6.2.2)</p>
<p>Policy SC-1: Implement community environmental design and community programs that enhance public safety.</p>	<p><b>Consistent.</b> Refer to the consistency analysis for Goal 5.</p>
<p><i>Goal 6, Sustainability and Preservation: Pedestrian projects and programs enhance the natural environment including clean air and water.</i></p>	<p><b>Consistent.</b> Refer to the consistency analysis for Goal 3. In addition, the TDM Plan includes measures applicable to the Modified Project including NEV and E-Bike infrastructure in addition to encouraging telecommuting and alternative work schedules, a bikeshare system, and a membership based carshare program. This would reduce VMT and associated emissions.</p>
<p>Policy SP-1: Improve air quality and reduce greenhouse gas emissions through reduced car dependency.</p>	<p><b>Consistent.</b> The Modified Project incorporates sustainability principles that would reduce impacts on the transportation system, including an appropriate mix of land uses, job generation, design principles to reduce vehicle miles traveled and commuting distances, access to transit, the provision of open space and recreational amenities, and trail connectivity. By combining proposed residential, commercial (retail/office), the potential elementary school, and park uses at Entrada South and industrial/business park uses at VCC that connect to the existing industrial/business park, the Modified Project would serve to reduce longer distance vehicle trips and thus VMT, thereby resulting in a corresponding reduction in vehicular emissions. As previously discussed, the Modified Project also includes numerous features, such as walking trails and transit improvements, to promote pedestrian connectivity and further reduce both VMT and air pollution.</p>
<p>Policy SP-2: Enhance the natural environment through the greening of pedestrian space by planting trees and vegetation, and the use of efficient materials and processes in sidewalk and street enhancement projects.</p>	<p><b>Consistent.</b> Native trees, including oak trees, would be planted and enhanced with complementary native vegetation. Landscaping would be integrated into the design of Project structures and would include grass/turf yards, small plants and shrubs, street trees, and landscaped parkways and medians. The Modified Project would implement design elements that include, but are not limited to, median islands and planter strips with trees.</p>

**Table 5.9-7 (Continued)  
Modified Project Consistency with Step by Step Pedestrian Plan**

Goals	Consistency Discussion
<p><i>Source: Eyestone Environmental, 2024.</i></p>	

**(iv) SCAG’s 2020-2045 RTP/SCS**

The Modified Project is located in SCAG traffic analysis zones (TAZ) 20224200 and 20226100. The expected VMT characteristics of each TAZ were obtained using the County’s VMT analysis tool and applied to the proposed Modified Project land uses. As demonstrated in the analysis below, the Modified Project would result in a net reduction of trips compared to the 2017 Project and would not result in a significant VMT impact.

As shown in **Table 5.9-8**, Modified Project Consistency with SCAG’s 2020–2045 RTP/SCS, on page 5.9-60, the Modified Project would support the 2020–2045 RTP/SCS goals to improve mobility and accessibility; increase travel choices within the transportation system; reduce greenhouse gas emissions; and improve air quality. Specifically, the Modified Project would establish a system of pedestrian and bicycle trails, including community trails, bike lanes, NEV paths, and recreational trails, and would introduce new bus stops that would be served by Santa Clarita Transit. Connectivity to the planned mobility hub within Mission Village would also be provided. Additionally, the Modified Project would implement the Newhall Ranch TDM Plan, the core objective of which is to reduce the number of single occupancy vehicle trips through the utilization of alternative forms of motorized and non-motorized transport. The TDM Plan includes a number of strategies to enable residents, employees, and visitors to utilize transit, ridesharing, walking, biking, telecommuting, and other alternatives to single rider vehicles.

Moreover, the Modified Project’s land uses are consistent with the Land Use Policy Map in the Santa Clarita Valley Area Plan. Since Area Plan growth projections are used as the basis for RTP/SCS planning efforts, the growth and development associated with the Modified Project would be consistent with the RTP/SCS. Therefore, based on the above, the Modified Project would not conflict with the 2020–2045 RTP/SCS.

**Table 5.9-8  
Modified Project Consistency with SCAG’s 2020–2045 RTP/SCS**

<b>Goals and Principles</b>	<b>Consistency Discussion</b>
<p>Improve mobility, accessibility, reliability, and travel safety for people and goods.</p>	<p><b>Consistent.</b> Although this goal applies at a regional level, the Modified Project would incorporate complete streets characteristics to accommodate the needs of bicyclists, pedestrians, and transit riders, as well as motorists. Improvements would include sidewalks, community trails, NEV paths, recreational trails, bike lanes, and new bus stops, with access to the nearby mobility hub at Mission Village. Combined with landscaping and amenities, the Modified Project would create a high-quality pedestrian network to enhance pedestrian access both on- and off-site, thereby encouraging a mode shift from driving to walking and biking. The pedestrian network would be incorporated into the design of the street network throughout the Modified Project Site and would connect to existing surrounding development and to a network of off-street trails that will link areas of residential development with areas of commercial development, schools, and open space. Moreover, higher capacity streets throughout the Modified Project Site would have sidewalks and generally avoid barriers to pedestrian travel such as walls, landscaping, and steep slopes/inclines that otherwise could impede pedestrian travel. Additionally, traffic calming improvements in conjunction with other TDM strategies would be implemented to encourage a mode shift from driving to walking and/or biking.</p>
<p>Enhance the preservation, security, and resilience of the regional transportation system.</p>	<p><b>Consistent.</b> Although this goal applies at the regional level, the Modified Project would not conflict with its implementation. As discussed throughout this analysis, the Modified Project would not result in any new significant transportation impact or substantially increase the severity of a significant transportation impact. Therefore, the Project would not conflict with the goal of enhancing the preservation and resilience of the regional transportation system.</p> <p>With respect to security, Modified Project lighting would be designed to ensure visibility and safety while minimizing light spillover and skyglow. As part of the Modified Project’s security features, roadways, entryways, and parking areas would be well illuminated and designed to eliminate areas of concealment. Fixtures may include post lights, building mounted fixtures, and landscape lighting, all of which would be carefully placed and directed to reduce glare and maximize comfort, security, and visibility. Roadway improvements, including modification of existing signals and construction of new signals to accommodate new lane configurations would occur under the Modified Project.</p>

**Table 5.9-8 (Continued)**  
**Modified Project Consistency with SCAG's 2020–2045 RTP/SCS**

Goals and Principles	Consistency Discussion
Increase person and goods movement and travel choices within the transportation system.	<b>Consistent.</b> Refer to the consistency analysis for “Improve mobility, accessibility, reliability, and travel safety for people and goods” above. Although this goal applies at a regional level, the Modified Project would establish a system of pedestrian and bicycle trails, segregated from vehicular traffic, to promote safety and interconnectivity between the various areas of the Modified Project Site, provide access to the on-site amenities, link to the Newhall Ranch trail system to the west and the Westridge community to the south, and serve as an alternative to automobile use. Additionally, as discussed previously, the TDM Plan includes a number of strategies that would enable the residents, employees, and visitors of the planning areas to utilize transit, ridesharing, walking, biking, telecommuting, and other transportation options alternative to single rider vehicles.
Reduce greenhouse gas emissions and improve air quality.	<b>Consistent.</b> Refer to the consistency analysis for Goal M 7 of the Los Angeles County Mobility Element. As discussed above, the Modified Project includes numerous features to reduce GHG emissions through Project design, including pedestrian, bicycle, and transit infrastructure to reduce the use of automobiles. Additionally, the neighborhood design plan includes a number of strategies that would enable residents, employees, and visitors to utilize transit, ridesharing, walking, biking, telecommuting, and other alternatives to single rider vehicles. The Modified Project also would implement the State-certified EIR GHG mitigation program to achieve net zero of GHG emissions. This program would ensure no net increase in GHG emissions (compared to existing conditions) through a comprehensive mitigation framework that has been approved by the State. Broadly speaking, the mitigation framework includes measures that address major components of the Modified Project’s emissions profile, including, but not limited to: zero net energy development; zero emission transportation; transportation demand management to reduce vehicle miles traveled; reduction of construction and vegetation change emissions; and operational carbon neutrality.
Adapt to a changing climate and support an integrated regional development pattern and transportation network.	<b>Consistent.</b> The Modified Project incorporates sustainability principles that would reduce impacts on the transportation system, including an appropriate mix of land uses, job generation, design principles to reduce vehicle miles traveled and commuting distances, access to transit, the provision of open space and recreational amenities, and trail connectivity. By combining proposed residential, commercial (retail/office), the potential elementary school, and park uses at Entrada South and

**Table 5.9-8 (Continued)**  
**Modified Project Consistency with SCAG’s 2020–2045 RTP/SCS**

Goals and Principles	Consistency Discussion
	industrial/business park uses at VCC that connect to the existing industrial/business park, the Modified Project would serve to reduce longer distance vehicle trips and thus VMT, thereby resulting in a corresponding reduction in vehicular emissions. As previously discussed, the Modified Project also includes numerous features, such as walking trails and transit improvements, to promote pedestrian connectivity and further reduce both VMT and air pollution.
Encourage development of diverse housing types in areas that are supported by multiple transportation options.	<b>Consistent.</b> The Modified Project provides a mix of attached and detached condominiums and townhomes, as well as affordable housing products, in close proximity to commercial services to facilitate diverse housing types supported by multiple transportation options. Refer to consistency analysis for Goal M 1 and Policy M 1.1 of the Los Angeles County Mobility Element. As discussed therein, the Modified Project includes a number of strategies that would enable the residents of the planning areas to utilize transit, ridesharing, walking, biking, telecommuting, and other transportation options alternative to single rider vehicles. The Modified Project would establish a system of pedestrian and bicycle trails to connect various areas of the Modified Project Site, including the residential housing, and to serve as an alternative to automobile use. Through the TDM Plan, with implementation of new and expanded bicycle facilities, traffic calming measures would be incorporated to encourage people to walk or bike. A core objective of the TDM Plan is to reduce the number of single occupancy vehicle trips through the utilization of alternative forms of motorized and non-motorized transport and related strategies, as previously discussed.
<p>Source: Eyestone Environmental, 2024.</p>	

**(v) Santa Clarita Valley Area Plan: One Valley One Vision 2012**

As discussed in **Section 5.7**, Land Use and Planning, of this SEIR, the Area Plan serves as a long-term guide for development in the Valley Planning Area through 2032. Relevant policies within the Circulation Element call for the expansion of alternative transportation options, planning of efficient links between circulation systems at appropriate locations, and creation of walkable communities. As shown in Area Plan Table C-3, *Roadway Improvements Needed for Build-Out of Highway Plan*, future roadway improvements needed to implement the Highway Plan include widening and extension of

Magic Mountain Parkway west of I-5, widening of The Old Road between Magic Mountain Parkway and Rye Canyon Road, extension of Commerce Center Drive between Magic Mountain Parkway and Henry Mayo Drive, and widening of Henry Mayo Drive between Commerce Center Drive and The Old Road. Magic Mountain Parkway through the Project Site has been constructed as part of the Mission Village project. Widening of The Old Road from just north of Magic Mountain Parkway to approximately SR-126 is an improvement planned by the County. Extension of Commerce Center Drive has also been constructed as part of the Mission Village project, and a bridge over the Santa Clara River is planned to connect with the existing segment of in Mission Village with the existing segment north of SR-126. Further, a portion of Henry Mayo Drive has already been widened and relocated with the Commerce Center Drive Interchange project. Additionally, per Mitigation Measure RMDP/SCP-TR-5, detailed below, the Project Applicant would contribute a fair-share costs to add capacity to The Old Road north of Magic Mountain Parkway.

As shown in **Table 5.9-9**, Modified Project Consistency with Area Plan Circulation Element, on page 5.9-64, the Modified Project would be consistent with the Area Plan goals related to transportation. As discussed, the Modified Project's design and transportation network would be consistent with the Area Plan's Circulation Element, and therefore, the Modified Project would not conflict with the Area Plan.

***(vi) County Code***

As previously indicated, the Modified Project's construction activities would comply with County Code Sections 12.08.440 and 12.12.030, which collectively limit the hours of noise-generating construction activities, including construction-related noise, to non-holiday weekdays between 6:30 A.M. and 7:00 P.M.

***(vii) Conclusion***

Based on the analyses above, the Modified Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, and impacts would be less than significant. Therefore, the Modified Project would not result in any new or substantially more severe significant impacts related to conflicts with an applicable program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities as compared to those identified in the State-certified EIR for the 2017 Project.

**Table 5.9-9  
Modified Project Consistency with Area Plan Circulation Element**

Goals, Objectives, and Policies	Consistency Discussion
<p><b>Goal C-1: Multi-Modal Circulation Network:</b> An inter-connected network of circulation facilities that integrates all travel modes, provides viable alternatives to automobile use, and conforms to regional plans.</p> <p><b>Objective C-1.1:</b> Provide multi-modal circulation systems that move people and goods efficiently while protecting environmental resources and quality of life.</p> <p><b>Policy C-1.1.1:</b> Reduce dependence on the automobile, particularly single-occupancy vehicle use, by providing safe and convenient access to transit, bikeways, and walkways.</p> <p><b>Policy C-1.1.3:</b> Work with local and regional agencies and employers to promote an integrated, seamless transportation system that meets access needs, including local and regional bus service, dial-a-ride, taxis, rail, van pools, car pools, bus pools, bicycling, walking, and automobiles.</p> <p><b>Policy C-1.1.13:</b> Design new activity centers and improve existing activity centers to prioritize walking, bicycling and circulator transit for internal circulation of person-travel.</p> <p><b>Policy C-1.2.2:</b> Create walkable communities with paseos and walkways connecting residential neighborhoods to multi-modal transportation services such as bus stops and rail stations.</p> <p><b>Policy C-1.2.5:</b> In mixed-use projects, require compact development and a mix of land uses to locate housing, work-places, and services within walking or bicycling distance of each other.</p> <p><b>Policy C-1.2.11:</b> Reduce vehicle miles traveled (VMT) through the use of smart growth concepts.</p>	<p><b>Consistent.</b> The Modified Project would establish a system of pedestrian and bicycle trails to promote interconnectivity between the various areas of the Modified Project Site (including the commercial/retail uses, a park, and the potential school within Entrada South), provide access to the on-site amenities, link to the Newhall Ranch trail system to the west and the Westridge community to the south, and serve as an alternative to automobile use. The pedestrian network would be built into the design of the street network throughout the Modified Project Site and would connect to existing surrounding development and to a network of off-street trails that will link areas of residential development with areas of commercial development, schools, and open space. Moreover, higher capacity streets throughout the Modified Project Site would have sidewalks and generally avoid barriers to pedestrian travel such as walls, landscaping, and steep slopes/inclines that otherwise would impede pedestrian travel. These measures would reduce VMT and associated emissions.</p>
<p><b>Policy C-1.1.2:</b> Promote expansion of alternative transportation options to increase accessibility to all demographic and economic groups throughout the community including mobility-impaired persons, senior citizens, low-income persons, and youth.</p> <p><b>Policy C-1.1.4:</b> Promote public health through provision of safe, pleasant, and accessible walkways, bikeways, and multi-purpose trail systems for residents.</p> <p><b>Policy C-1.1.7:</b> Consider the safety and convenience of the traveling public, including pedestrians and cyclists, in design and</p>	<p><b>Consistent.</b> As discussed above, the Modified Project would establish a system of pedestrian and bicycle trails segregated from vehicular traffic to promote safety and interconnectivity between the various areas of the Modified Project Site, provide access to the on-site amenities, link to the Newhall Ranch trail system to the west and the Westridge community to the south, and serve as an alternative to automobile use. Safety elements such as street lighting, curb extensions, pedestrian crossing beacons, ADA access ramps, and wayfinding signage would be provided in support of Vision Zero principles.</p>

**Table 5.9-9 (Continued)  
Modified Project Consistency with Area Plan Circulation Element**

Goals, Objectives, and Policies	Consistency Discussion
development of all transportation systems.	
<p><b>Policy C-1.1.5:</b> Plan for efficient links between circulation systems at appropriate locations, including but not limited to bus-rail connections and pedestrian-bus connections</p>	<p><b>Consistent.</b> Long-range plans include a potential Metrolink extension along the SR-126 corridor, and land within Newhall Ranch is set aside for rail right-of-way and a park-and-ride and/or train station. With respect to the Modified Project, Santa Clarita Transit plans to extend existing bus routes into the development area, thereby connecting the Entrada Planning Area to major transit centers such as the Santa Clarita or Newhall Metrolink Stations. Within VCC, the pedestrian and bike network would connect to existing transit service in the area.</p>
<p><b>Policy C-1.1.6:</b> Provide adequate facilities for multi-modal travel, including but not limited to bicycle parking and storage, expanded park-and-ride lots, and adequate station and transfer facilities in appropriate locations.</p>	<p><b>Consistent.</b> An extensive bike and pedestrian trail network would connect to surrounding streets and development. The bicycle route improvements in and around the Modified Project Site would connect to an extensive system of continuous bikes lanes within Mission Village to the west, future planned bike lanes along The Old Road to the east, and existing bike routes within the City of Santa Clarita. Trails and bike paths would be provided to connect bus stops to nearby jobs, neighborhood-serving commercial uses, and the park and potential elementary school, as well as the planned mobility hub within Mission Village. The Modified Project would also include bicycle parking as required by County Code.</p>
<p><b>Policy C-2.3.1:</b> Enhance community appearance through landscaping, street lighting, street furniture, bus shelters and benches, and other aspects of streetscape design within the right-of-way, where appropriate.</p>	<p><b>Consistent.</b> As part of the Modified Project, a comprehensive landscape plan would be implemented to enhance the existing natural features within the Modified Project Site. In accordance with the County's drought-tolerant landscaping requirements (County Code Title 31), at least 75 percent of the Project's landscaped area would contain plants from the Los Angeles County Drought-Tolerant Plant List. In addition, native trees, including oak trees, would be planted and enhanced with complementary native vegetation. Landscaping would be integrated into the design of Modified Project structures and streetscaping and would include grass/turf yards, small plants and shrubs, street trees, and landscaped parkways and medians. The Modified Project would implement design elements that include, but are not limited to, median islands and planter strips with trees.</p>
<p><b>Policy C-2.5.2:</b> Ensure that new development is provided with adequate emergency and/or secondary access for purposes of evacuation and emergency response; require two points of ingress and egress for every subdivision or phase thereof,</p>	<p><b>Consistent.</b> As evaluated in the Initial Study, the Modified Project does not include any modifications to the 2017 Project that would impair implementation of, or physically interfering with, an adopted emergency response plan or emergency evacuation</p>

**Table 5.9-9 (Continued)**  
**Modified Project Consistency with Area Plan Circulation Element**

Goals, Objectives, and Policies	Consistency Discussion
except as otherwise approved for small subdivisions where physical constraints preclude a second access point.	plan per Threshold 5.4-6
<p><b>Objective C-3.1:</b> Promote the use of travel demand management strategies to reduce vehicle trips.</p> <p><b>Policy C-3.1.1:</b> In evaluating new development projects, require trip reduction measures as feasible to relieve congestion and reduce air pollution from vehicle emissions.</p>	<p><b>Consistent.</b> The Modified Project would implement the Newhall Ranch TDM Plan. The core objective of the TDM Plan is to reduce the number of single occupancy vehicle trips through the utilization of alternative forms of motorized and non-motorized transport. The TDM Plan includes a number of strategies that would enable the residents, employees, and visitors of the planning areas to utilize transit, ridesharing, walking, biking, telecommuting, and other alternatives to single rider vehicles. This would reduce VMT and associated emissions.</p>
<p><b>Objective C-3.2:</b> Encourage reduction in airborne emissions from vehicles through use of clean vehicles and transportation system management.</p>	<p><b>Consistent.</b> The TDM Plan includes measures applicable to the Modified Project including NEV and E-Bike infrastructure in addition to encouraging telecommuting and alternative work schedules, a bikeshare system, and a membership based carshare program.</p>
<p><b>Policy C-5.1.4:</b> Provide for location of bus stops within ¼-mile of residential neighborhoods, and include paved bus waiting areas in street improvement plans wherever appropriate and feasible.</p>	<p><b>Consistent.</b> The Modified Project would be integrated with the Santa Clarita transit system by including bus stops to encourage residents to rely less on individual vehicular travel.</p>
<p><b>Goal C-6: Bikeways:</b> A unified and well-maintained bikeway system with safe and convenient routes for commuting, recreational use, and utilitarian travel, connecting communities and the region.</p> <p><b>Policy C-6.1.1:</b> For recreational riders, continue to develop Class 1 bike paths, separated from the right-of-way, linking neighborhoods to open space and activity areas.</p> <p><b>Policy C-6.1.2:</b> For long-distance riders and those who bicycle to work and services, provide striped Class 2 bike lanes within the right-of-way, with adequate delineation and signage where feasible and appropriate.</p> <p><b>Goal C-7: Pedestrian Circulation:</b> Walkable communities, in which interconnected walkways provide a safe, comfortable and viable alternative to driving for local destinations.</p> <p><b>Objective C-7.1:</b> A continuous, integrated system of safe and attractive pedestrian walkways, paseos</p>	<p><b>Consistent.</b> Refer to the consistency analysis for Goal C-1 and its associated objectives, above. As discussed therein, the Modified Project would establish a system of pedestrian and bicycle trails to promote interconnectivity between the various areas of the Modified Project Site (including the commercial/retail uses, park, and potential school within Entrada South), provide access to the on-site amenities, link to the Newhall Ranch trail system to the west and the Westridge community to the south, and serve as an alternative to automobile use. Through the TDM Plan, with implementation of new and expanded bicycle facilities, traffic calming measures would be incorporated to encourage people to walk or bike. A core objective of the TDM Plan is to reduce the number of single occupancy vehicle trips through the utilization of alternative forms of motorized and non-motorized transport and related strategies, as previously discussed.</p> <p>Accordingly, the Project's system of pedestrian and bicycle trails would encourage accessibility among</p>

**Table 5.9-9 (Continued)  
Modified Project Consistency with Area Plan Circulation Element**

Goals, Objectives, and Policies	Consistency Discussion
<p>and trails linking residents to parks, open space, schools, services, and transit.</p> <p><b>Policy C-7.1.1:</b> In reviewing new development proposals, consider pedestrian connections within and between developments as an integral component of the site design, which may include seating, shading, lighting, directional signage, accessibility, and convenience.</p> <p><b>Policy C-7.1.10:</b> Continue to expand and improve the Valley’s multi-use trail system to provide additional routes for pedestrian travel.</p>	<p>different areas of the development. The Project would avoid creating spaces that are close to each other without being accessible by utilizing the diverse mix of pedestrian, bicycle and NEV trails described above, in coordination with the TDM Plan, to create a safe, accessible walking environment to encourage interconnectivity of different developments. In addition, as discussed for Goal M.1, the project would provide a number of traffic calming measures that would facilitate pedestrian access and walkability:</p> <ul style="list-style-type: none"> <li>• Sidewalks</li> <li>• Crosswalks</li> <li>• High visibility cross walks</li> <li>• Median islands</li> <li>• Accessible pedestrian signals</li> <li>• Crosswalk signals that count down when pedestrians cross the street</li> <li>• Curb/sidewalk extensions</li> <li>• Pedestrian crossing beacons</li> <li>• ADA access ramps</li> <li>• Wayfinding signage</li> <li>• Pedestrian signage</li> <li>• Transit stops include bus turnouts</li> <li>• Community trails</li> <li>• New bus stops</li> <li>• NEV paths</li> <li>• Recreational trails</li> <li>• Bike lanes</li> <li>• Access to the nearby mobility hub at Mission Village</li> </ul>
<p><b>Objective C-6.2:</b> Encourage provision of equipment and facilities to support the use of bicycles as an alternative means of travel.</p> <p><b>Policy C-6.2.1:</b> Require bicycle parking, which can include bicycle lockers and sheltered areas, at commercial sites and multi-family housing complexes for use by employees and residents, as well as customers and visitors.</p>	<p><b>Consistent.</b> In addition to the bicycle network discussed above in the consistency analysis for Goal C-1 and its associated objectives, the Modified Project would provide bicycle parking as required by County code.</p>
<p><b>Policy C-7.1.9:</b> Promote pedestrian-oriented street design through traffic-calming measures where appropriate, which may include but are not limited to bulb-outs or chokers at intersections, raised</p>	<p><b>Consistent.</b> The TDM Plan includes a provision to provide traffic calming measures to encourage people to walk or bike instead of using a vehicle, including marked crosswalks, count-down signal timers, curb</p>

**Table 5.9-9 (Continued)**  
**Modified Project Consistency with Area Plan Circulation Element**

Goals, Objectives, and Policies	Consistency Discussion
crosswalks, refuge islands, striping, and landscaping	extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, roundabouts or mini-circles, on-street parking, and chicanes/chokers.
<p>Source: <i>Eyestone Environmental, 2024.</i></p>	

**Threshold 5.9-2:** Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

### **Entrada South and VCC Planning Areas**

As described above, the State-certified EIR analyzed transportation impacts of the 2017 Project with an LOS-based methodology. Adoption of CEQA Guidelines Section 15064.3(c) does not constitute new information requiring a VMT-based analysis for the Modified Project. Therefore, this significance threshold would not apply to the Modified Project. Nevertheless, a transportation VMT analysis has been performed for the Modified Project.

As discussed in **Table 5.9-2**, Project Screening Criteria and Screening Thresholds, projects that generate less than 110 net new trips per day are presumed to have a less than significant impact based on the County VMT Guidelines and in accordance with OPR's Technical Advisory. The Modified Project would not generate more than 110 trips per day in comparison to the 2017 Project as analyzed in the State-certified EIR. Specifically, as shown in **Table 5.9-2**, Project Screening Criteria and Screening Thresholds, the Modified Project would result in approximately 3,459 fewer average daily trips without the TDM and 12,994 fewer average daily trips with the TDM when compared to the average daily trips estimated in the Transportation Analysis for the State-certified EIR. The Modified Project's lower average daily trips is attributed to a decrease in the number of planned residential units, a change to the type of non-residential land use planned for the Entrada South area, and implementation of the TDM Plan (the Transportation Analysis included in the State-certified EIR did not apply TDM measures). Therefore, the Modified Project would meet the trip generation screening criteria and is presumed to have a less than significant VMT impact based on the County VMT Guidelines and would not require further VMT analysis. Nevertheless, a VMT analysis was performed for the Modified Project, as discussed below.

No further analysis of VMT analysis is required because the VMT screening analysis demonstrates that the Modified Project would not result in a new significant VMT impact compared to the 2017 Project. However, a VMT analysis is nevertheless provided below. For this analysis, the daily vehicle trips and daily VMT expected to be generated by the Modified Project were forecast using the County's VMT analysis tool. Copies of the detailed County of Los Angeles VMT Calculator worksheets for the Modified Project are contained in the Transportation Analysis (see **Appendix 5.9a** of this SEIR).

#### Construction-Related VMT (Informational)

Construction-related trips would not increase from the 2017 Project as analyzed in the State-certified EIR due to the Modified Project changes because construction-related activities would be substantially similar for the Modified Project as the 2017 Project. As with the 2017 Project, re-routing of existing vehicle trips is not anticipated during construction of the Modified Project. However, in situations where road closures are necessary, there will be ample detour routes that are a short distance away and are would not substantially increase the miles traveled on the surrounding roadway networks. As with the 2017 Project, the Modified Project labor workforce would be drawn from a pre-existing labor pool that is available in the area and the Modified Project would not substantially increase the miles traveled for construction-related trips. Additionally, the Modified Project would comply with ES/VCC-PDF-TR-1, which requires the Construction Traffic Management Plan to include provisions to configure construction parking to minimize traffic interference. As with the 2017 Project, any construction related VMT impacts would be temporary in nature. For these reasons, the Modified Project would not result in any new or substantially more severe significant impacts related to VMT during construction as compared to the 2017 Project.

#### Operational VMT (Informational)

As discussed in the methodology section above, the VMT significance threshold for the Modified Project was derived based on the County VMT Guidelines target of VMT per service population<sup>16</sup> being 16.8 percent below the baseline VMT. The resulting threshold of significance is 16.6 VMT per service population as shown in **Table 5.9-4**, VMT Metrics for North County Area.<sup>17</sup>

<sup>16</sup> The VMT per service population includes home-based trips associated with residential uses and home-based-work trip attractions associated with employment uses, consistent with the County VMT Guidelines.

<sup>17</sup> The Modified Project's threshold of significance of 16.6 VMT per service population accounts for the Modified Projects integrated land plan and is the weighted average of the threshold of significance for residential development (18.6 VMT per capita) and employment development (15.8 VMT per employee).

VMT was not the adopted metric for analyzing transportation impacts at the time the Transportation Analysis for the State-certified EIR was prepared. For comparative purposes, this analysis applies the same methodologies to the 2017 Project as the Modified Project as if, hypothetically, VMT impacts were expressly analyzed when the Transportation Analysis in the State-certified EIR was prepared.

The Modified Project's potential VMT impact is provided with and without the TDM Plan mitigation. The TDM Plan was enumerated as Mitigation Measure 2-6 in the 2017 Final Additional Environmental Assessment for purposes of reducing GHG emissions. The 2017 Final Additional Environmental Assessment did not analyze transportation impacts because the Transportation Analysis for the State-certified EIR was upheld by the court and was not subject to the supplemental CEQA review that led to the 2017 Final Additional Environmental Assessment. Mitigation Measure 2-6 (the TDM Plan) applies to the Modified Project as a GHG reduction measure but it also has the benefit of reducing VMT.<sup>18</sup> Therefore, this SEIR discloses the Modified Project's potential VMT impacts with and without Mitigation Measure 2-6.

Within that framework, the results in **Table 5.9-10**, VMT Summary With and Without Mitigation, on page 5.9-71 show that the Modified Project's combined total VMT per person on a service population basis is higher than the relevant County threshold without the TDM Plan. However, with the implementation of Mitigation Measure 2-6 (the TDM Plan), the Modified Project's combined total VMT per person on a service population basis is lower than the relevant County threshold, resulting in a less than significant impact with previously adopted mitigation. The Modified Project's VMT with the TDM Plan is also lower than VMT would have been if presented in the Transportation Analysis for the State-certified EIR, which did not include TDM measures.

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<sup>18</sup> As shown in Section 8, below, Mitigation Measure 2-6 (numbered as "RMDP/SCP 2-6") applies to the Modified Project.

**Table 5.9-10  
VMT Summary With and Without Mitigation**

	Residential	Employment	Total Service Population
<b>2017 Project Based on State-certified EIR Transportation Analysis<sup>a</sup></b>			
VMT/Person Without TDM <sup>b</sup>	10.6	21.5	18.0
<b>Modified Project<sup>c</sup></b>			
VMT/Person Without TDM	10.6	21.1	18.2
VMT/Person With TDM <sup>d</sup>	9.0	18.0	15.5
Threshold of Significance (VMT/Person)	18.6	15.8	16.6 <sup>e</sup>
<b>New Significant Impact with Mitigation?</b>	<b>See Total Service Population<sup>f</sup></b>	<b>See Total Service Population<sup>f</sup></b>	<b>No</b>
<p><sup>a</sup> Although VMT was not the adopted metric for analyzing transportation impacts at the time the Transportation Analysis for the State-certified EIR was prepared, this analysis applies the County's current methodologies and thresholds as if, hypothetically, those standards had been in place when the State-certified EIR transportation analysis was prepared for comparative purposes.</p> <p><sup>b</sup> The Transportation Analysis included in the State-certified EIR did not include TDM measures.</p> <p><sup>c</sup> Refer to Table 3-3 in the Transportation Analysis provided in <b>Appendix 5.9a</b> for a more detailed summary of the Modified Project's VMT results.</p> <p><sup>d</sup> The TDM Plan was enumerated as Mitigation Measure 2-6 in the 2017 Final Additional Environmental Assessment for purposes of reducing GHG emissions. The 2017 Final Additional Environmental Assessment did not analyze transportation impacts. Therefore, this SEIR evaluates the Modified Project's potential VMT impacts with and without Mitigation Measure 2-6 (the TDM Plan).</p> <p><sup>e</sup> 16.6 is the weighted average of the residential and employment thresholds based on the Modified Project's land use mix.</p> <p><sup>f</sup> As an integrated land use plan, the significance of the VMT/person estimates for the Modified Project is measured on the basis of total service population (residential population plus employees).</p> <p>Source: Stantec Consulting Services Inc., December 2023.</p>			

## 7. CUMULATIVE IMPACTS

### a. Plan Consistency Impacts

As discussed above, the Modified Project would be consistent with relevant plans, ordinances, and policies addressing the circulation system and would result in less than significant impacts with respect to plan consistency. Further, the Modified Project does not include any features that would preclude the County from implementing or complying with these guiding documents and policy objectives. Additionally, each related project, outlined in **Section 4.2**, Cumulative Impact Analysis Methodology, of this SEIR, would be expected to comply with applicable relevant plans, ordinances, and policies or mitigate any significant impacts. Therefore, the Modified Project would not result in any new or

substantially more severe significant cumulative impacts related to plan consistency as compared to those identified in the State-certified EIR for the 2017 Project.

### **b. VMT Impacts**

As noted in the County VMT Guidelines, cumulative effects are determined through consistency with the SCAG's RTP/SCS. Projects that are consistent with the RTP/SCS in terms of location, density and intensity would have a less than significant cumulative impact on VMT. As also discussed under OPR's Technical Advisory, "metrics such as VMT per capita or VMT per employee, i.e., metrics framed in terms of efficiency (as recommended below for use on residential and office projects), cannot be summed because they employ a denominator. A project that falls below an efficiency-based threshold that is aligned with long-term environmental goals and relevant plans would have no cumulative impact distinct from the project impact. Accordingly, a finding of a less-than-significant project impact would imply a less than significant cumulative impact, and vice versa." (OPR Technical Advisory p. 6.)

As discussed above, a VMT analysis is not required under CEQA because the State-certified EIR was certified prior to the statutory changes requiring the consideration of VMT impacts. Further, the Modified Project would result in a net reduction in trips compared to the 2017 Project and would not result in a new significant VMT impact compared to the 2017 Project. Moreover, the Modified Project's land uses are consistent with the Area Plan's Land Use Policy Map and would, therefore, be consistent with the 2020–2045 RTP/SCS, which incorporates the Area Plan demographic projections. For these reasons, the Modified Project would have a less than significant cumulative impact with respect to VMT.

## **8. MITIGATION MEASURES**

### **a. Previously Approved Mitigation from the State-certified EIR**

The following mitigation measures from the State-certified EIR are applicable to the Modified Project to address impacts related to transportation. A number of mitigation measures included in the State-certified EIR were determined to not be applicable to the Modified Project for one or more of the following reasons: the mitigation measure has been completed; the measure is addressed or superseded by regulatory compliance measures or other design features and/or mitigation measures associated with the Modified Project; and/or the measure is not applicable to the Modified Project. Please refer to **Appendix 3** of this SEIR for additional information regarding the non-applicable mitigation measures.

**RMDP/SCP-TR-5:** The Project applicant shall contribute its fair-share of the costs to add additional capacity to The Old Road north of Magic Mountain

Parkway by increasing the planned six-lane roadway to a six-lane augmented roadway.

**RMDP/SCP-TR-7:** The Project applicant shall contribute its fair-share of the costs to add additional capacity to Rye Canyon Road east of The Old Road by increasing the existing six-lane roadway to a six-lane augmented roadway.

**RMDP/SCP-2-6:** The project applicant-submitted Newhall Ranch Transportation Demand Management Plan (TDM Plan), located in Final AEA Appendix 7 shall be implemented to reduce VMT resulting from project build out with oversight from Los Angeles County. The TDM Plan is designed to influence the transportation choices of residents, students, employees, and visitors and serves to enhance the use of alternative transportation modes both on and off the project site through the provision of incentives and subsidies, expanded transit opportunities, bikeshare and carshare programs, technology-based programs, and other innovative means. Village-level implementation of relevant elements of the TDM Plan shall proceed in accordance with village-level applicability supplements prepared by a qualified transportation engineer that are reviewed and considered by Los Angeles County when approving tentative subdivision maps for land developments as part of the project.

Accordingly, the TDM Plan identifies key implementation actions that are critical to the effectiveness of the VMT-reducing strategies, as well as timeline and phasing requirements, monitoring standards, and performance metrics and targets tailored to each of the strategies.

In accordance with the TDM Plan, a non-profit Transportation Management Organization (TMO) or equivalent management entity shall be established to provide the services required, as applicable.

*(The Valencia Transportation Demand Management Plan and above-referenced village-level applicability supplement, entitled Entrada South & Valencia Commerce Center: Transportation Demand Management Plan Evaluation, are provided in **Appendices 5.9b** and **5.9c** of this SEIR.)*

## **b. Previously Approved Mitigation from the VCC EIR**

Mitigation Measures VCC-TR-1 through VCC-TR-17 were previously adopted by the County for the VCC Planning Area as part of the County-certified VCC EIR. However, these measures are no longer applicable to the Modified Project, generally because they have been completed or are superseded by current regulatory requirements, and are no longer necessary to mitigate impacts to less than significant levels. Please refer to **Appendix 3** of this SEIR for additional information regarding the non-applicable mitigation measures.

**c. Proposed Mitigation for the Modified Project**

No additional mitigation measures are required for the Modified Project.

**9. LEVEL OF SIGNIFICANCE AFTER MITIGATION**

With the implementation of the mitigation measures listed above, no new or more substantially more severe significant impacts related to transportation have been identified for the Modified Project, as compared to those identified in the State-certified EIR for the 2017 Project.