

# **APPENDIX D**

*Addendum to the Master Plan  
Environmental Impact Report*



**ADDENDUM TO THE HENRY MAYO NEWHALL  
MEMORIAL HOSPITAL MASTER  
PLAN CERTIFIED ENVIRONMENTAL IMPACT REPORT  
(SCH#2004111149)**

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# **Addendum to the Henry Mayo Newhall Memorial Hospital Master Plan Certified EIR**

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## **1 INTRODUCTION**

### **1.1 Purpose**

This is an Addendum to the Final Environmental Impact Report SCH#2004111149 (Master Plan EIR) for the Henry Mayo Newhall Memorial Hospital (Hospital) Master Plan (Master Plan), which was approved by the City Council of the City of Santa Clarita (City) on November 19, 2008. The City Council also approved the Master Plan, including Resolution No. 08-101 certifying the Master Plan EIR, Resolution No. 08-102, adopting the Master Plan, and Ordinance No. 08-17, adopting Development Agreement No. 06-001 (Development Agreement).

The purpose of the Master Plan and Development Agreement was to ensure that future expansion of the Hospital campus would not be considered in piecemeal fashion, but rather as part of a comprehensive plan that looked ahead to the ultimate build-out of the Hospital campus. As described in greater detail below, the regulatory framework for the Master Plan has changed since adoption in 2008, necessitating modifications to the Master Plan. The City determined that a Specific Plan was needed to address these modifications and future development of the Hospital campus. The proposed Specific Plan has been prepared in conjunction with applications for a General Plan Amendment to designate the project site as Specific Plan (SP), a zone change to Specific Plan (SP), and amendments to the Master Plan and Development Agreement. The Specific Plan would not replace the Master Plan and Development Agreement; rather the Master Plan and Development Agreement, as amended, would continue to exist as independent entitlements separate from the Specific Plan. Together, these actions are referred to as the “proposed project” and are analyzed collectively throughout this addendum.

### **1.2 Background**

In 2011, the City adopted a General Plan Update, which resulted in a change in the General Plan land use designation and zoning for the Hospital campus from Residential Low (RL) to Public Institutional (PI). In 2013, the City updated its Zoning Code, rezoning the Hospital campus from RL to PI. Subsequent to approval of the Master Plan, the California Building Standards Code was amended to impose mandatory new requirements related to the design and construction of hospitals. Compliance with the new regulations requires an increase in the square footage of the approved Inpatient Building to comply with enlarged 8-foot-wide minimum corridors in all public and patient areas (CBC Section 1224.4.7.1), provide two separate elevators for clean items delivered and soiled items hauled (CBC Section 1224.20.2.7), and a dedicated corridor between food storage areas and the kitchen (CBC Section 1224.20.2.1). The Hospital also seeks to enlarge its Obstetric Services Unit in order to better contract services from insurance providers and serve an increased demand for obstetric services. These changes would require an increase in

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square footage in order to allow construction of two new Caesarean Section rooms in the area between the existing Hospital and the Inpatient Building. In order for the design of the Inpatient Building to comply with the Federal Aviation Administration (FAA) and State required airspace obstruction clearance criteria, the Helipad must be relocated from its conceptual location at the southeast corner of the roof of the Inpatient Building to the north side of the roof. The relocation is necessary so that the elevator leading from the roof directly to the emergency room would not obstruct the flight path. In order to modify the Master Plan to implement the mandatory new California Building Standards Code requirements and permit the expanded obstetric services, it was determined that a Specific Plan was needed to outline existing uses, future uses approved under the Master Plan, proposed modifications to the Master Plan, and provide a cohesive set of standards and guidelines for how future development would occur on the campus.

The Master Plan and Development Agreement provide for a buildout of 667,434 square feet in combined hospital uses and medical office buildings (refer to Table 2, the Proposed Buildout Development Program for detailed square footages). Under the proposed project, at buildout, the amount of hospital and medical office space under the Master Plan (not including parking structures) would increase by 30,566 net square feet, resulting from a 36,966 square foot increase to the approved Inpatient Building and a 6,400-square-foot reduction in the approved Central Plant, which is currently under construction, for a total buildout of 698,000 square feet. The proposed project would not result in increases in the number of programs, employees, overall campus inpatient beds or square footage allocated to administration uses from the approved Master Plan. Building heights approved under the Master Plan would not be increased.

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## **2 SUMMARY OF THE PROPOSED PROJECT**

As described previously, the proposed project includes the proposed Specific Plan, a General Plan Amendment to designate the project site as Specific Plan (SP), a zone change to Specific Plan (SP), and amendments to the Master Plan and Development Agreement. The Specific Plan would not replace the Master Plan and Development Agreement; rather the Master Plan and Development Agreement, as amended, would continue to exist as independent entitlements separate from the Specific Plan.

The approved Master Plan buildings include an “Inpatient Building”, projected to have 120 beds. The Master Plan provides that the Inpatient Building would have 125,363 square feet, and a building height of 85 feet to the top of the parapet and 100 feet to the top of the wind sock and elevator shaft. The Master Plan also includes a new “Central Plant”. The Master Plan provides that the Central Plant would have 10,000 square feet and a building height of 26 feet. However, the Hospital has reduced the size of the Central Plant to 3,600 square feet and its height to 19 feet, 4 inches and, as of the date of this Addendum, it is under construction. As of the date of this Addendum, the 8,872 square foot Loading Dock is also under construction.

The proposed project would:

1. Increase the square footage of the Inpatient Building from 125,363 square feet to 162,329 square feet (an increase of 36,966 square feet), which includes 153,457 square feet for the Inpatient Building, and 8,872 square feet for the Loading Dock.
2. Increase the aggregate square footage of the Master Plan from 327,363 square feet to 357,929 square feet (an increase of 30,566 square feet) to reflect the net increase in square footage in the Master Plan from the increase in square footage of the Inpatient Building and the decrease in square footage of the Central Plant.
3. Relocate the approved Helipad on the roof of the Inpatient Building from the southeast corner to the north side of the roof in order to allow direct elevator access from the roof to the emergency room.
4. Modify the existing Site Plan for the Master Plan to reflect: (i) changes in the footprints of the Inpatient Building and the Central Plant; and (ii) the relocation of the helipad to the rear of the roof of the Inpatient Building.

Under the proposed project, there would be no increases in permitted building heights, number of overall campus inpatient beds, programs or employees or square footage allocated to administration uses from the approved Master Plan.

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The majority of the proposed additional square footage would be located within the basement, first, and second floors of the Inpatient Building. From McBean Parkway, these three levels would be located behind the existing two-story enclosed bridge between the Main Hospital and the Nursing Pavilion Building. Construction of two new Caesarean Section rooms would occur in the “infill area” between the Hospital and the Inpatient Building (the “Infill Area”), which the Master Plan does not now allocate to any particular use. The proposed additional square footage would be mostly interior to the Inpatient Building, and would remain south of the ring road. The ring road establishes the north edge of allowable building area for the campus under the Master Plan.

The net increase in square footage is sought because:

1. The Master Plan identified a conceptual footprint and general program for the Inpatient Building because it was premature to create a detailed design at that time.
2. Since the Master Plan approval, there have been amendments to the California Building Standards Code related to the design and construction of new hospitals, relating primarily to circulation. In order to comply with these mandatory state law requirements an increase in the square footage of the Master Plan is required because:
  - a. There are more exiting corridors required between departments. Each corridor is required to be eight feet wide.
  - b. Corridors connecting food storage areas and the kitchen must be dedicated.
  - c. Two separate elevators for clean items delivered and soiled items hauled are required.
3. In order for the design of the Inpatient Building to comply with the FAA and State required airspace obstruction clearance criteria, the helipad (“Helipad”) must be relocated from its conceptual location at the southeast corner of the roof of the Inpatient Building to the north side of the roof, so that the elevator leading from the roof directly to the Emergency Room would not be in the way of the flight path.
4. The Hospital has determined it would be prudent to replace the existing Obstetric Services Unit so it is better suited to the expanding needs of the community and the contracting of services from insurance providers. As part of the design of the new Obstetric Services Unit, two new Caesarean Section rooms would be constructed in the Infill Area.

A square footage analysis showing the differences between the allocation of the approved square footage in the Master Plan for the Inpatient Building and under the proposed project is provided in Table 1.

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**Table 1  
Campus And Inpatient Building Additional Square Footage**

Floor	Master Plan		Proposed		Difference
Basement	20,894	SF	32,300	SF	11,406
1st Floor	20,894	SF	34,500	SF	13,606
2nd Floor	20,894	SF	31,029	SF	10,135
3rd Floor	20,894	SF	21,500	SF	606
4th Floor	20,894	SF	21,500	SF	606
5th Floor	20,894	SF	21,500	SF	606
<b>TOTAL</b>	<b>125,363</b>	<b>SF</b>	<b>162,329</b>	<b>SF</b>	<b>36,966</b>
<b>INPATIENT BUILDING ADDITIONAL SQUARE FOOTAGE</b>					<b>36,966</b>
Central Plant (under construction)	10,000	SF	3,600	SF	(6,400)
<b>CAMPUS ADDITIONAL SQUARE FOOTAGE</b>					<b>30,566</b>

## 2.1 Project Location

The project site is coterminous with the Master Plan site, encompassing approximately 29.77 acres of land generally located north of the intersection of McBean Parkway and Orchard Village Road, east of Interstate 5 (I-5) in the City; see Figure 1, Regional Map. The Hospital campus was a total of 30.4 acres at the time of approval of the 2008 Master Plan; however, the 2008 Master Plan required the dedication of 0.63 acre to the City for the McBean Parkway traffic improvements, thereby reducing the total project site under the proposed project to 29.77 acres. The project site is located on McBean Parkway at the northern terminus of Orchard Village Road; see Figure 2, Vicinity Map.

## 2.2 Surrounding Uses

The areas adjacent to the project site include the following uses:

- **North:** Land uses consist of single- and multiple-family residences zoned Urban Residential (UR4) and (UR1), open space zoned Open Space (OS), medical office buildings zoned Public Institutional (PI), and the Sunrise at Sterling Canyon facility, a senior living facility that provides independent living, assisted living, and hospice care.
- **South and East:** Land uses consist primarily of single-family residences zoned Urban Residential (UR2), and the United Methodist Church is located on the opposite side of McBean Parkway. Residential uses immediately east and southeast of the project site were developed in 1969.

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- **West:** Land uses consist primarily of single-family residences zoned Urban Residential (UR1) and an open space area zoned Open Space (OS). The residential uses immediately west of the project site were developed in 1978.

### **2.3 Proposed Site Plan**

The Site Plan (Figure 3) and the Proposed Buildout Development Program (Table 2) provide the framework for development of the project site under the proposed project. Figure 3 illustrates the location of both existing and approved facilities anticipated under the proposed project. As shown on the Site Plan, medical office building (MOB) 1, parking structure (PS) 1, and PS 4, all approved under the Master Plan, have been constructed and are part of the existing conditions. Additionally, the 8,872-square-foot Loading Dock and 3,600-square-foot Central Plant are under construction, per the Master Plan. The 3,600-square-foot Central Plant represents a 6,400-square-foot reduction from that approved in the Master Plan.

All of the remaining buildings shown on the Site Plan were approved as part of the Master Plan. Minor adjustments to the approved square footage of the Master Plan for the Inpatient Building only are being facilitated through the proposed project. As earlier noted, these adjustments in square footage are due to two factors: (1) the implementation of requirements imposed by amendments to the California Building Standards Code subsequent to the approval of the Master Plan; and (2) expansion of obstetric services with construction of two new Caesarean Section rooms in the area between the existing Hospital and the Inpatient Building. Specifically, as heretofore noted the proposed project would increase the approved square footage of the Inpatient Building from 125,363 square feet to 162,329 square feet (an increase of 36,966 square feet).

The total square footage that remains to be built, under the proposed project, include the Inpatient Building (excluding the Loading Dock), MOB 2, MOB 3, PS 2, and PS 3. At buildout, the campus would include a total of 698,000 square feet of building space, including 377,415 square feet of hospital and hospital-related uses; 24,425 square feet of support facilities; and 296,160 square feet of medical office space, plus parking. The floor area ratio (FAR) approved under the 2008 Master Plan and Development Agreement, including the existing campus at that time, was 0.52, based on a lot size of 29.77 acres, or 1,296,781 square feet. As described previously, the Hospital campus was a total of 30.4 acres at the time of approval of the 2008 Master Plan; however, the 2008 Master Plan required the dedication of 0.63 acre to the City for the McBean Parkway traffic improvements and right-of-way, thereby reducing the total area to 29.77 acres. The Hospital has since dedicated the 0.63 acre as required. The additional FAR based on the square footage facilitated by the proposed project is 0.02 or a site FAR of 0.54.

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**Table 2  
Proposed Buildout Development Program**

Use	Area (square feet)				
	Existing Facilities (Pre-2008 Master Plan)	2008 Approved Master Plan Facilities	Proposed Specific Plan Development	Total Buildout Facilities	Hospital Beds <sup>2</sup>
<i>Hospital and Related Uses</i>					
Main Hospital	146,000	—	—	146,000	116 existing (20 existing beds to be de-licensed)
Main Hospital Basement	5,286	—	—	5,286	—
Nursing Pavilion Building	63,800	—	—	63,800	100 existing 10 new
Inpatient Building ( <b>Unbuilt</b> )	0	116,491	+36,966	153,457	142 new
Loading Dock ( <b>Under Construction</b> )	—	8,872	—	8,872	—
<i>Subtotal Hospital and Related Uses</i>	215,086	125,363	+36,966	377,415	368
<i>Support Facilities Uses</i>					
Hospital Bridge (covered walkway)	9,122	—	—	9,122	—
Mechanical Plant	8,585	—	—	8,585	—
Facilities Building (warehouse)	2,384	—	—	2,384	—
Facilities Building (office)	734	—	—	734	—
Central Plant ( <b>Under Construction</b> )	—	10,000	-6,400	3,600	—
<i>Subtotal Support Facilities Uses</i>	20,825	10,000	—	24,425	—
<i>Medical Office Buildings (MOB)</i>					
MOB A	5,302	—	—	5,302	—
MOB B	5,302	—	—	5,302	—
MOB C	5,302	—	—	5,302	—
MOB D	5,302	—	—	5,302	—
MOB E	31,040	—	—	31,040	—
MOB F Sheila R. Veloz Breast Imaging Center	43,912	—	—	43,912	—
MOB 1 ( <b>Built</b> )	—	80,000	—	80,000	—
MOB 2 ( <b>Unbuilt</b> )	0	60,000	—	60,000	—
MOB 3 ( <b>Unbuilt</b> )	0	60,000	—	60,000	—

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**Table 2  
Proposed Buildout Development Program**

Use	Area (square feet)				
	Existing Facilities (Pre-2008 Master Plan)	2008 Approved Master Plan Facilities	Proposed Specific Plan Development	Total Buildout Facilities	Hospital Beds <sup>2</sup>
Foundation & Administrative Office Building (To Be Demolished)	8,000	-8,000	—	0	—
<i>Subtotal Medical Office Buildings</i>	104,160	192,000	—	296,160	—
<b>TOTAL</b>	<b>340,071</b>	<b>327,363</b>	<b>30,566</b>	<b>698,000</b>	<b>368</b>
<b>SITE FLOOR AREA RATIO<sup>1</sup></b>	<b>0.52</b>		<b>0.02</b>	<b>0.54</b>	—

**Note:**

- <sup>1</sup> Floor area ratio (FAR) is the size of a building divided by the size of its parcel. In this instance, FAR is based on 29.77 acres, or 1,296,781 square feet.
- <sup>2</sup> The total number of hospital beds (368) remains the same as approved in the 2008 Master Plan and Development Agreement. The 2008 Master Plan and Development Agreement allow for the movement of beds between buildings within the overall campus. The beds proposed under the proposed project would shift from the approved Master Plan, but would not require or cause an increase in building square footage.

## 2.4 Site Coverage and Building Heights

The Main Hospital building is located in the center of the campus and is connected to the Nursing Pavilion Building, located in the northeastern portion of the site, by an enclosed bridge. Adjacent to the Nursing Pavilion Building are several smaller buildings, including the Central Plant, Facility Office, and Disaster Supply Storage Building. MOB 1, PS 1, and PS 4 are located across the internal driveway from the Main Hospital and Nursing Pavilion buildings, and front on McBean Parkway. MOB A, MOB B, MOB C, MOB D, MOB E, MOB F, and the Office Building (formerly the Foundation and Administration Office Building) are located in the southwestern portion of the site, along with several surface parking lots. All of the existing buildings on the campus, excluding parking structures, rise up to three stories in height; MOB 1 is the tallest existing building on the campus, besides parking structures, at a height of 45.5 feet.

## 2.5 Site Access and Circulation

### 2.5.1 Regional Access

Interstate 5 (I-5) provides regional access for vehicles traveling to and from the project site. I-5 is located west of the project site and can be accessed via a full interchange at McBean Parkway. Major arterial streets near the project site consist of McBean Parkway, Orchard Village Road, and Rockwell Canyon Road/Tournament Road.

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## **2.5.2 Site Access**

Access to the project site is provided by three driveways along McBean Parkway. The main entrance is provided at a four-way signalized intersection with Orchard Village Road (referred to as the “Center Driveway” in the 2008 Master Plan EIR). Orchard Village Road is a four-lane roadway that terminates at the project entrance. A second four-way signalized access point is located at the McBean Parkway and Avenida Navarre (referred to as the “East Driveway” in the 2008 Master Plan EIR). Avenida Navarre is a two-lane local street serving the residential uses south of the project site. The third access point is an unsignalized T-intersection along McBean Parkway, west of the Orchard Village Road main entrance, which allows for unprotected right-in, right-out, left-in, and left-out movements (referred to as the “West Driveway” in the 2008 Master Plan EIR).

## **2.5.3 Internal Circulation**

Internal vehicular circulation is provided throughout the project site. From the main entrance, an internal road connects vehicles to all buildings and a perimeter road that runs along the outer edge of the campus. The existing and future parking structures and surface lots are all accessible from the perimeter road and internal streets.

## **2.6 Parking**

Parking supply at buildout of the proposed project would total approximately 2,231 spaces distributed throughout the hospital campus, consisting of approximately 1,959 spaces in parking structures, 241 spaces in surface lots, and 31 parallel parking spaces along the internal circulation roadways of the site (see Figure 3). Two parking structures approved under the Master Plan (PS 2 and PS 3) remain to be built and would provide approximately 857 parking spaces. A total of 110 spaces would accommodate handicapped access. The proposed project would not affect the amount of parking required under the Master Plan.

## **2.7 Helipad**

The Master Plan conceptually located the Helipad at the southeast corner of the roof of the Inpatient Building. The proposed project would relocate the Helipad from the southeast corner to the north side of the roof. The Helipad location would still remain approximately 240 feet from the nearest residence. The relocation of the Helipad is necessary to comply with FAA and State required airspace obstruction clearance criteria in order to allow for the direct elevator transport from the Helipad to the emergency room since in its original location the elevator would be in the flight path.

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There is an existing helipad on PS 1, which under the Master Plan would be allowed to remain for emergency or temporary uses after the Helipad is constructed. The locations of the helipad on PS 1 and the proposed Helipad are illustrated in Figure 3.

### **2.8 Landscaping**

Landscaping is focused around each of the existing buildings, surface parking lots, and the hillside in the northwest portion of the campus. As future buildings are constructed, additional landscaping would be provided in accordance with the Master Plan. The proposed project would not change the landscaping requirements of the Master Plan.

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### **3 EXISTING GENERAL PLAN AND ZONING DESIGNATIONS**

The project site is currently designated PI (Public/Institutional) on both the City's General Plan Map and Zoning Map. The PI designation is intended for various types of public or/and community-serving facilities owned and operated by public agencies, special districts, nonprofit organizations, and other entities. The proposed project would change the General Plan and Zoning designation of the project site to SP (Specific Plan).

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### **4 ANTICIPATED PHASING**

The proposed project would generally be anticipated to be built as part of the following phases:

1. Inpatient Building: July 2016 – May 2018 (note the Loading Dock, which is considered part of the Inpatient Building is currently under construction, as approved under the 2008 Master Plan and is not considered part of the proposed project analyzed in this addendum).
2. Inpatient Building Site Work and Landscaping: December 2017 – March 2018

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## 5 LEGAL STANDARDS

In accordance with CEQA, the City's Community Development Department, Planning Division and City Attorney's office, have analyzed the potential environmental effects of the proposed project, including the proposed Specific Plan, amendments to the Master Plan and Development Agreement, and the General Plan and Zone Change from PI to SP, and concluded that this Addendum is the proper vehicle to inform the decision makers and the public of any potential environmental effects of the proposed project.

This Addendum to the Master Plan EIR has been prepared in accordance with the California Environmental Quality Act, Public Resources Code §21000, *et seq.* ("CEQA") and the State CEQA Guidelines, 14 Cal. Code Regs. §15000, *et seq.* ("CEQA Guidelines").

Section 15164(a) of the CEQA Guidelines governs the preparation of an Addendum. Section 15164(a) of the CEQA Guidelines provides:

- “(a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.”

Section 15162 of the CEQA Guidelines describes those conditions as follows:

- “(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
  - (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

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- (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
- (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
- (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.”

The City has analyzed the potential environmental effects of the proposed project in accordance with CEQA Guidelines §§ 15162 and 15164(a). The potential environmental effects of the Master Plan and Development Agreement were addressed in the certified Master Plan EIR. However, the proposed project now includes the proposed General Plan and Zone Change from PI to SP, and proposed amendments to the 2008 Master Plan and Development Agreement. The City has determined that an Addendum is appropriate because no new significant environmental effects would occur nor would the severity of effects previously identified as significant substantially increase nor would any other condition set forth in Section 15162 occur as a result of the implementation of the proposed project.

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## **6 ENVIRONMENTAL ANALYSIS**

The proposed project as discussed above does not change the conclusions of the impact analysis of the Master Plan EIR. The modifications described in Section 2 would have no new significant adverse environmental impacts nor substantially increase the severity of previously identified significant adverse effects. To ensure that no new or substantially more severe significant environmental impacts would occur, the proposed project would adhere to applicable mitigation measures in the certified Master Plan EIR and approved by the City Council. Only the mitigation measures that apply to the proposed project are restated in the applicable sections below. Refer to Appendix A of this Addendum, the Mitigation Monitoring and Reporting Program, which contains all of the approved mitigation measures.

### **6.1 Aesthetics, Light, and Glare**

#### **6.1.1 Short-Term Construction**

The Master Plan EIR found the Master Plan's short term construction effects would be less than significant with implementation of Mitigation Measures AES1 and AES2, provided in Appendix A. Mitigation Measure AES1 provides for appropriate screening to buffer views from adjacent residential uses, existing campus hospital operations and McBean Parkway. Mitigation Measure AES2 provides that construction-related security lighting shall be directed away from adjacent residential areas and shall consist of the minimum wattage necessary to provide safety at the construction site. Construction associated with the proposed project would not alter the duration or intensity of the construction activities anticipated in the Master Plan EIR, which would remain short-term and occur at various locations and at different times as the Master Plan is built out. The additional square footage requested for the Inpatient Building would not affect the nature of the Master Plan's short term construction effects because there are no additional trades required and sequencing would remain unchanged. Construction in the Infill Area would not be at a greater height nor closer to any residences than analyzed in the certified EIR. Any short-term construction impacts would be mitigated by Mitigation Measures AES1 and AES2. No additional mitigation measures are required. No new significant effect would occur.

#### **6.1.2 Long-Term Aesthetic/Visual Character**

The Master Plan EIR found that Long-Term Aesthetic and Visual Character effects would be less than significant with implementation of Mitigation Measure AES3. Mitigation Measure AES3 provides that prior to issuance of building permits, each structure must undergo Development Review in conformance with the Master Plan and conditions of approval.

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The Aesthetic/Visual Character effects of the Inpatient Building considered in the Master Plan EIR are the (1) effects on the view from the Summit Residential Neighborhood; and (2) visibility of the Inpatient Building looking north from the intersection of McBean Parkway and Orchard Village Drive.

With implementation of the proposed project, there would be no added obstruction of the view from the Summit Residential Neighborhood because there would be no increase in the height of the Inpatient Building nor increased visibility of the Helipad. The approved Master Plan Inpatient Building is five stories in height. Although the proposed project Infill Area conceptually fills in more of the southwest corner between the Main Hospital and the Enclosed Bridge as shown in the Master Plan, it is only two stories tall compared to the five stories approved under the Master Plan. See Figure 4 for an overlay of the approved Master Plan with the proposed project. The view of the Infill Area from the Summit Residential Neighborhood would still be of built rather than green space. However, the additional built space would be consistent with the existing built space, with little alteration or degradation of the view analyzed in the Master Plan EIR. Construction in the Infill Area would remain approximately 85 feet below the Summit Residential Neighborhood. The Inpatient Building's top of parapet would remain approximately the same elevation as the closest residential property line elevation. The two Caesarean Section rooms would be on the second floor of the five-floor structure and would cantilever partially over the existing Basement Expansion. The only other view of the built out Infill Area would be from the on-site road known as the ring road, which would be limited to the project site. The visibility of the Inpatient Building looking north from McBean Parkway and Orchard Village Drive as analyzed in the certified EIR would not change. The proposed project would otherwise affect only interior space. No new significant Aesthetic/Visual Character effects would occur.

### **6.1.3 Landscaping**

The Master Plan EIR found that the effects of Landscaping would be less than significant with implementation of Mitigation Measure AES4. Mitigation Measure AES4 provides that landscaping shall be installed in conformance with the approved conceptual landscaping plans, in compliance with the conditions of approval, prior to issuance of a Certificate of Occupancy for each building and parking structure. The landscaping for the proposed project would comply with the approved conceptual landscaping plans and conditions of approval and would include only minimal, if any, additional landscaping because virtually all of the proposed modifications would be interior. No additional mitigation measures are necessary. No new significant effect would occur.

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### **6.1.4 Long-Term Light and Glare**

The Master Plan EIR found that the effects of Long-Term Light and Glare would be less than significant with implementation of Mitigation Measures AES3 and AES4. The only proposed project that might potentially cause a Long-Term Light and Glare effect not analyzed in the Master Plan EIR would be the two new Caesarean Section rooms constructed in the Infill Area. However, even with the proposed construction in the Infill Area, the height of the Inpatient Building and Central Plant and thus the visual elevation from McBean Parkway, would remain the same as analyzed in the Master Plan EIR and would not be exceeded by the heights of the new Caesarean Section rooms. All exterior lighting that could potentially be added in the Infill Area would be below the height of the existing Enclosed Bridge between the Inpatient Building and the Main Hospital and would not affect any residences. No additional mitigation measures are required. No new significant effect would occur.

### **6.1.5 Cumulative**

The Master Plan EIR found that cumulative Aesthetic/Visual effects would be less than significant with implementation of Mitigation Measures AES1 through AES4. The majority of the additional square footage resulting from the proposed project would be interior and not visible to the public. The construction in the Infill Area would be below the height of the existing Enclosed Bridge between the Inpatient Building and the Main Hospital. See Sections 6.1.2 through 6.1.4, above. Cumulative impacts would remain less than significant.

## **6.2 Air Quality**

For ease of reference, the Mitigation Monitoring Program imposed on the Master Plan is attached as Appendix A.

### **6.2.1 Construction**

The Master Plan EIR found that Short-Term Construction Air Quality effects would be significant and unavoidable even with implementation of Mitigation Measures AQ1 through 4. The proposed project would not cause a substantial increase in the severity of Construction Air Quality effects because the length of time over which construction would occur would remain the same, the approximate 240-foot distance to neighboring residences would remain the same, and the nature of the construction equipment used would remain the same. There are no additional feasible mitigation measures available beyond those imposed on the Master Plan EIR.

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### **6.2.2 Operation**

The Master Plan EIR found that Operational Air Quality effects would be less than significant with implementation of Mitigation Measure AQ5. The proposed project would not change the nature or intensity of uses approved under the Master Plan and would result in only a minimal increase in campus square footage. There would be no increase the number of programs, employees, overall campus inpatient beds or square footage allocated to administration uses. Minimal, if any, additional traffic would be generated beyond that anticipated in the Master Plan, see the Traffic Study Addendum (TSA) dated February 9, 2016, prepared by Linscott, Law & Greenspan, which is attached as Appendix B to this Addendum. No operations would be closer to sensitive receptors than under the approved Master Plan. Operational emissions would not be increased from those projected in the Master Plan EIR. No additional mitigation measures are required. No new significant effect would occur.

### **6.2.3 AQMP Consistency**

The Master Plan EIR found that the Master Plan would have a less than significant impact on consistency with the Air Quality Management Plan (AQMP) with implementation of Mitigation Measures AQ2 and AQ5. The proposed project would not require amendment of the AQMP nor would they cause the Master Plan build out to exceed growth projections in the Regional Transportation Plan, as the proposed project would be consistent with the City's General Plan, as described in Section 6.3, Land Use. The proposed project would not cause any exceedance of regional or local thresholds for criteria pollutants beyond that analyzed in the Master Plan EIR, so would not result in an increase in the frequency or severity of existing air quality violations or contribute to new violations. The proposed project would not cause an increase in the nature or intensity of uses, programs, employees, number of patient beds campus-wide nor square footage allocated to administration uses. The proposed project would not cause formation of CO hotspots, as they would not cause an increase in LOS at the relevant study intersections, see TSA, Appendix B. Therefore, no additional mitigation measures are required. No new significant effect would occur.

### **6.2.4 Long-Term Operational Cumulative**

The Master Plan EIR found that Long-Term Operational cumulative effects were less than significant. The proposed project would not cause a new significant operational effect and thus would not cause or make a considerable contribution to any cumulative impact. Therefore, there would be no new significant Long-Term Operational cumulative effects for the reasons set forth in Sections 6.2.2 and 6.2.3 above.

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### **6.2.5 Global Climate Change**

The Master Plan EIR found that the Master Plan's on-site emissions and energy emissions effects would be less than significant with implementation of Mitigation Measures AQ6 through AQ8. It found however, that the Master Plan's mobile source emissions would remain significant and unavoidable after mitigation. The City adopted a Climate Action Plan (CAP) in August 2012. The purpose of the CAP is to measure the amount of greenhouse gas emissions generated within the City and to develop strategies to reduce the emissions in the future. Using the goals, objectives and policies of the General Plan as a starting point, the CAP identifies those measures that can be quantified and translated into significant reductions in the greenhouse gas emissions by the year 2020. The proposed project would not conflict with the applicable greenhouse gas (GHG) reduction measures included in the CAP. The proposed project would be consistent with the CAP overall land use transportation measure to reduce total vehicle miles travelled (VMT) because buildout of the site would continue to increase the overall density of the site and location efficiency by increasing the Inpatient Building square footage. With implementation of the proposed project the site would also continue to be transit accessible. The proposed project would also be consistent with the CAP water measures since future development would continue to use low-flow water fixtures and new irrigation systems would be designed, installed, operated, and maintained in conformance with the State Water Efficient Landscape Ordinance, as required in the Master Plan. The project would allow for minimal increases in square footage beyond what was approved under the Master Plan. There would be no increase in the nature or intensity of uses, number of programs, employees or square footage devoted to administration.

Implementation of the project would not cause the effects of on-site GHG emissions or energy emissions to become significant nor would the significant effects of mobile source emissions be substantially more severe because there would be little or no increase in traffic generation beyond that analyzed in the Master Plan EIR, based on existing conditions. See TSA, Appendix B. The Master Plan addresses energy, water, water quality, and landscaping components to ensure overall efficiency and conservation. The proposed project would not cause the effects of on-site emissions or energy emissions to become significant for the reasons set forth in Sections 6.2.2 and 6.2.3, above. As noted, the effects of mobile source emissions would not be substantially more severe because the proposed project would cause little or no increase in traffic generation based on existing conditions, see the TSA, Appendix B. No additional feasible mitigation measures are available for mobile source emissions. No new, or substantially more severe, significant effects would occur.

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### **6.3 Land Use**

The Master Plan EIR found the Master Plan would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, including the City's General Plan and Unified Development Code. Since the Master Plan EIR, the project site has been re-designated PI (Public/Institutional) on both the City's General Plan Map and Zoning Map. The proposed project would change the General Plan and zoning designation of the site to Specific Plan (SP). The SP zone/designation is intended to achieve the following purposes:

1. To promote and protect the public health, safety and welfare;
2. To implement the objectives and policies of the General Plan;
3. To safeguard and enhance environmental amenities, such as oak trees and ridgelines, and enhance the quality of development;
4. To attain the physical, social, and economic advantage resulting from comprehensive and orderly planned use of land resources;
5. To lessen congestion and assure convenience of access: to secure safety from fire, flood and other dangers; to provide for adequate light, air, sunlight and open space; to promote and encourage conservation of scarce resources; to facilitate the creation of a convenient, attractive and harmonious community; to attain a desirable balance of residential and employment opportunities; and to expedite the provision of adequate and essential public services;
6. To facilitate development within the City in accordance with the General Plan by permitting greater flexibility and, consequently, more creative and imaginative designs for large-scale development projects than generally are possible under conventional zoning regulations;
7. To promote more economical and efficient use of the land while providing a harmonious variety of housing choices and commercial and industrial activities, a high level of urban and public amenities and preservation of natural and scenic qualities of open space; and
8. In the case of a specific plan, to provide a process for initiation, review and regulation of large-scale comprehensively planned communities that afford the maximum flexibility to the developer within the context of an overall development program and specific, phased development plans coordinated with the provision of necessary public services and facilities.

The proposed project, which includes the proposed Specific Plan, would achieve the purposes of the City's SP zone, and would serve as the zoning code for the project site. The proposed project

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would eliminate the maximum floor area ratio (FAR) for the site, which is 0.50 under the PI zone. Although the Specific Plan would not include a maximum FAR, it would include a cap on square footage, which allows for a total FAR of 0.54. Since the approved Master Plan allows for an FAR of 0.52, the proposed project would only represent a 0.02 increase in FAR, which is not considered a substantial increase and would not cause any additional impacts.

The proposed project would implement the goals and policies of the City's General Plan, as documented in Appendix C, which contains an analysis of the proposed project's consistency with the City's General Plan. This analysis confirms that adoption of the proposed project would not conflict with the applicable General Plan goals and policies. With adoption of the proposed project, there would be no significant impacts related to land use.

### **6.4 Geology, Soils and Seismicity**

#### **6.4.1 Surface Fault Rupture, Ground Failure, Landslides and Slope Stability, Corrosive Soils, Soil Erosion, Cumulative Effects**

The Master Plan EIR found the effects of surface fault rupture, ground failure, landslides and slope stability, corrosive soils, soil erosion, both project and cumulative, to be less than significant. The project site characteristics and nature and timing of construction analyzed in the Master Plan EIR would remain the same if the proposed project is implemented. No mitigation measures are required. No new significant effect would occur.

#### **6.4.2 Seismic Ground Shaking, Expansive Soils**

The Master Plan EIR found the effects of seismic ground shaking to be less than significant with implementation of Mitigation Measure GEO1, which requires a registered geologist to prepare a Probabilistic Seismic Hazard Analysis (PSHA) prior to issuance of grading permits for the Inpatient Building. The effects of expansive soils were found to be less than significant with implementation of Mitigation Measure GEO2, which requires special foundation designs and reinforcements, if expansive soils are encountered during construction. The site characteristics and nature and timing of construction analyzed in the Master Plan EIR would remain the same with implementation of the proposed project. No additional mitigation measures are required. No new significant effect would occur.

#### **6.4.3 Site Grading**

Implementation of the proposed project would not increase site grading beyond the amount forecast in the Master Plan for the Inpatient Building.. For the Inpatient Building, the amount of export anticipated in the Master Plan EIR was 13,100 cubic yards. Including the proposed

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project, under existing conditions, the amount of soil export in conjunction with construction of the Inpatient Building is anticipated to be approximately 12,600 cubic yards. The Master Plan EIR found that the effects of site grading would be less than significant with implementation of Mitigation Measures AQ1 and HWQ3, which specify requirements during construction to minimize effects associated with grading, and compliance with state and local regulations. Implementation of the proposed project, including construction in the Infill Area, would not increase site grading beyond the amount approved in the Master Plan. No new mitigation measures are required. No new significant effect would occur.

### **6.5 Hazards and Hazardous Materials**

The Master Plan EIR found that the effects of Use, Storage and Handling, Generation, Exposure and Hazards and Hazardous Materials both project and cumulative were less than significant. Implementation of the proposed project would cause no effects beyond those forecast in the Master Plan EIR because there would be no changes in the nature or intensity of uses, number of programs, employees, overall campus inpatient beds, or square footage allocated to administration uses. Therefore, implementation of the proposed project would not cause an increase in the generation, use, storage, handling or exposure to hazardous materials. No mitigation measures are required. No new significant effect would occur.

### **6.6 Hydrology and Water Quality**

Implementation of the proposed project would cause little or no change in Drainage, Hydrology, Water Quality or Cumulative effects because there would be no changes in the natures, or intensity of uses, and no increase in the number of programs, employees, overall campus inpatient beds or square footage allocated to administration uses. Required site grading would not increase. Construction timing and mix of equipment would not change. The Master Plan EIR found all of the foregoing effects to be less than significant with implementation of mitigation. For ease of reference, list of Hydrology and Water Quality Mitigation Measures is attached in Appendix A. No additional mitigation measures are required. No new significant effect would occur.

### **6.7 Noise**

For ease of reference, a list of Noise Mitigation Measures is attached in Appendix A.

#### **6.7.1 Construction**

The Master Plan EIR found that even with implementation of Mitigation Measures N1 and N2, the effects of construction noise would remain significant and unavoidable. Implementation of the proposed project would not cause this effect to be substantially more severe because the

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distance to sensitive receptors would not change nor would the intensity and length of time of construction or mix of construction equipment used on site. Only minimal, if any, additional construction related traffic would be generated. See the TSA at Appendix B. There are no additional feasible mitigation measures available. This significant effect would not be substantially more severe.

### **6.7.2 Operational Traffic Noise**

The Master Plan EIR found that the effects of Interim Year Traffic, Off-Site and On-Site Traffic Noise effects would be less than significant with implementation of Mitigation Measure N3. Implementation of the proposed project would not cause these effects to become significant because they would not generate any increased traffic, see the TSA at Appendix B. No additional mitigation measures are required. No new significant effect would occur.

### **6.7.3 Operational Stationary Source Noise**

The Master Plan EIR found that the effects of Operational Stationary Source Noise would be less than significant. Implementation of the proposed project would not cause this effect to become significant because there would be no increase in loading and unloading, truck movements or other parking lot activities. There would be no expansion of the Hospital's emergency medical services. There would be no increase in the nature or intensity of uses, number of programs, employees, overall campus inpatient beds or square footage allocated to administration. No mitigation measures are required. No new significant effect would occur.

### **6.7.4 Cumulative Operational**

The Master Plan EIR found that Cumulative Operational Noise effects would be less than significant. Implementation of the proposed project would not cause this effect to become significant because any noise effects from on-site stationary sources would continue to be limited to the project site and vicinity and would not increase because there would be no changes in the nature, or intensity of uses, no increase in truck movements or parking lot activities nor expansion of emergency services. Most of the proposed modifications to the Inpatient Building would be within the interior of the building. No mitigation measures are required. No new significant effect would occur.

### **6.7.5 Long-Term Cumulative Traffic**

The Master Plan EIR found that Long-Range Cumulative Off-Site and On-Site Traffic Noise effects would be less than significant with implementation of Mitigation Measure N3. Implementation of the proposed project would not cause this effect to become significant

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because there would be little or no increase in traffic generation, under existing conditions, beyond that analyzed in the Master Plan EIR. See the TSA Appendix B. No additional mitigation measures are required. No new significant effect would occur.

### **6.7.6 The Helipad**

The Master Plan approved construction of the Helipad on the roof of the Inpatient Building. The approved Inpatient Building is to be approximately 85 feet high and 240 feet from the nearest residence, which is within the Valencia Summit Residential Neighborhood. The proposed project would relocate the Helipad from the southeast to the north side of the roof of the Inpatient Building. The relocation of the Helipad is necessary to comply with FAA and State required airspace obstruction clearance criteria in order to allow for the direct elevator transport from the Helipad to the emergency room since in its original location the elevator would be in the flight path.

The BridgeNet Report attached as Appendix J, to the Master Plan EIR, found the Hospital's helipad operations averaged 10 to 12 arrivals or departures per month. As explained in the BridgeNet Report, and as is Hospital's standard practice, a helicopter arriving with a patient counts as one "flight" or "landing"; likewise, a helicopter departing with a patient counts as one "flight" or one "landing." The Hospital does not own a helicopter nor do any helicopters reside at the Hospital. The Master Plan EIR anticipated helicopter activity of 15 to 17 flights (arrivals or departures) per month, increasing the existing noise exposure level of approximately 1.5 dBA (in terms of the 24-hour weighted average scale of CNEL), which is not large enough to be perceptible. Relocation of the Helipad to the north side of the roof of the Inpatient Building would not decrease the 240-foot distance to the nearest residence nor cause an increase in size of the Helipad nor any change in the number of flights. The flight paths to and from the Helipad would remain the same. As shown in Table 3, there were a total of 34 helicopter flights between January and December 2015. These flights include incoming flights for trauma and other transfers to the Hospital and departing flights for specialty care, such as for an advanced Neonatal Intensive Care Unit or seriously ill pediatric patients, at the expected maximum number of 2 – 3 specialty flights per month. The maximum number of incoming flights in any month was 5 in June 2015. The minimum was 1 in May and December 2015. An incoming flight does not mean there is an equivalent departing flight or "round trip." Nevertheless, assuming a worst case of 5 incoming flights, 5 outgoing flights and 3 specialty flights per month, the number of anticipated monthly flights would be 13. This number of flights would not exceed the maximum of 15-17 flights per month anticipated in the Master Plan EIR. No new significant effect would occur.

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**Table 3  
2015 Helicopter Flights**

Month	Helicopter Flights
January	4
February	4
March	4
April	2
May	1
June	5
July	2
August	2
September	4
October	3
November	2
December	1
<b>TOTAL</b>	<b>34</b>

Source: HMNH, January 29, 2016.

### **6.8 Parking**

The Master Plan EIR found that Short-Term Construction Parking effects would be less than significant with implementation of Mitigation Measure PRK1 and Long-Term Operational Parking effects would be less than significant with implementation of Mitigation Measure PRK2. Mitigation Measure PRK1 requires that a Construction Parking Management Plan (PRK1) be reviewed and approved by the City before construction begins. This Plan would be required to include any additional parking that might incidentally be required by implementation of the proposed project. Mitigation PRK2 requires the provision of the City’s Code-required parking. Implementation of the proposed project would not change the nature or intensity of uses nor would it increase the number of programs, employees, overall campus inpatient beds, or square footage allocated to administration uses. Construction of the two new Caesarean Section rooms in the Infill Area would not cause the number of required parking spaces to increase beyond the number analyzed in the Master Plan EIR. No additional mitigation measures are required. No new significant effect would occur.

### **6.9 Public Services**

#### **6.9.1 Fire Protection Services**

The Master Plan EIR found that effects on Fire Protection Services would be less than significant with implementation of Mitigation Measures FS1 through 9, which for ease of reference, are

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attached in Appendix A. Implementation of the proposed project would result in increased interior circulation in the Inpatient Building, including more exiting corridors between departments, potentially improving the ingress and egress approved under the Master Plan. The nature and intensity of uses, number of programs, employees, overall campus inpatient beds and square feet allocated to administration uses would not change. No additional mitigation measures are required. No new significant effect would occur.

### **6.9.2 Sheriff, Highway Patrol, Emergency Response/Evacuation Plans**

The Master Plan EIR found that effects on Sheriff Services, California Highway Patrol and Emergency Response/Evacuation Plans would be less than significant.

Implementation of the proposed project would not increase any of these effects because neither the nature or intensity of uses would change, there would be no increase in the number of programs, employees, overall campus inpatient beds or square feet allocated to administration uses, no changes in site access or interior circulation, and traffic generation would be increased only minimally, if at all. Ingress and egress in the Inpatient Building might be improved over the Master Plan. No mitigation measures are required. No new significant effect would occur.

### **6.9.3 Schools/Education**

The Master Plan EIR found that effects on Schools/Education would be less than significant with implementation of Mitigation Measures SE1 and SE2. The increased square footage that would result from implementation of the proposed project might result in payment of additional fees in accordance with Mitigation Measures SE1 and SE2. Payment of these fees would constitute full CEQA mitigation as a matter of law.

## **6.10 Public Utilities**

### **6.10.1 Electricity Supplies and Services**

Implementation of the proposed project would not result in any significant increase in energy consumption because the nature and intensity of uses would not change. It has been confirmed in an email from Stephan LeBlanc, Service Planner with the Valencia District of Southern California Edison, dated January 12, 2016, that any increase caused by implementation of the proposed project would be within the existing service capacities of provider Southern California Edison (see Appendix D).

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### **6.10.2 Natural Gas**

No increase in natural gas consumption is anticipated. It has been confirmed in an email from Kurtis Foster, Account Executive with the Southern California Gas Company, dated January 15, 2016, that provider Southern California Gas Company has sufficient capacity to service any increased natural gas demands that might be caused by implementation of the proposed project (see Appendix D). Southern California Gas Company will upsize the existing, on-campus 2” diameter natural gas line with a new 4” diameter line, and upsize their meter on McBean Parkway accordingly to serve the Inpatient Building. Southern California Gas Company’s existing 6” medium-pressure line on McBean Parkway can supply this load without any required mitigation. No additional demands for natural gas consumption are required by the proposed project since the number of total licensed beds on campus, as approved in the 2008 Master Plan and Development Agreement, does not increase.

### **6.11 Solid Waste**

The Master Plan EIR found that Project level and Cumulative Solid Waste effects would be significant and unavoidable. Implementation of the proposed project would be anticipated to generate little, if any, additional solid waste over that analyzed in the Master Plan EIR because there would be no change in the nature of or intensity of uses, no increase in the number of programs, employees, overall campus inpatient beds or square footage allocated to administration uses. There are no new feasible mitigation measures available. This previously identified significant effect would not be substantially more severe.

### **6.12 Traffic**

#### **6.12.1 Background Facts**

The Henry Mayo Newhall Memorial Hospital Master Plan Traffic Impact Analysis was prepared by Austin-Foust Associates, Inc. in May 2008, and was incorporated into the Master Plan EIR (the “2008 Traffic Study”).

A Traffic Study Addendum (TSA) dated February 9, 2016 was prepared by the firm of Linscott, Law & Greenspan (LLG), and is attached as Appendix B, to evaluate the effects of the increase in square footage proposed by the project. The Vicinity Map for the Hospital is provided in Figure 1 of the TSA. The site plan for the approved Master Plan is illustrated in Figure 2 of the TSA. Vehicular access to the Hospital site is provided via driveways on its west end along McBean Parkway, at Orchard Village Road and at Avenida Navarre. No changes to site access and internal circulation are proposed in conjunction with the proposed project.

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The following intersections were evaluated in the 2008 Traffic Study for potential traffic effects:

1. I-5 SB On- and Off-Ramps / McBean Parkway
2. I-5 NB Off- and On-Ramps / McBean Parkway
3. Rockwell Canyon Road-Tournament Road / McBean Parkway
4. McBean Parkway / Valencia Boulevard
5. McBean Parkway / Magic Mountain
6. Wiley Canyon Road / Lyons Avenue
7. Tournament Road / Wiley Canyon Road
8. Orchard Village Road / Lyons Avenue
9. Orchard Village Road / Wiley Canyon Road
10. Orchard Village Road / McBean Parkway
11. Newhall Avenue / Lyons Avenue
12. Valencia Boulevard / Magic Mountain Parkway
13. Avenida Navarre / McBean Parkway

The study intersections are shown on Figure 1 of the TSA. The existing travel lane configurations and traffic control devices at the study intersections are shown in Figure 3 of the TSA.

Construction to implement the approved Master Plan has commenced. The building identified as MOB 1 has been developed and is fully occupied. The parking structures identified as PS1 and PS4 have been developed and are open for use.

The Master Plan EIR identifies Traffic Mitigation Measures applicable to MOB 1 (specifically, TR1, TR2, TR3 as listed on pages 3.4-34 and 3.4-35 of the Master Plan EIR). These traffic mitigation measures required for MOB 1 have been completed.

### **6.12.2 Interim Year Conditions**

The Master Plan EIR addressed effects under Interim Year conditions (with and without the Master Plan). It concluded based on the City's impact criteria that significant effects would occur at the following four locations:

- McBean Parkway at Magic Mountain Parkway
- Orchard Village Road at Wiley Canyon Road

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- Orchard Village Road at McBean Parkway
- Valencia Boulevard at Magic Mountain Parkway

The EIR found that with implementation of Mitigation Measures TR1 through TR5, these effects would be reduced to a less than significant level.

### **6.12.3 Congestion Management Plan**

The Master Plan EIR found that the Master Plan would have a less than significant effect on the Los Angeles County Congestion Management Plan.

### **6.12.4 Site Access**

The Master Plan EIR found that the Master Plan's effect on Site Access would be mitigated to a less than significant level by Mitigation Measure TR 3, which was implemented in conjunction with the construction of MOB 1. The remaining components of Mitigation Measures TR1 and TR3, are required to be implemented in conjunction with construction of MOB 2 and the Inpatient Building. Implementation of the proposed project would not affect the existing on-site access approved in the Master Plan nor require any changes in the approved access.

### **6.12.5 On-Site Circulation**

The Master Plan EIR found a less than significant effect on On-Site Circulation. Implementation of the proposed project would not affect the On-Site Circulation approved in the Master Plan nor require any change therein.

### **6.12.6 Long Range Cumulative**

The Master Plan EIR found that the following two roadways would exceed target levels of service for long-range cumulative (2030) build out conditions:

- McBean Parkway between I-5 NB Ramps and Rockwell Canyon Road
- Valencia Boulevard between McBean Parkway and Citrus Drive

It found that under the long-range conditions, the following two locations would be unavoidably significantly affected:

- McBean Parkway at Valencia Boulevard
- Orchard Village Road at McBean Parkway

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The Master Plan EIR found that Mitigation Measures TR6 through TR8 would mitigate long-range cumulative effects, except that significant unavoidable effects would remain at the latter two locations.

### **6.12.7 Conclusions**

The TSA concludes that under existing conditions, implementation of the proposed project would not create new, or substantially more severe, significant effects than those identified in the Master Plan EIR and 2008 Traffic Study.

The TSA finds that implementation of the proposed project under existing conditions would not cause any new, or substantially more severe, significant traffic effects at any of the 13 study intersections, see Section 6.12.1, above.

The TSA also finds that, utilizing Interim Year traffic volumes, operations at the study intersections would be better than what would be forecast using the parameters of the 2008 Traffic Study, and that the potential traffic effects of the Master Plan would be less than forecast in the Master Plan EIR, because the existing baseline conditions are better than anticipated, for the reasons set forth in the TSA.

No additional mitigation measures are required. No new feasible mitigation measures are available at the two intersections that would be unavoidably significantly affected under long term conditions. Implementation of the proposed project would not cause any new, or substantially more severe, significant traffic effects.

### **6.13 Wastewater**

The Master Plan EIR found that the Master Plan would have a less than significant effect with respect to Wastewater. Implementation of the proposed project would cause little or no increase in the generation of wastewater beyond that forecast in the Master Plan EIR. Implementation of the proposed project would not change or intensify Master Plan uses, cause an increase in employees or number of overall campus inpatient beds nor add additional square feet for administration use. No mitigation measures are required. No new significant effect would occur.

### **6.14 Water Supply**

The Master Plan EIR found a less than significant impact on Water Supply. Implementation of the proposed project would cause little, if any, increase in the use of water beyond that analyzed in the Master Plan EIR. It has been confirmed in an email from Cris Pérez, Vice President of Operations for the Valencia Water Company, dated January 15, 2016, that retail purveyor

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Valencia Water Company would have sufficient capacity to service any increase that might incidentally be caused by implementation of the proposed project (see Appendix D). No mitigation measures are required. No new significant effect would occur.

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### **7 FINDINGS**

None of the conditions identified in Section 15162 have occurred and, therefore, pursuant to Section 15164(a) of the CEQA Guidelines, an Addendum has been prepared.

The proposed project would require only minor, technical changes in the Master Plan EIR.

The proposed project would cause no substantial changes in the Master Plan which would require major revisions of the Master Plan EIR due to the involvement of new significant environmental effects or substantial increases in the severity of previously identified significant effects.

There have been no substantial changes in the circumstances under which the proposed project would be undertaken which would require major revisions of the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

There is no new information of substantial importance, as defined in CEQA Guidelines §15162(a)(3), which has become available. None of the four situations described in CEQA Guidelines §15162(3)(A) through (D) apply.

Therefore, pursuant to CEQA and the CEQA Guidelines, there is no need for the preparation of a subsequent or supplemental EIR and this Addendum, which describes the proposed minor technical changes that would result from implementation of the proposed project, has been prepared in compliance with CEQA.

DATE: \_\_\_\_\_, 2016      By: \_\_\_\_\_

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## **8 REPORT PREPARERS**

### **City of Santa Clarita**

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Greg Murphy, City Attorney

### **Dudek**

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Shannon Kimball Wages, AICP, Project Manager  
Heather Ivey, AICP, Environmental Planner

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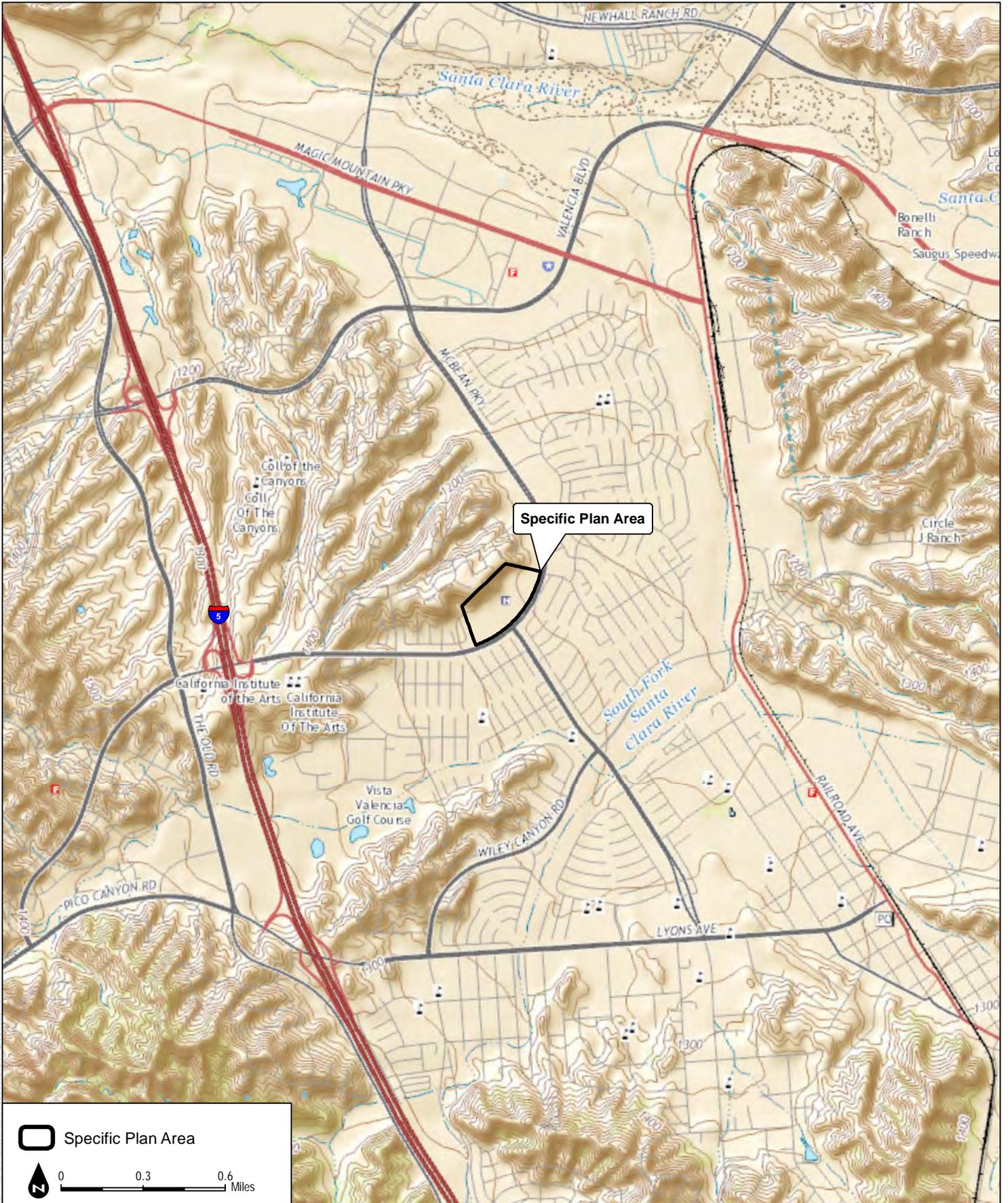
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SOURCE: USGS National Map 7.5 Minute Topo Series Newhall Quadrangle



Henry Mayo Newhall Memorial Hospital Master Plan EIR Addendum

**FIGURE 2**  
Vicinity Map

Date: 12/21/2015 1:08:50 PM User: J:\Projects\151001\MapDocs\FIGURE 2 Vicinity Map

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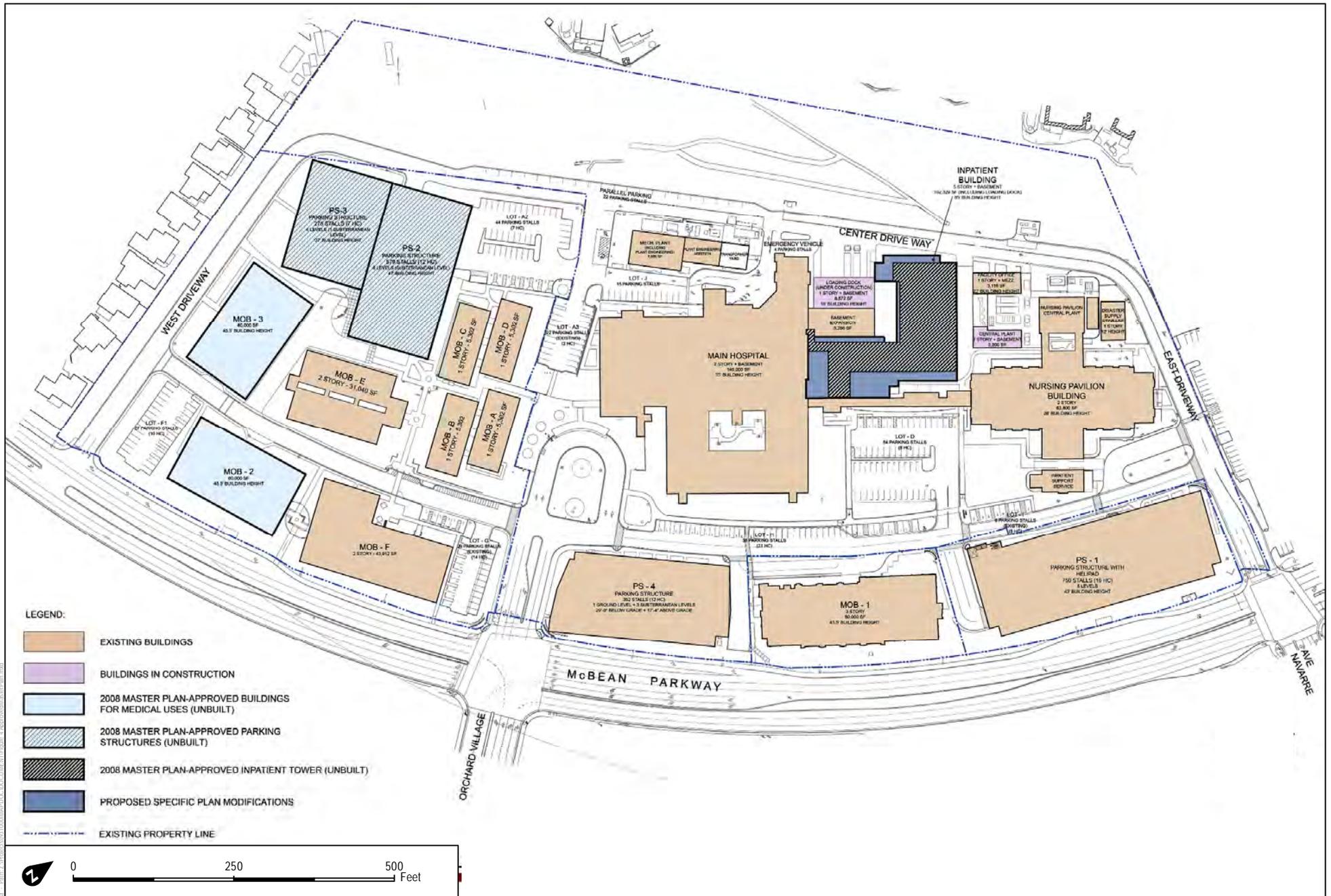
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SOURCE: SHP Project Development 2016



Henry Mayo Newhall Memorial Hospital Master Plan EIR Addendum

**FIGURE 4**  
Approved Master Plan with Specific Plan Overlay

**Addendum to the Henry Mayo Newhall Memorial Hospital  
Master Plan Certified EIR**

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# **APPENDIX A**

## *Master Plan EIR Mitigation Monitoring and Reporting Program*



Section 11.0  
MITIGATION MONITORING  
AND REPORTING PROGRAM

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## 11.0 MITIGATION MONITORING AND REPORTING PROGRAM

Sections 1.0 and 5.0 of this EIR identify the mitigation measures that will be implemented to reduce the impacts associated with the Henry Mayo Newhall Memorial Hospital Master Plan project. Section 21081.6 of the California Environmental Quality Act (CEQA) requires a public agency to adopt a monitoring and reporting program for assessing and ensuring compliance with any required mitigation measures applied to proposed development. As stated in Section 21081.6 of the Public Resources Code,

*. . . the public agency shall adopt a reporting or monitoring program for the changes to the project which it has adopted, or made a condition of project approval, in order to mitigate or avoid significant effects on the environment.*

Section 21081.6 provides general guidelines for implementing mitigation monitoring programs and indicates that specific reporting and/or monitoring requirements, to be enforced during project implementation, shall be defined prior to final certification of the EIR.

The mitigation monitoring table below lists those mitigation measures that may be included as conditions of approval for the project. These measures correspond to those outlined in Section 1.0 and discussed in Section 5.0. To ensure that the mitigation measures are properly implemented, a monitoring program has been devised which identifies the timing and responsibility for monitoring each measure. The project applicant will have the responsibility for implementing the measures, and the various City of Santa Clarita departments will have the primary responsibility for monitoring and reporting the implementation of the mitigation measures.



HENRY MAYO NEWHALL MEMORIAL HOSPITAL MASTER PLAN ENVIROMENTAL IMPACT REPORT						
MITIGATION MONITORING AND REPORTING PROGRAM						
Mitigation Measure	Party Responsible for Mitigation	Monitoring Action/Timing	Enforcing, Monitoring Agency	Verification of Compliance		
				Initials	Date	Remarks
<b>AESTHETICS</b>						
AES1	Appropriate screening (i.e., temporary fencing with opaque material) shall be used to buffer views of construction activities, equipment and material from adjacent residential uses, existing hospital campus operations, and from McBean Parkway.	Project Applicant	Review plan(s) at plan check, and during construction.	City of Santa Clarita Planning Division		
AES2	Construction-related security lighting shall be directed away from adjacent residential areas and shall consist of the minimal wattage necessary to provide safety at the construction site.	Project Applicant	Review plan(s) at plan check, and during construction.	City of Santa Clarita Planning Division		
AES3	Prior to issuance of building permits, each structure shall undergo Development Review (DR) approval in conformance with the adopted Master Plan and conditions of approval for overall site design and architectural conformity.	Project Applicant	Process Development Review prior to issuance of building permits.	City of Santa Clarita Planning Division		
AES4	Landscaping shall be installed in conformance with the approved Master Plan conceptual landscaping plans and in compliance with the conditions of approval prior to issuance of a Certificate of Occupancy for each building and parking structure.	Project Applicant	Verify conformance during plan check.	City of Santa Clarita Planning Division		
<b>TRAFFIC</b>						
TR1	<p>In order to address impacts along McBean Parkway at the Magic Mountain Parkway intersection, the following improvements shall be required:</p> <ul style="list-style-type: none"> <li>◆ Add a third through lane for the westbound direction (re-striping). This improvement shall be implemented in conjunction with the construction of MOB1.</li> <li>◆ Add right-turn overlap phasing for the westbound</li> </ul>	Project Applicant	Review plan(s) at plan check.	City of Santa Clarita Department of Public Works		



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<p>right-turn movement (signal modification). This improvement shall be implemented in conjunction with the construction of MOB1.</p> <ul style="list-style-type: none"> <li>◆ Add a third through lane for the eastbound direction (re-striping). This improvement shall be implemented in conjunction with the construction of the Inpatient Building/MOB2.</li> </ul>							
<p>TR2</p> <p>In order to address impacts along Orchard Village Road at the Wiley Canyon Road intersection, the following improvement shall be required:</p> <ul style="list-style-type: none"> <li>◆ Add a separate northbound right-turn lane with right-turn overlap phasing (within existing right-of-way between Wiley Canyon Road and the Santa Clara River South Fork Bridge). This improvement shall be implemented in conjunction with the construction of MOB1.</li> </ul>	Project Applicant	Review plan(s) at plan check.	City of Santa Clara Department of Public Works				
<p>TR3</p> <p>In order to address impacts along Orchard Village Road at the McBean Parkway intersection, the following improvements shall be required:</p> <ul style="list-style-type: none"> <li>◆ Widen the southbound approach (project driveway) to allow for a left-turn lane and a second through lane. This improvement shall be implemented in conjunction with the construction of MOB1.</li> <li>◆ Add a separate westbound right-turn lane (for project access). This improvement shall be implemented in conjunction with the construction of the Inpatient Building/MOB2.</li> <li>◆ Add a separate southbound right-turn lane (project</li> </ul>	Project Applicant	Review plan(s) at plan check.	City of Santa Clara Department of Public Works				



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	driveway). This improvement shall be implemented in conjunction with the construction of the Inpatient Building /MOB2.					
TR4	<p>In order to address impacts along Valencia Boulevard at the Magic Mountain Parkway intersection, the following improvement shall be required:</p> <ul style="list-style-type: none"> <li>◆ Add a second westbound left-turn lane by removing the existing right-turn lane (re-striping the westbound approach as a mirror image of the existing eastbound approach). This improvement shall be implemented in conjunction with the construction of the Inpatient Building/MOB2.</li> </ul>	Project Applicant	Review plan(s) at plan check.	City of Santa Clarita Department of Public Works		
TR5	The project applicant shall pay fees to the established Valencia Bridge and Thoroughfare District, in accordance with City policy, in order to provide a fair-share contribution of funds for future traffic system improvements.	Project Applicant	Verify fee payment prior to issuance of building permits.	City of Santa Clarita Department of Public Works		
TR6	<p>In order to address impacts along McBean Parkway at the Orchard Village Road intersection, the following improvement shall be required:</p> <ul style="list-style-type: none"> <li>◆ Restripe the hospital driveway to reconfigure the first through lane to a shared left-turn/through lane. This improvement shall be implemented in conjunction with the construction of MOB3.</li> </ul>	Project Applicant	Review plan(s) at plan check.	City of Santa Clarita Department of Public Works		
TR7	<p>In order to address long-term (2030) impacts along McBean Parkway at the Valencia Boulevard intersection, the following improvement shall be required:</p> <ul style="list-style-type: none"> <li>◆ Add a fourth westbound through lane (requires the</li> </ul>	Project Applicant	Verify fee payment prior to issuance of building permits.	City of Santa Clarita Department of Public Works		



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					Initials	Date	Remarks
	<p style="text-align: center;">widening of Valencia Boulevard)</p> <p>The project's fair share equals 4.3 percent of the cost of this improvement. If a fair share program has been adopted or if these improvements have been added to a district, such as a Bridge &amp; Thoroughfare District, payment of fair share costs shall be made prior to the issuance of a building permit for MOB3. This fair share payment shall be considered this project's full compliance of Mitigation Measure TR7.</p>						
TR8	<p>In order to address long-term (2030) impacts along McBean Parkway at the Orchard Village Road intersection, the following improvement shall be required:</p> <ul style="list-style-type: none"> <li>◆ Add a separate eastbound right-turn lane (requires the widening of McBean Parkway).</li> </ul> <p>The project's fair share equals 30.5 percent of the cost of this improvement. If a fair share program has been adopted or if these improvements have been added to a district, such as a Bridge &amp; Thoroughfare District, payment of fair share costs shall be made prior to the issuance of a building permit for MOB3. This fair share payment shall be considered this project's full compliance of Mitigation Measure TR8.</p>	Project Applicant	Verify fee payment prior to issuance of building permits.	City of Santa Clarita Department of Public Works			
<b>PARKING</b>							
PRK1	<p>To maximize the on-site parking for non-construction uses, the project applicant shall prepare and implement a Parking Management Plan during the construction phases of the project. The Plan may include provisions for: 1) no construction worker parking on-site, and 2) off-site parking at an existing facility or facilities with a parking surplus, with a shuttle system, or other similar transportation method to and</p>	Project Applicant	Review and approve parking management plan prior to issuance of building permits.	City of Santa Clarita Planning Division and Department of Public Works			



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	from the hospital campus. The Plan shall be approved by the Director of Community Development prior to the issuance of any building permit included in the HMNMH Master Plan, which is identified in Section 3.0, Project Description, of this EIR.						
PRK2	As part of the plan review process for each phase of Master Plan buildout, the City of Santa Clarita shall ensure that the project applicant accompanies each development phase with adequate parking, in compliance with the City's <i>Municipal Code</i> .	Project Applicant	Review and approve as part of Development Review process	City of Santa Clarita Planning Division			
<b>AIR QUALITY</b>							
AQ1	<p>During construction, project applicant shall require the contractor to be responsible for ensuring that all measures listed in Table 5.6-9, Standard Measures for Construction-Related Emissions, are implemented. To achieve the particulate control efficiencies shown, finished surfaces are to be stabilized with water and/or dust palliatives and isolated from traffic flows to prevent emissions of fugitive dust from these areas. In addition, the following water application rates are required:</p> <ul style="list-style-type: none"> <li>◆ Roads traveled by autos, rock trucks, water trucks, fuel trucks, and maintenance trucks: up to twice per hour;</li> <li>◆ Roads traveled by scrapers and loaders in active excavation areas: up to three times per hour;</li> <li>◆ Finish grading areas: up to once every two hours.</li> </ul>	Project Applicant	Prior to and during construction activities.	City of Santa Clarita Department of Public Works			



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					Initials	Date	Remarks
AQ2	The project applicant shall require the construction contractor to ensure that all construction equipment shall be maintained in good operating condition so as to reduce operational emissions. The contractor shall ensure that all construction equipment is properly serviced and maintained.	Project Applicant	Throughout construction activities.	City of Santa Clarita Department of Public Works			
AQ3	The project applicant shall require the construction contractor to utilize, as much as possible, pre-coated/natural colored building materials, water-based or low-VOC coating, and coating transfer or spray equipment with high transfer efficiency, such as HVLP spray method, or manual coatings application such as a paintbrush, hand roller, trowel, spatula, dauber, rag, or sponge.	Project Applicant	Throughout construction activities.	City of Santa Clarita Department of Public Works			
AQ4	All trucks that are to haul excavated or graded material on-site shall comply with <i>State Vehicle Code</i> Section 23114 (Spilling Loads on Highways), with special attention to Sections 23114(b)(2)(F), (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads. Prior to the issuance of grading permits, the project applicant shall demonstrate to the City of Santa Clarita how the project operations subject to that specification during hauling activities shall comply with the provisions set forth in Sections 23114(b)(2)(F), (e)(4).	Project Applicant	Prior to issuance of grading permits, and throughout construction activities.	City of Santa Clarita Department of Public Works			
AQ5	Proposed uses shall be designed to use low-emitting paints and solvents throughout. In addition, this shall be specified on the building plans.	Project Architect	Prior to issuance of building permits.	City of Santa Clarita Department of Public Works and/or Division of State Architect			



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AQ6	Install light-colored paving and cool roofs where feasible. The paving and roofs shall be specified on the building plans.	Project Architect	Prior to issuance of building permits.	City of Santa Clarita Department of Public Works and/or Division of State Architect			
AQ7	Plant shade trees pursuant to City requirements and standards, and shall be specified on the landscape plans.	Project Architect	Prior to issuance of building permits.	City of Santa Clarita Department of Public Works and/or Division of State Architect			
AQ8	Utilize light emitting diodes (LEDs) for outdoor lighting and limit the hours of outdoor lighting operation to hours of darkness. The location of outdoor lighting shall be specified on the building plans.	Project Architect	Prior to issuance of building permits.	City of Santa Clarita Department of Public Works and/or Division of State Architect			
<b>NOISE</b>							
N1	During all site excavation and grading, the project applicant shall require the project contractor(s) to equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards.	Construction Contractor	Throughout construction activities.	City of Santa Clarita Planning Division			
N2	The project applicant shall require the project contractor(s) to locate equipment staging in areas that would create the greatest distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction, to the extent practicable.	Construction Contractor	Throughout construction activities.	City of Santa Clarita Planning Division			



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N3	To meet the 45-dBA CNEL interior noise standard for medical office uses, mechanical ventilation, such as an air-conditioning system, shall be required for medical office buildings along the southern portion of the project site along McBean Parkway, in order to ensure that windows can remain closed for prolonged periods of time.	Project Architect	Review plan(s) at plan check.	City of Santa Clarita Department of Public Works			
<b>GEOLOGY, SOILS, AND SEISMICITY</b>							
GEO1	The project applicant shall have a geologist registered by the State of California prepare a Probabilistic Seismic Hazard Analysis (PSHA) prior to issuance of grading permits for the Inpatient Building. Any recommendations in the study are applicable to the Inpatient Building, if required by OSHPD, and shall be implemented during site grading and construction.	Project Applicant	Prepare analysis prior to issuance of grading permits. Recommendations in analysis implemented during construction activities.	City of Santa Clarita Department of Public Works			
GEO2	If potentially expansive units (i.e., clay soils) are encountered during construction, they shall be evaluated by the Project Geotechnical Engineer. Special foundation designs and reinforcement shall be utilized to mitigate expansive material as specified by the Project Geotechnical Engineer and to the satisfaction of the City. Specifically, if clay soils are exposed at the deeper subgrade level, the Construction Contractor shall employ dewatering techniques, as the clay soils shall not be allowed to dry out.	Project Applicant	Inspect soils during excavation and grading activities.	City of Santa Clarita Department of Public Works			



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<b>HAZARDS AND HAZARDOUS MATERIALS</b>						
HAZ1	The project applicant shall retain a qualified environmental specialist (e.g., a Registered Environmental Assessor or similarly qualified individual) to perform pre-construction hazardous materials surveys to inspect existing building areas subject to demolition or renovation for the presence of as yet unidentified asbestos, PCBs, mercury, lead, or other hazardous materials. If found at levels that require special handling, the Project Applicant shall manage these materials as required by law and according to federal and state regulations and guidelines, including those of DTSC, SCAQMD, Cal/OSHA, and any other agency with jurisdiction over these hazardous materials.	Project Applicant	Perform surveys prior to any demolition, grading, or construction activities.	City of Santa Clarita Department of Public Works		
<b>HYDROLOGY AND WATER QUALITY</b>						
HWQ1	The design of the parking structures (PS1, PS2, PS3, PS4) shall include trench drains and catch basins or similar technology in each level of the structures where runoff would be directed into an on-site storm drain pipe system and conveyed to a retention basin.	Project Applicant	Review plans(s) at plan check.	City of Santa Clarita Department of Public Works		
HWQ2	Estimate the amount of runoff to be retained on-site for each structure prior to issuance of a grading permit that incorporate storm water retention facilities equivalent to the 1 inch 1 hour storm and incorporate sediment and oily water separator BMPs into the drainage design. The retention facilities shall be serviceable without replacement. The overflow pipe shall provide for sampling water flows before they enter the McBean Parkway stormdrain pipe.	Project Applicant	Verify compliance prior to issuance of grading permit.	City of Santa Clarita Department of Public Works		



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HWQ3 During the detailed engineering design phase and prior to the issuance of grading permits, the Project Applicant shall prepare an Urban Storm Water Management Plan (USMP) for each individual building. The USMP shall be prepared by a California registered Civil Engineer, Architect, Landscape Architect or any professional knowledgeable about storm water management issues and shall comply with post-construction and applicable BMPs, as detailed in the Los Angeles County Standard Urban Stormwater Mitigation Plan (SUSMP), to address each source of pollutants identified by the Project evaluation. Possible BMPs include: Bioretention basins, bioswales, catch basin filters, regular street and parking lot sweeping, porous pavement, roof runoff controls, efficient irrigation, alternative building materials, stormdrain signage, trash enclosures, preservation of existing vegetation, hydraulic mulch, hydroseeding, soil binders, straw mulch, geotextiles and mats, wood mulching, earth dikes and drainage swales, velocity dissipation devices, slope drains, polyacrylamide, and stockpile management.	Project Applicant	Verify compliance prior to issuance of grading permit.	City of Santa Clarita Department of Public Works			
<b>FIRE PROTECTION SERVICES</b>						
FS1	Concurrent with the issuance of building permits, the project applicant shall participate in the Developer Fee Program to the satisfaction of the County of Los Angeles Fire Department.	Project Applicant	Verify compliance prior to issuance o grading or building permits.	City of Santa Clarita Department of Public Works		
FS2	Adequate access to all buildings on the project site shall be provided and properly maintained for emergency vehicles during the building construction process to the satisfaction of the County of Los Angeles Fire Department.	Project Applicant	Review construction plans prior to issuance of building permits.	Los Angeles County Fire Department		



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					Initials	Date	Remarks
FS3	Adequate water availability shall be provided to service construction activities to the satisfaction of the County of Los Angeles Fire Department.	Project Applicant	Review construction plans prior to issuance of building permits.	Los Angeles County Fire Department			
FS4	Every building constructed shall be accessible to Fire Department apparatus by way of access roadways, with an all-weather surface of not less than the prescribed width, unobstructed, clear-to-sky. The edge of the roadway shall be within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building.	Project Applicant	Review plan(s) at plan check.	City of Santa Clarita Planning Division and Department of Public Works, and Los Angeles County Fire Department			
FS5	Commercial development shall require fire flows up to 5,000 gallons per minute at 20 pounds per square inch residual pressure for up to a five-hour duration, unless otherwise deemed appropriate by the Fire Department. Final fire flows shall be based on the size of the buildings, their relationship to other structures, property lines, and types of construction used. Fire hydrant spacing shall be 300 feet and shall meet the following requirements: <ul style="list-style-type: none"> <li>◆ No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.</li> <li>◆ No portion of a building shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant.</li> <li>◆ Additional hydrants will be required if hydrant spacing exceeds specified distances.</li> </ul>	Project Applicant	Review plan(s) at plan check.	City of Santa Clarita Planning Division and Department of Public Works, and Los Angeles County Fire Department			
FS6	Turning radii shall not be less than 32 feet. This measurement shall be determined at the centerline of the road. A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in length. All on-site driveways	Project Applicant	Review plan(s) at plan check.	City of Santa Clarita Planning Division and Department of Public Works, and Los			



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	shall provide a minimum unobstructed width of 28 feet. The on-site driveway is to be within 150 feet of all portions of the exterior walls of the first story of any building. The centerline of the access driveway shall be located parallel to, and within 30 feet of an exterior wall on one side of the proposed structure.			Angeles County Fire Department			
FS7	Any access way less than 34 feet in width shall be labeled "Fire Lane" on the final building plans.	Project Applicant	Review plan(s) at plan check.	City of Santa Clarita Planning Division and Department of Public Works, and Los Angeles County Fire Department			
FS8	The entrance to the street/driveway and intermittent spacing distances of 150 feet shall be posted with Fire Department approved signs stating "NO PARKING – FIRE LANE" in three-inch high letters. Driveway labeling is necessary to ensure access for Fire Department use.	Project Applicant	Review plan(s) at plan check.	City of Santa Clarita Planning Division and Department of Public Works, and Los Angeles County Fire Department			
FS9	All proposals for traffic calming measures (speed humps/bumps/cushions, traffic circles, roundabouts, etc.) shall be submitted to the Fire Department for review and approval, prior to issuance of building permit.	Project Applicant	Verify Fire Department review prior to issuance of building permits.	City of Santa Clarita Planning Division and Department of Public Works, and Los Angeles County Fire Department			



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<b>SHERIFF SERVICES</b>						
SS1	During construction, private security patrols shall be utilized to protect the project site.	Project Architect	Ongoing during construction	City of Santa Clarita Planning Division		
SS2	Construction-related traffic, including all off-site earthmoving operations, shall be limited to between the hours of 9:00 AM and 2:00 PM in order to avoid weekday peak traffic conditions.	Project Architect	Ongoing during Construction.	City of Santa Clarita Planning Division		
SS3	As final site and building plans are submitted to the City for approval in the future, Sheriff's Department design requirements which reduce demands for service and ensure adequate public safety (such as those pertaining to site access, site security lighting), shall be incorporated into building designs.	Project Architect	Review as part of Development Review process and require during plan check.	City of Santa Clarita Planning Division		
SS4	Project design shall landscape the project site with low-growing groundcover and shade trees, rather than a predominance of shrubs that could conceal potential criminal activity around buildings and parking areas.	Project Architect	Review as part of Development Review process and require during plan check.	City of Santa Clarita Planning Division		
SS5	Project design shall provide lighting around and throughout the development to enhance crime prevention and enforcement efforts.	Project Architect	Review as part of Development Review process and require during plan check	City of Santa Clarita Planning Division		
SS6	Project design shall provide clearly visible (during the day and night) address signs and/or building numbers for easy identification during emergencies.	Project Architect	Review as part of Development Review process and require during plan check.	City of Santa Clarita Planning Division		



HENRY MAYO NEWHALL MEMORIAL HOSPITAL MASTER PLAN ENVIROMENTAL IMPACT REPORT							
MITIGATION MONITORING AND REPORTING PROGRAM							
Mitigation Measure		Party Responsible for Mitigation	Monitoring Action/Timing	Enforcing, Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
SS7	Project design shall provide visibility of doors and windows from the street and between buildings.	Project Architect	Review plan(s) at plan check.	City of Santa Clarita Planning Division			
SS8	Concurrent with the issuance of building permits, the project applicant shall participate in the Police Facility Fee Program to the satisfaction of the City of Santa Clarita.	Project Applicant	Verify fee payment prior to issuance of building permits.	City of Santa Clarita Public Works Dept.			
<b>SCHOOLS/EDUCATION</b>							
SE1	The project applicant shall pay the required mitigation fees in place at time of payment to the Newhall District, prior to issuance of building permit as full mitigation of project impacts on this district.	Project Applicant	Verify fee payment prior to issuance of building permits.	City of Santa Clarita Department of Public Works			
SE2	The project applicant shall pay the required mitigation fees in place at time of payment to the Hart District, prior to issuance of building permit as full mitigation of project impacts on this district.	Project Applicant	Verify fee payment prior to issuance of building permits.	City of Santa Clarita Department of Public Works			
<b>SOLID WASTE</b>							
SW1	The location of recycling/separation areas shall be in proximity to dumpsters for non-recyclables, elevators, loading docks, and primary internal and external access points.	Project Applicant	Review plan(s) at plan check.	City of Santa Clarita Environmental Services Division			
SW2	The location of recycling/separation areas shall be convenient for those persons who deposit, collect, and load the recyclable materials.	Project Applicant	Review plan(s) at plan check.	City of Santa Clarita Environmental Services Division			
SW3	Recycling containers/bins shall be located so that they do not block access to each other.	Project Applicant	Review plan(s) at plan check.	City of Santa Clarita Environmental Services Division			



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**APPENDIX B**  
*Traffic Study Addendum*



# MEMORANDUM

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To: City of Santa Clarita Date: February 9, 2016

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From: David S. Shender, P.E. LLG Ref: 5-15-0159-1  
Tin T. Nguyen  
Linscott, Law & Greenspan, Engineers

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Subject: **Henry Mayo Newhall Memorial Hospital – Updated Traffic Study Addendum**

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This memorandum has been prepared by Linscott, Law & Greenspan, Engineers (LLG) to summarize an updated traffic study addendum prepared for the approved Henry Mayo Newhall Memorial Hospital Master Plan project located along the west side of McBean Parkway at the intersection with Orchard Village Road in the City of Santa Clarita.

The approved Master Plan project for the Hospital comprises 200,000 square feet of additional medical office floor area, 8,000 square feet of hospital demolition, and 135,363 square feet of new hospital floor area space (which includes a 10,000 square-foot central plant). A traffic study<sup>1</sup> was previously prepared in 2008 for the Master Plan project (the “2008 Traffic Study”). The findings of the 2008 Traffic Study report were incorporated into the City’s Environmental Impact Report (EIR) prepared for the Master Plan project. The EIR was certified by the City of Santa Clarita.

The Hospital proposes to modify its approved Master Plan so as to provide additional hospital floor area related to a new patient tower. Briefly, the amount of new hospital floor area proposed for construction would increase by 30,566 square feet (from 135,363 square feet of approved space to 162,329 square feet of floor area, inclusive of the proposed central plant).

It is noted that LLG prepared a prior addendum document<sup>2</sup> evaluating a change in the Master Plan. The prior addendum evaluated an increase in floor area by approximately 25,700 square feet to a total of 159,100 square feet of hospital floor area. This updated addendum has been prepared based on the modest change in the proposed total hospital floor area (i.e., an increase of 30,566 square feet instead of 25,700 square feet evaluated in the prior addendum).

Based on the relatively modest change in the approved Master Plan project, we understand the City of Santa Clarita has requested this traffic study addendum to determine if conditions related to the project and local traffic conditions have changed such that new traffic impacts would be identified based on the increase in hospital floor area. Accordingly, this traffic study addendum provides:

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<sup>1</sup> *Henry Mayo Newhall Memorial Hospital Master Plan Traffic Impact Analysis*, Austin-Foust Associates, Inc., May 2008.

<sup>2</sup> *Henry Mayo Newhall Memorial Hospital – Traffic Study Addendum*, LLG, March 5, 2015.



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- Updated peak hour traffic counts at the intersections evaluated in the 2008 Traffic Study;
- A revised forecast in the site trip generation based on the proposed modified Master Plan project with the additional hospital floor area; and
- An updated traffic impact assessment for the Master Plan project.

Based on the impact analysis contained herein, it is concluded that the proposed modification to the Hospital's Master Plan project is not expected to create significant traffic impacts that were not previously identified in the 2008 Traffic Study, and by extension the previously certified EIR for the Master Plan project.

### **Current Existing Setting**

The Vicinity Map for the Hospital is provided in *Figure 1*. The site plan for the approved Master Plan is illustrated in *Figure 2*. Vehicular access for the Hospital site is provided via driveways on the west end along McBean Parkway, at Orchard Village Road, and at Avenida Navarre. No changes to site access and internal circulation are proposed in conjunction with the proposed revisions to the Master Plan.

The following intersections were evaluated in the 2008 Traffic Study for potential traffic impacts due to the Master Plan project:

1. I-5 SB On- and Off- Ramps / McBean Parkway
2. I-5 NB Off- and On- Ramps / McBean Parkway
3. Rockwell Canyon Road-Tournament Road / McBean Parkway
4. McBean Parkway / Valencia Boulevard
5. McBean Parkway / Magic Mountain
6. Wiley Canyon Road / Lyons Avenue
7. Tournament Road / Wiley Canyon Road
8. Orchard Village Road / Lyons Avenue
9. Orchard Village Road / Wiley Canyon Road
10. Orchard Village Road / McBean Parkway
11. Newhall Avenue / Lyons Avenue
12. Valencia Boulevard / Magic Mountain Parkway
13. Avenida Navarre / McBean Parkway

The study intersections are shown by location on *Figure 1*. The existing travel lane configurations and traffic control devices at the study intersections are provided on *Figure 3*.

It is noted that construction has started at the Hospital site to implement elements of the approved Master Plan. Specifically, MOB 1 (80,000 square feet) has been constructed at the site, as well as additional parking. MOB 2 and MOB 3, as well as the inpatient tower have not been completed.

Additionally, the EIR for the Master Plan project<sup>3</sup> identifies traffic Mitigation Measures applicable to MOB 1 (specifically, TR 1, TR 2, TR 3 as listed on pages 3.4-34 and 3.4-35). These measures are:

- TR 1 (McBean Parkway/Magic Mountain Parkway):
  - Add a third through lane in the westbound direction (completed)
  - Add a right-turn overlap in the westbound direction (completed)
- TR 2 (Orchard Village Road/Wiley Canyon Road)
  - Add a northbound right-turn lane (completed)
  - Add a right-turn overlap in the northbound direction (completed)
- TR 3 (Site Driveway-Orchard Village Road/McBean Parkway)
  - Widen the project driveway to provide a left-turn lane and second through lane (completed)

Based on a field review, the traffic mitigation measures associated with MOB 1 have been completed as recommended in the EIR.

## Traffic Volumes

The study intersections evaluated in the 2008 Traffic Study prepared for the Hospital Master Plan are based on traffic counts conducted in 2003 and 2005. Additionally, the 2008 Traffic Study (as incorporated into the certified EIR) assesses the potential traffic impacts of the Master Plan against a forecast “Interim Year” condition. As described in the 2008 Traffic Study: “The Interim Year transportation system consists of roadway improvements and future infrastructure consistent with the cumulative projects included within the horizon year. Generally this horizon year corresponds to a level of development approximately 10 to 15 year in the future. While this horizon does not coincide specifically with the buildout of the project, it represents the best timeframe for planning purposes since it includes a comprehensive set of cumulative

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<sup>3</sup> 2008 Draft Environmental Impact Report for the Henry Mayo Newhall Memorial Hospital Master Plan, City of Santa Clarita, September 2008.

development project that have been incorporated into the SCVCTM [Santa Clarita Valley Computer Traffic Model].”

Further, the 2008 Traffic Study states that its Interim Year conditions include the effects of three important roadway projects:

- Extension of Newhall Ranch Road east to Golden Valley Road/Soledad Canyon Road;
- Connection of Via Princessa between its current terminus near San Fernando Road to its eastern terminus near Rainbow Glenn Drive; and
- Extension of Magic Mountain Parkway to Via Princessa (coinciding with the initial development of the Whitaker-Bermite site).

Of these roadway projects, only the extension of Newhall Ranch Road, and the partial extension of Via Princessa (westerly to Wiley Canyon Road) have been completed. However, many of the related development projects (with the exception of the Whitaker-Bermite project) have been completed. Therefore, it is reasonable to:

- Utilize current weekday morning (AM) and afternoon (PM) peak period traffic counts at the intersections evaluated in the 2008 Traffic Study; and
- Compare the relative differences in traffic volumes between the 2015 traffic counts and the forecast Interim Year traffic volumes from the 2008 traffic study as these the basis for assessing the relative traffic impacts of the Master Plan.

Manual traffic counts of vehicular turning movements were conducted in February 2015 at each of the study intersections during the weekday AM and PM commuter periods to determine the peak hour traffic volumes. The manual traffic counts at the study intersections were conducted from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM to determine the peak commuter hours. Summary data worksheets of the manual traffic counts at the study intersections are contained in *Appendix A*.

Additionally, the traffic counts were increased using a growth rate of 3% to reflect existing (2016) conditions. The growth factor was based on general traffic growth factors provided in the 2010 Congestion Management Program for Los Angeles County (the “CMP manual”). It is noted that based on review of the general traffic growth factors provided in the CMP manual for the Santa Clarita area, it is anticipated that traffic volumes are expected to increase at an annual rate of approximately 2.9% per year between the years 2015 and 2020. Thus, the 3% growth factor was applied to the 2015 traffic counts.

As previously noted, MOB 1 at the Hospital has been completed and is occupied. Therefore, to provide an “apples to apples” evaluation, the estimated traffic volumes associated with MOB 1 were subtracted from the existing traffic counts for purposes of comparing these intersection volumes to those provided in the 2008 Traffic Study for the Interim Year (without Project) condition.

The weekday AM and PM peak hour traffic counts at the study intersections – modified to eliminate the traffic associated with existing MOB 1 – are summarized in **Table 1**. The prior forecast Interim Year traffic volumes are also provided in **Table 1**. As shown, when the traffic volumes for the 13 intersections are totaled, there is an overall 24% decrease in the counted AM peak hour volumes and a 22% decrease in the counted PM peak hour volumes when compared to the Interim Year (without Project) traffic volumes provided in the 2008 Traffic Study. The existing traffic volumes at the study intersections during the weekday AM and PM peak hours (modified to remove MOB 1 traffic) are shown in **Figures 4** and **5**, respectively.

In general, it can be concluded that the forecast increase in traffic volumes provided in the 2008 Traffic Study have not occurred. Further, the baseline (no project) traffic conditions for purposes of assessing the impacts of the Master Plan are at better levels in 2016 as compared to the forecast traffic conditions provided in the 2008 Traffic Impacts. Thus, in general, the relative traffic impacts of the Master Plan will be less since overall traffic operations at the study intersections are better than the conditions forecast in the 2008 Traffic Study.

### **Project Trip Generation**

The 2008 Traffic Study forecast vehicle trips for the components of the Master Plan based on trip generation rates provided in the 7<sup>th</sup> Edition of the *Trip Generation* manual published by the Institute of Transportation Engineers (ITE). As shown in Table 3-2 of the 2008 Traffic Study, the approved Master Plan project was forecast to generate 519 AM peak hour trips, 715 PM peak hour trips, and 7,571 daily trips.

For the proposed revision to the Master Plan (i.e., consisting of the additional hospital floor area), an updated trip generation forecast was prepared for the project utilizing the most current version of the ITE *Trip Generation* manual (i.e., the 9<sup>th</sup> Edition). The 9<sup>th</sup> Edition is an update to the 7<sup>th</sup> Edition as it considers the most current trip generation data submitted to ITE, and is reflected in the recommended trip generation rates for land uses provided therein. It is noted that for the hospital and medical office land use categories, the trip generation rates recommended by ITE have been reduced slightly when comparing the 9<sup>th</sup> Edition to the 7<sup>th</sup> Edition.

**Table 2** attached to this memorandum provides the trip generation forecast for the Master Plan. As shown in *Table 2*, the Master Plan is forecast to generate 493 net new AM peak hour trips (404 inbound trips and 89 outbound trips) and 680 net new PM peak hour trips (165 inbound trips and 515 outbound trips) on a typical weekday, as well as 7,374 daily trips (3,687 inbound trips and 3,687 outbound trips) on a typical weekend.

When compared to the forecast provided in the 2008 Traffic Study for the approved project, *Table 1* show that there is an overall decrease in number of trips generated by the Master Plan, even when accounting for the proposed 30,566 square feet of hospital floor area. This reduction is due primarily to the reduction in the ITE-recommended trip generation rate for the hospital and medical office land uses as provided in the more current 9<sup>th</sup> Edition of the *Trip Generation* manual.

### **Project Traffic Distribution and Assignment**

The forecast peak hour trips for the revised Master Plan were assigned to the study intersections. The assignment utilized a similar distribution analyzed in the 2008 Traffic Study. The directional traffic distribution patterns for the Master Plan project are presented in **Figures 6** and **7** for the AM and PM peak hours, respectively. The forecast net new weekday AM and PM peak hour project traffic volumes at the study intersections associated with the revised Master Plan project are presented in **Figures 8** and **9**, respectively. Note that the traffic volumes shown on *Figures 8* and *9* include the estimated traffic associated with the recently completed MOB 1 project, as well as the remaining elements of the Master Plan. The traffic volume assignments presented in *Figure 8* and *9* reflects the traffic distribution characteristics shown in *Figure 6* and *7* and the project traffic generation forecast presented in *Table 2*.

### **Traffic Impact Analysis Methodology**

LLG has prepared updated intersection Level of Service calculations to evaluate the potential traffic impacts due to the revised Master Plan project. The relative impact of the added traffic volumes to be generated by the Master Plan project during the AM and PM peak hours was evaluated based on analysis of existing operating conditions at the study intersections, without and with the project. The previously discussed capacity analysis procedures were utilized to evaluate the future *v/c* relationships and service level characteristics at the study intersections.

The traffic impact analysis scenarios and significance of the potential impacts of project generated traffic was identified using the traffic impact criteria set forth in City of Santa Clarita's *Preliminary Traffic Impact Guidelines* and *General Plan Circulation Element*.

## Traffic Analysis

The traffic impact analysis was prepared for the 13 study intersections using the ICU methodology and application of the City of Santa Clarita significant traffic impact criteria is summarized in *Table 3*. The ICU data worksheets for the analyzed intersection are contained in *Appendix B*.

Column [1] presents the existing (2016) volume-to-capacity ratios (v/c) and Levels of Service (LOS) at the study intersections during the AM and PM peak hours. Column [2] removes the estimated traffic associated with the MOB 1 project so as create a new baseline for traffic assessment purposes, similar to the Interim Year conditions provided in the 2008 Traffic Study.

Column [3] of *Table 3* applies the updated forecast traffic volumes associated with the proposed revised Master Plan project. As shown in *Table 3*, application of the City's threshold criteria indicates that the revised Master Plan project is not expected to create significant impacts at the study intersections. Incremental, but not significant, impacts are noted at the study intersections.

Column [4] on *Table 3* is provided for informational purposes. It utilizes the Interim Year traffic volumes on the existing roadway network. It indicates that except for a few isolated locations, traffic operations at the study intersections are substantially better at the study intersections than what would be forecast using the Interim Year traffic volumes provided in the 2008 Traffic Study. It further points out the potential traffic impacts of the Master Plan will be less than original forecast because the baseline conditions are substantially better.

Based on the above, it is concluded that the revised Master Plan will not create new traffic impacts that were not previously identified in the 2008 Traffic Study, and by extension in the previously certified EIR. This analysis is provided in consideration of recent available information such as new traffic counts and use of the current edition of the ITE *Trip Generation* manual. No additional analysis of traffic impacts related to the Master Plan is required or recommended.

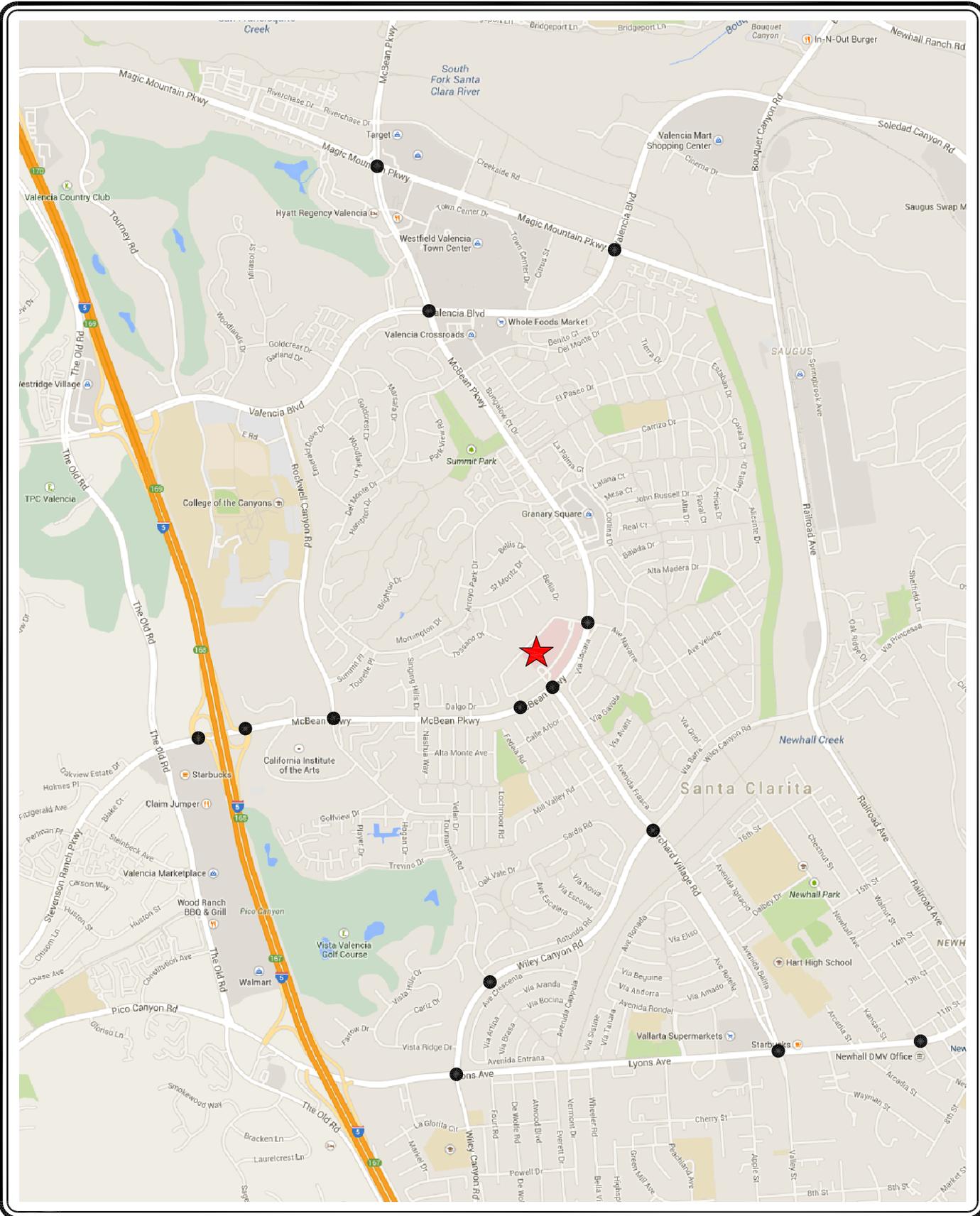
## Conclusion

In summary, the Henry Mayo Newhall Memorial Hospital project with the revised site plan – 162,329 square feet of hospital space – and existing conditions would not result in significant traffic impacts at any of the 13 study intersections. These findings are improved over the May 2008 traffic study which concluded that the prior site plan would result in significant traffic impacts at three of the 13 study intersections. Accordingly, no additional analysis of traffic impacts is required or recommended as a result of the updated project description.

## Attachments

cc: File

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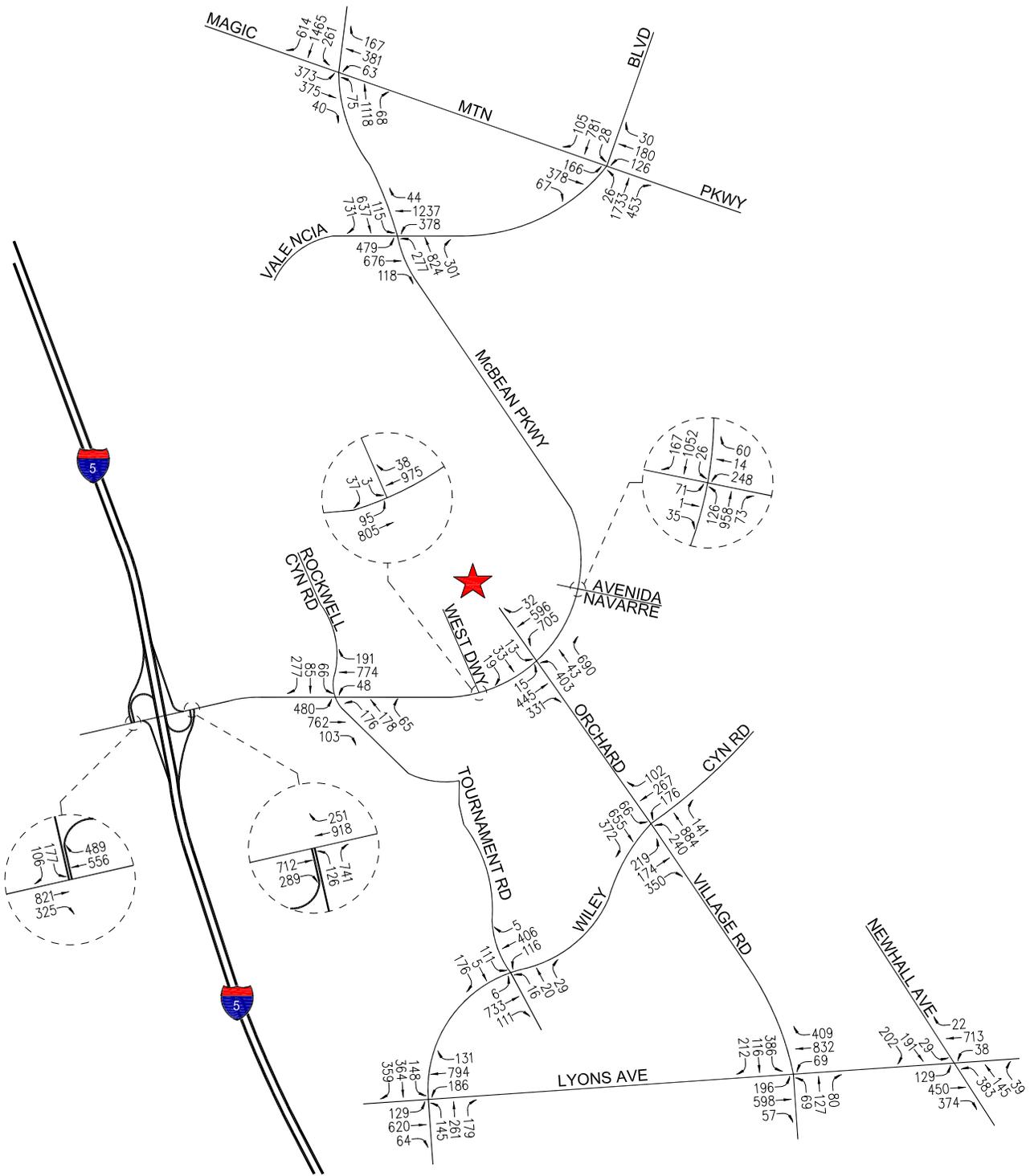
- MAP SOURCE: GOOGLE MAPS
- ★ PROJECT SITE
- STUDY INTERSECTION

# FIGURE 1 VICINITY MAP





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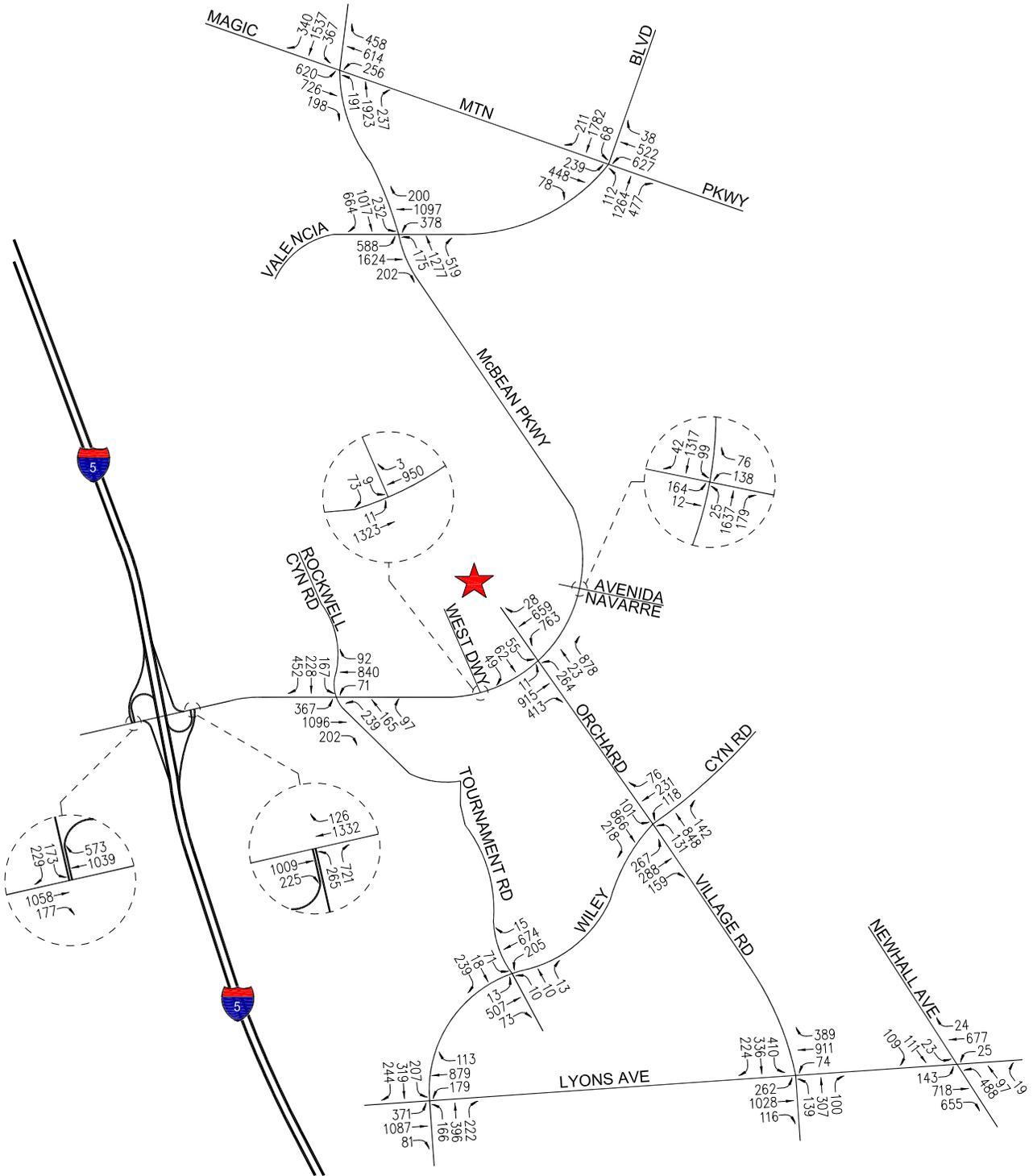
★ PROJECT SITE

FIGURE 4  
EXISTING TRAFFIC VOLUMES  
WEEKDAY AM PEAK HOUR

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HENRY MAYO UPDATE

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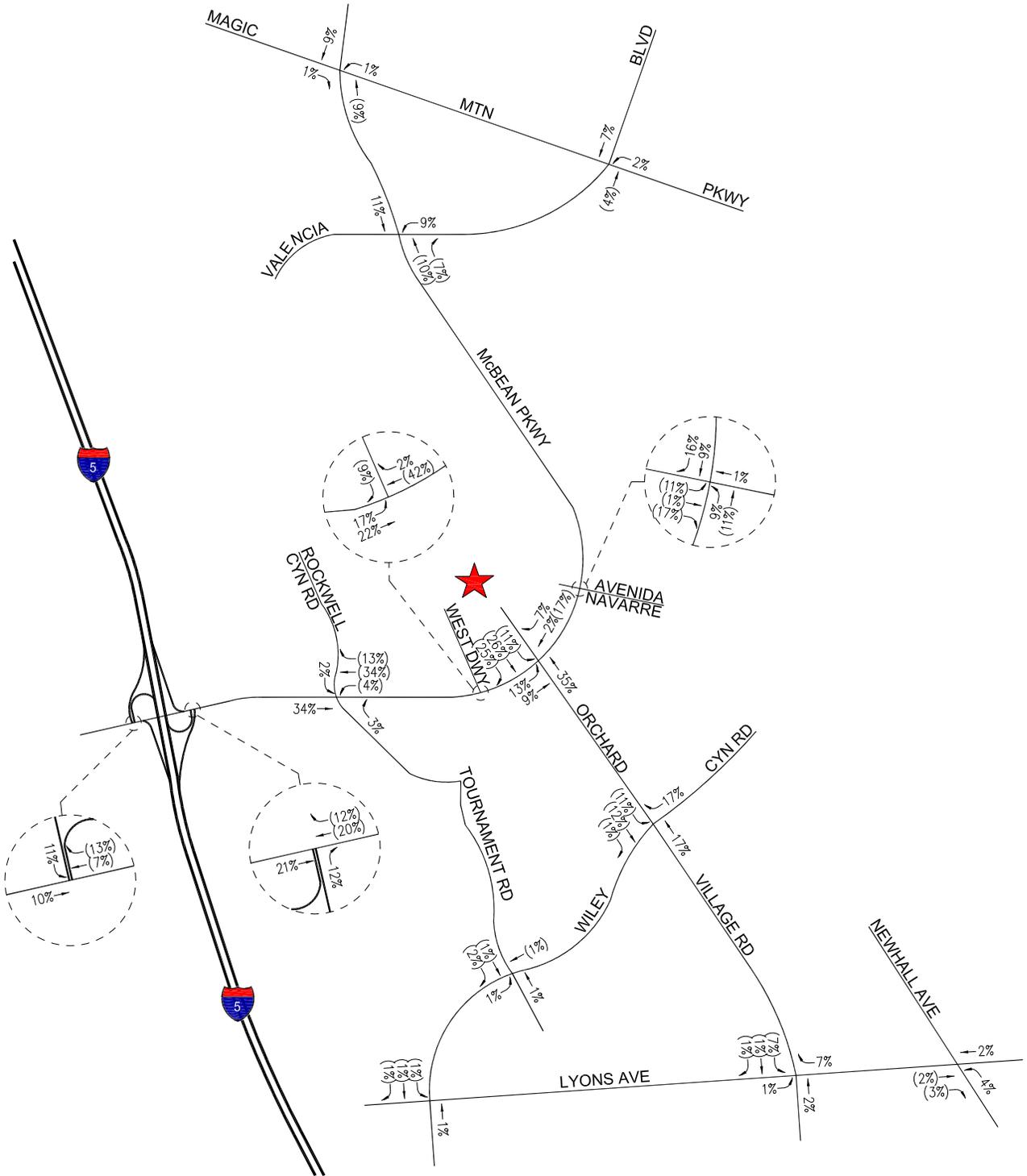
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FIGURE 5  
EXISTING TRAFFIC VOLUMES  
WEEKDAY PM PEAK HOUR

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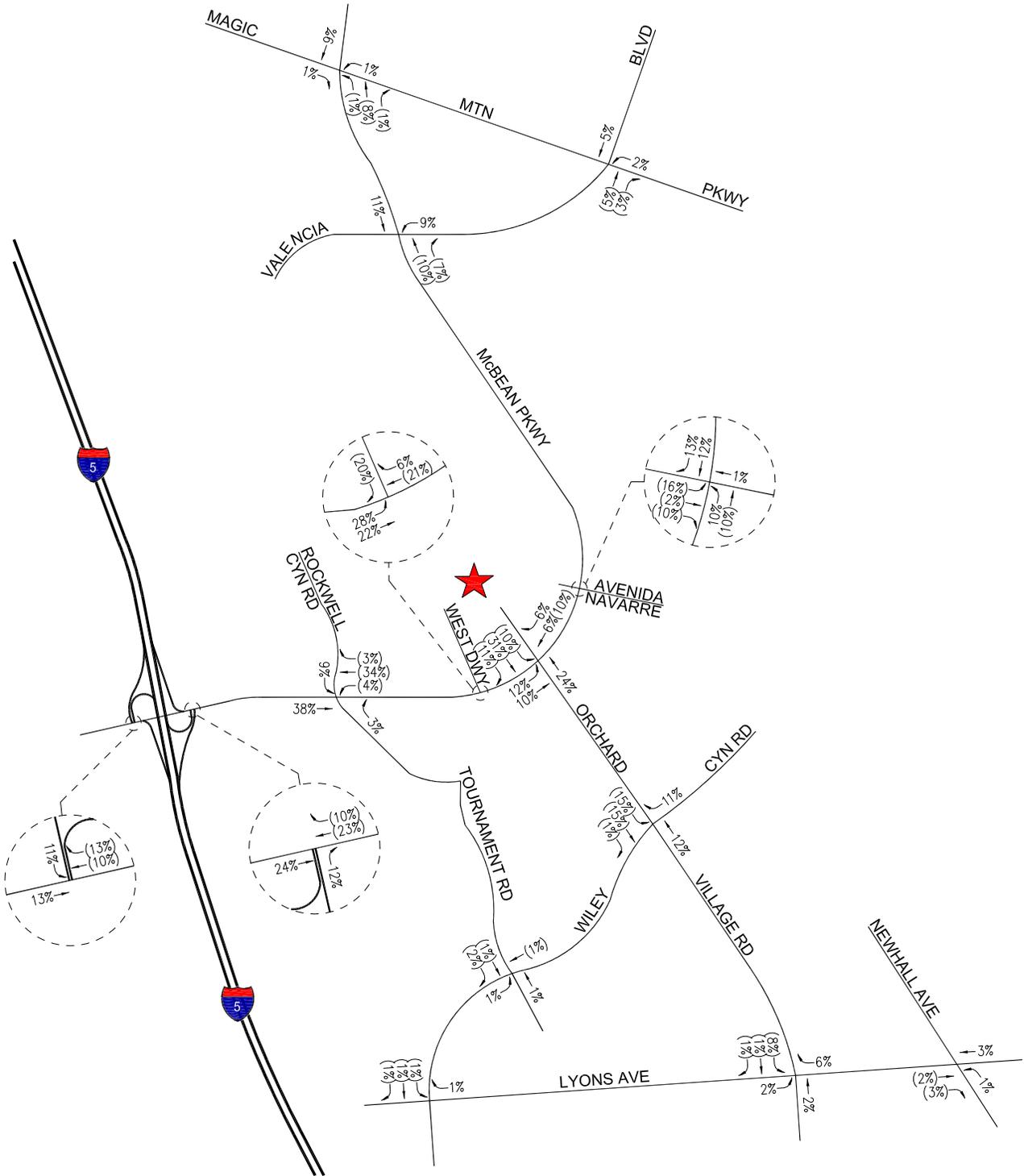
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 (##) = OUTBOUND PERCENTAGES

**FIGURE 6**  
**PROJECT TRIP DISTRIBUTION**  
 WEEKDAY AM PEAK HOUR

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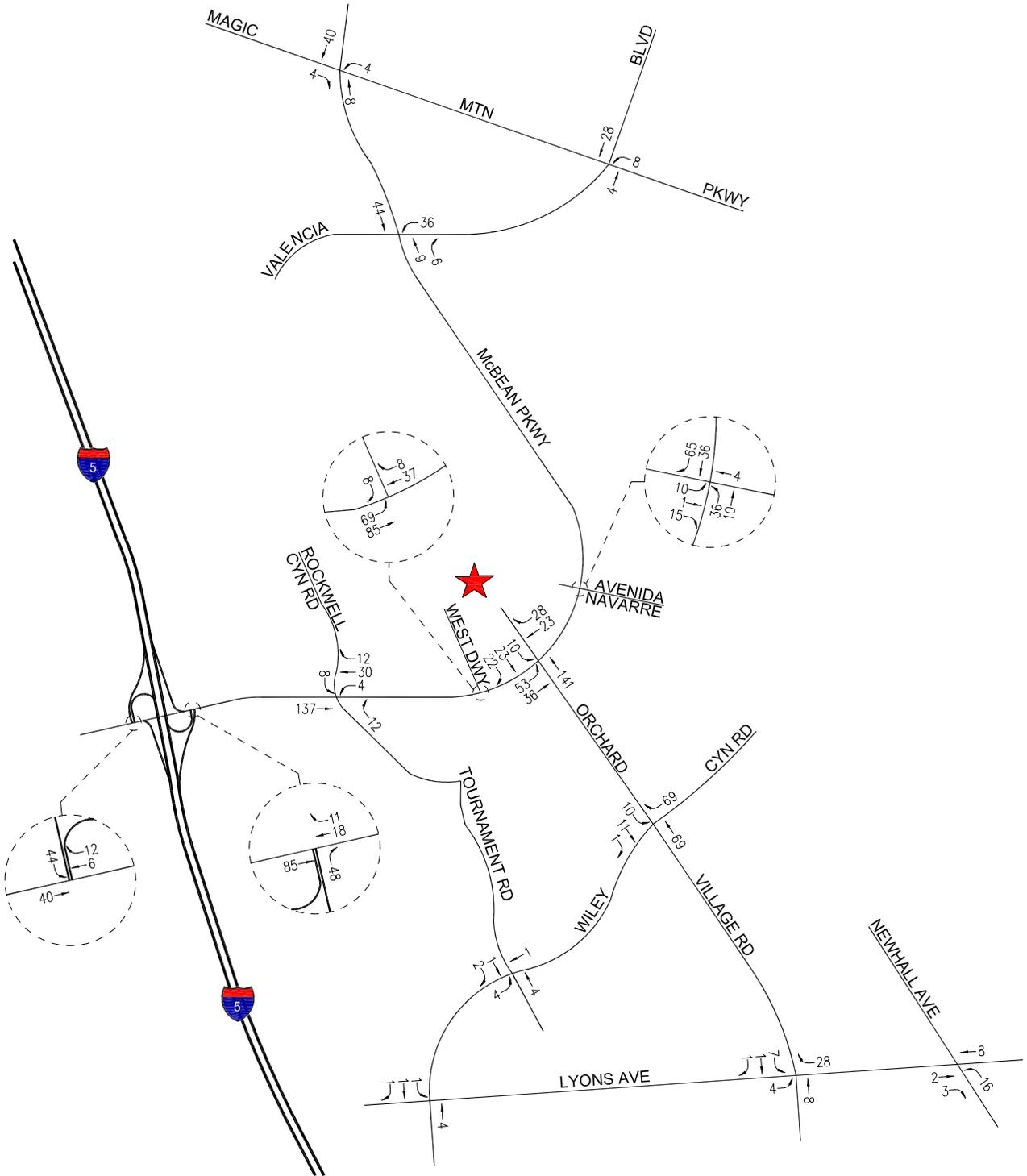
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**FIGURE 7**  
**PROJECT TRIP DISTRIBUTION**  
**WEEKDAY PM PEAK HOUR**

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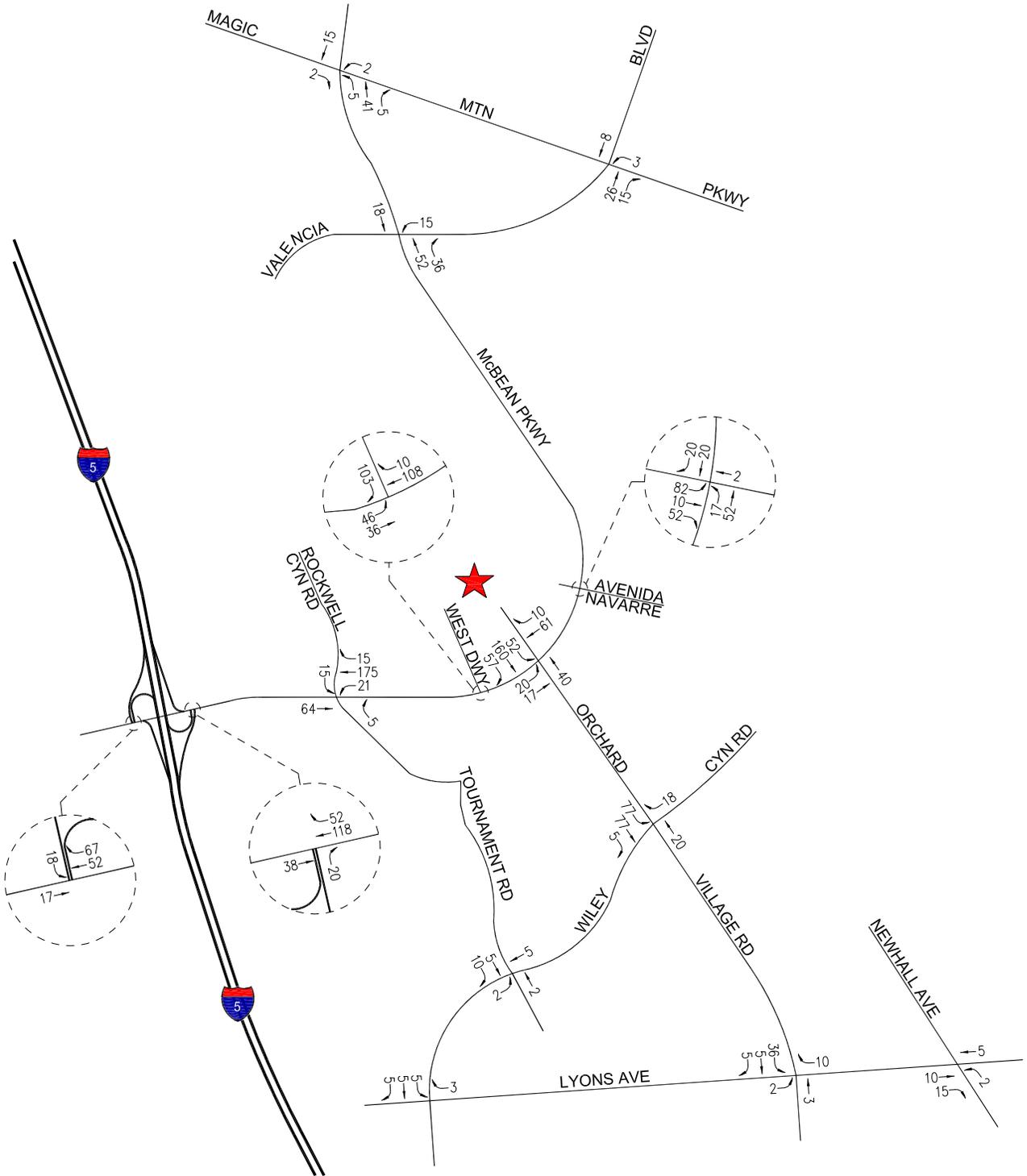
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# FIGURE 8 NET REVISED PROJECT TRAFFIC VOLUMES WEEKDAY AM PEAK HOUR

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HENRY MAYO UPDATE

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# NET REVISED PROJECT TRAFFIC VOLUMES

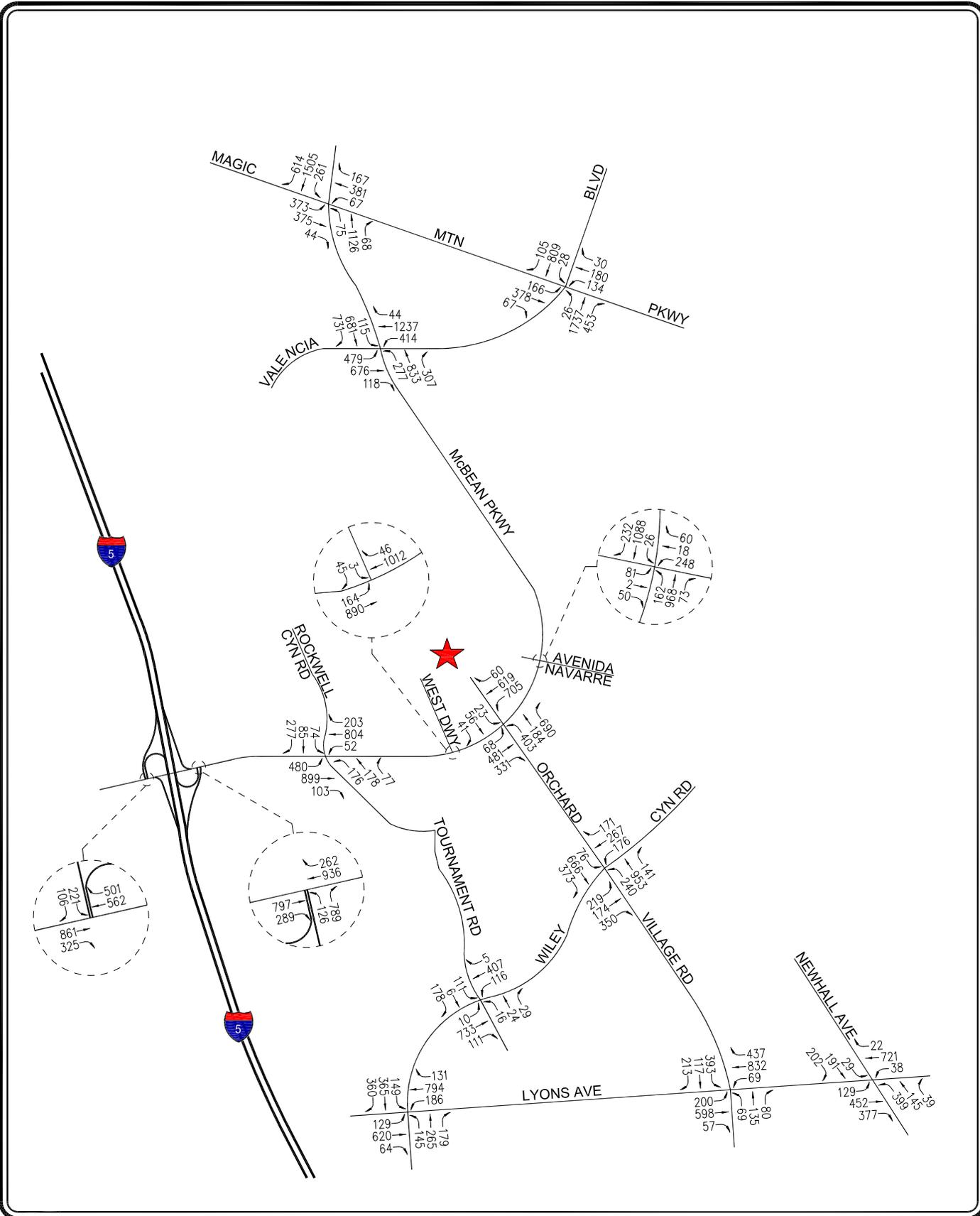
## WEEKDAY PM PEAK HOUR

### FIGURE 9

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HENRY MAYO UPDATE

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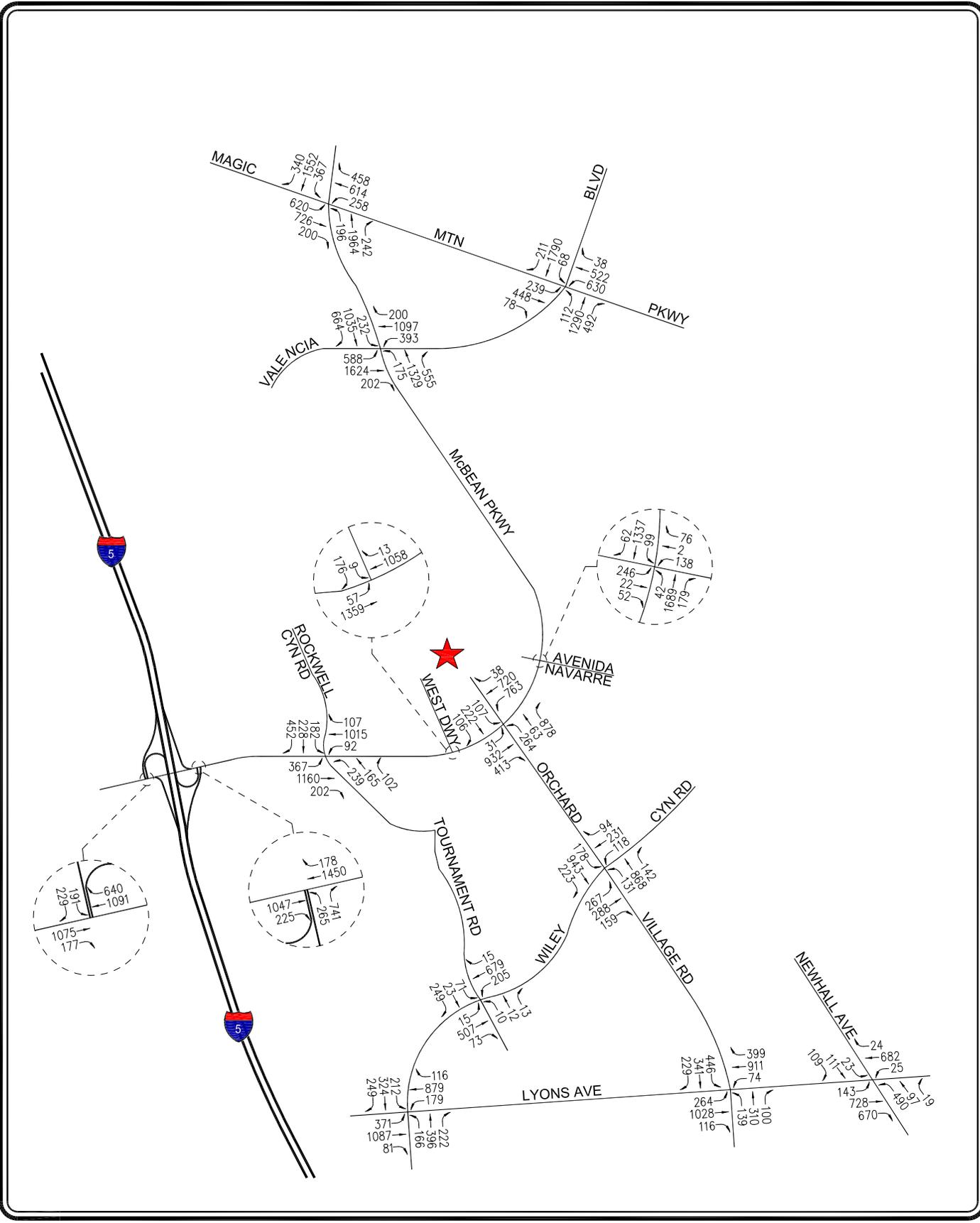


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**FIGURE 10**  
**EXISTING WITH REVISED**  
**PROJECT TRAFFIC VOLUMES**  
 WEEKDAY AM PEAK HOUR  
 HENRY MAYO UPDATE

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 PROJECT SITE

**FIGURE 11**  
**EXISTING WITH REVISED**  
**PROJECT TRAFFIC VOLUMES**  
 WEEKDAY PM PEAK HOUR  
 HENRY MAYO UPDATE

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Table 1  
TRAFFIC VOLUME COMPARISON

09-Feb-16

NO.	INTERSECTION	EXISTING [1]				INTERIM W/O PROJECT [2]			AM PK. HR. COMPARISON		PM PK. HR. COMPARISON		
		DIR	AM PEAK HOUR		PM PEAK HOUR		DIR	AM PK. HR. VOLUME	PM PK. HR. VOLUME	Difference	Percent	Difference	Percent
			BEGAN	VOLUME	BEGAN	VOLUME							
1	I-5 SB Ramps / McBean Parkway	NB	7:30 AM	0	5:00 PM	0	NB	0	0	0	---	0	---
		SB		269		396	SB	503	993	(234)	-87%	(597)	-151%
		EB		1,134		1,230	EB	1,407	1,339	(273)	-24%	(109)	-9%
		WB		1,041		1,571	WB	1,562	1,562	(521)	-50%	9	1%
2	I-5 NB Ramps / McBean Parkway	NB	7:30 AM	850	5:00 PM	980	NB	737	1,331	113	13%	(351)	-36%
		SB		0		0	SB	0	0	0	---	0	---
		EB		973		1,222	EB	1,330	1,703	(357)	-37%	(481)	-39%
		WB		1,163		1,399	WB	1,431	1,208	(268)	-23%	191	14%
3	Tournament Road-Rockwell Canyon Road / McBean Parkway	NB	7:15 AM	415	4:45 PM	499	NB	778	416	(363)	-87%	83	17%
		SB		425		842	SB	213	846	212	50%	(4)	0%
		EB		1,300		1,644	EB	1,353	2,248	(53)	-4%	(604)	-37%
		WB		1,001		931	WB	1,353	981	(352)	-35%	(50)	-5%
4	McBean Parkway / Valencia Boulevard	NB	7:30 AM	1,399	4:45 PM	1,941	NB	1,815	2,104	(416)	-30%	(163)	-8%
		SB		1,469		1,907	SB	2,183	2,672	(714)	-49%	(765)	-40%
		EB		1,273		2,414	EB	1,260	2,660	13	1%	(246)	-10%
		WB		1,647		1,670	WB	2,250	1,786	(603)	-37%	(116)	-7%
5	McBean Parkway / Magic Mountain Parkway	NB	7:30 AM	1,259	5:00 PM	2,332	NB	1,842	2,711	(583)	-46%	(379)	-16%
		SB		2,326		2,238	SB	3,248	3,365	(922)	-40%	(1127)	-50%
		EB		787		1,543	EB	1,748	2,309	(961)	-122%	(766)	-50%
		WB		610		1,328	WB	1,269	1,329	(659)	-108%	(1)	0%
6	Wiley Canyon Road / Lyons Avenue	NB	7:30 AM	584	4:45 PM	784	NB	284	800	300	51%	(16)	-2%
		SB		871		764	SB	837	936	34	4%	(172)	-23%
		EB		813		1,539	EB	980	2,020	(167)	-21%	(481)	-31%
		WB		1,111		1,170	WB	1,300	1,407	(189)	-17%	(237)	-20%
7	Tournament Road / Wiley Canyon Road	NB	7:15 AM	64	5:00 PM	33	NB	28	99	36	56%	(66)	-200%
		SB		293		322	SB	237	564	56	19%	(242)	-75%
		EB		850		592	EB	343	927	507	60%	(335)	-57%
		WB		527		892	WB	810	689	(283)	-54%	203	23%

Table 1 (Cont.)  
TRAFFIC VOLUME COMPARISON

09-Feb-16

NO.	INTERSECTION	EXISTING [1]				INTERIM W/O PROJECT [2]			AM PK. HR. COMPARISON		PM PK. HR. COMPARISON		
		DIR	AM PEAK HOUR		PM PEAK HOUR		DIR	AM PK. HR. VOLUME	PM PK. HR. VOLUME	Difference	Percent	Difference	Percent
			BEGAN	VOLUME	BEGAN	VOLUME							
8	Orchard Village Road / Lyons Avenue	NB	7:30 AM	273	5:00 PM	545	NB	273	386	0	0%	159	29%
		SB		713		953	SB	591	881	122	17%	72	8%
		EB		850		1,405	EB	979	1,659	(129)	-15%	(254)	-18%
		WB		1,301		1,371	WB	1,858	1,830	(557)	-43%	(459)	-33%
9	Orchard Village Road / Wiley Canyon Road	NB	7:15 AM	1,243	5:00 PM	1,115	NB	978	1,361	265	21%	(246)	-22%
		SB		1,089		1,132	SB	1,109	1,264	(20)	-2%	(132)	-12%
		EB		744		714	EB	430	1,120	314	42%	(406)	-57%
		WB		523		419	WB	828	962	(305)	-58%	(543)	-129%
10	Orchard Village Road / McBean Parkway	NB	7:15 AM	1,090	5:00 PM	1,152	NB	1,400	1,422	(310)	-28%	(270)	-23%
		SB		53		74	SB	40	160	13	25%	(86)	-116%
		EB		762		1,328	EB	1,197	1,774	(435)	-57%	(446)	-34%
		WB		1,318		1,426	WB	1,222	1,560	96	7%	(134)	-9%
11	Newhall Avenue / Lyons Avenue	NB	7:30 AM	563	4:45 PM	603	NB	613	638	(50)	-9%	(35)	-6%
		SB		421		243	SB	270	280	151	36%	(37)	-15%
		EB		952		1,507	EB	1,085	1,706	(133)	-14%	(199)	-13%
		WB		770		723	WB	1,310	1,295	(541)	-70%	(572)	-79%
12	Valencia Boulevard / Magic Mountain Parkway	NB	7:30 AM	2,211	5:00 PM	1,839	NB	936	2,266	1275	58%	(427)	-23%
		SB		905		2,058	SB	2,730	1,632	(1825)	-202%	426	21%
		EB		611		765	EB	1,020	1,980	(409)	-67%	(1215)	-159%
		WB		333		1,187	WB	1,622	1,457	(1289)	-387%	(270)	-23%
13	Avenida Navarre / McBean Parkway	NB	7:15 AM	321	5:00 PM	213	NB	257	273	64	20%	(60)	-28%
		SB		102		126	SB	63	175	39	38%	(49)	-39%
		EB		1,143		1,818	EB	1,055	1,779	88	8%	39	2%
		WB		1,211		1,446	WB	1,273	1,595	(62)	-5%	(149)	-10%
<b>TOTAL</b>				42,746		54,899		52,967	66,865	(10221)	-24%	(11966)	-22%

[1] Traffic counts were conducted by National Data and Surveying Services on February 12, 2015.

Traffic counts were increased using a growth rate of 3.0% to derive Existing (i.e., 2016) traffic volume conditions.

Traffic counts removed estimated traffic associated with MOB 1 at Henry Mayo Hospital.

[2] Interim w/o Project traffic volumes from Henry Mayo Newhall Memorial Hospital Master Plan Traffic Impact Analysis, Austin-Foust Associates Inc. May 2008.

Table 2  
PROJECT TRIP GENERATION [1,4]

05-Feb-16

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
<i>Revised Project</i>								
Medical Office Building 1 [3]	80,000 GSF	2,890	151	40	191	80	206	286
On-Site Volume [4]		(578)	(20)	(20)	(40)	(30)	(30)	(60)
Medical Office Building 2 [3]	60,000 GSF	2,168	113	30	143	60	154	214
On-Site Volume [4]		(433)	(15)	(15)	(30)	(22)	(22)	(44)
Hospital [5]	162,329 GSF	2,146	97	57	154	57	94	151
On-Site Volume [4]		(476)	(16)	(16)	(32)	(16)	(16)	(32)
Medical Office Building 3 [3]	60,000 GSF	2,168	113	30	143	60	154	214
Hospital Demolition [5]	(8,000) GSF	(106)	(5)	(3)	(8)	(3)	(4)	(7)
On-Site Volume [4]		(405)	(14)	(14)	(28)	(21)	(21)	(42)
<b>NET REVISED PROJECT TRIPS</b>		<b>7,374</b>	<b>404</b>	<b>89</b>	<b>493</b>	<b>165</b>	<b>515</b>	<b>680</b>
<i>Approved Project</i>								
Master Plan Buildout [4]		7,571	429	90	519	161	554	715
<b>DIFFERENCE BETWEEN REVISED AND APPROVED PROJECT</b>		<b>(197)</b>	<b>(25)</b>	<b>(1)</b>	<b>(26)</b>	<b>4</b>	<b>(39)</b>	<b>(35)</b>

[1] Source: ITE "Trip Generation", 9th Edition, 2012.

[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 720 (Medical-Dental Office Building) trip generation average rates.

- Daily Trip Rate: 36.13 trips/1,000 SF of floor area; 50% inbound/50% outbound

- AM Peak Hour Trip Rate: 2.39 trips/1,000 SF of floor area; assume 79% inbound/21% outbound

- PM Peak Hour Trip Rate: 3.57 trips/1,000 SF of floor area; 28% inbound/72% outbound

[4] Henry Mayo Newhall Memorial Hospital Master Plan Traffic Impact Analysis, Austin-Foust Associates Inc. May 2008. Table 3-2

[5] ITE Land Use Code 610 (Hospital) trip generation average rates.

- Daily Trip Rate: 13.22 trips/1,000 SF of floor area; 50% inbound/50% outbound

- AM Peak Hour Trip Rate: 0.95 trips/1,000 SF of floor area; assume 63% inbound/37% outbound

- PM Peak Hour Trip Rate: 0.93 trips/1,000 SF of floor area; 38% inbound/62% outbound

Table 3  
SUMMARY AND COMPARISON OF VOLUME TO CAPACITY RATIOS  
AND LEVELS OF SERVICE  
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	PEAK HOUR	[1]		[2]		[3]				[4]			
			EXISTING		EXISTING W/O MOB 1		CONDITION [2] W/ REVISED PROJECT		CHANGE V/C [(3)-(2)]	SIGNIF. IMPACT [b]	INTERIM YEAR W/O APPROVED PROJECT [c]		COMPARE DIFFERENCE IN V/C	
			V/C	LOS	V/C	LOS	V/C	LOS			V/C	LOS	[(2)-(4)]	%
1	I-5 SB Ramps / McBean Parkway	AM	0.436	A	0.424	A	0.473	A	0.049	NO	0.610	B	-0.186	-44%
		PM	0.533	A	0.531	A	0.542	A	0.011	NO	0.740	C	-0.209	-39%
2	I-5 NB Ramps / McBean Parkway	AM	0.534	A	0.529	A	0.554	A	0.025	NO	0.480	A	0.049	9%
		PM	0.594	A	0.589	A	0.622	B	0.033	NO	0.750	C	-0.161	-27%
3	Tournament Road- Rockwell Canyon Road / McBean Parkway	AM	0.707	C	0.706	C	0.715	C	0.009	NO	0.740	C	-0.034	-5%
		PM	0.754	C	0.741	C	0.790	C	0.049	NO	0.750	C	-0.009	-1%
4	McBean Parkway / Valencia Boulevard	AM	0.673	B	0.670	B	0.681	B	0.011	NO	0.870	D	-0.200	-30%
		PM	0.827	D	0.822	D	0.841	D	0.019	NO	0.860	D	-0.038	-5%
5	McBean Parkway / Magic Mountain Parkway	AM	0.478	A	0.477	A	0.480	A	0.003	NO	0.980	E	-0.503	-105%
		PM	0.760	C	0.758	C	0.767	C	0.009	NO	1.080	F	-0.322	-42%
6	Wiley Canyon Road / Lyons Avenue	AM	0.588	A	0.588	A	0.589	A	0.001	NO	0.670	B	-0.082	-14%
		PM	0.656	B	0.655	B	0.659	B	0.004	NO	0.830	D	-0.175	-27%
7	Tournament Road / Wiley Canyon Road	AM	0.516	A	0.516	A	0.516	A	0.000	NO	0.440	A	0.076	15%
		PM	0.521	A	0.519	A	0.527	A	0.008	NO	0.720	C	-0.201	-39%

Table 3 (Cont.)  
SUMMARY AND COMPARISON OF VOLUME TO CAPACITY RATIOS  
AND LEVELS OF SERVICE  
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	PEAK HOUR	[1]		[2]		[3]			[4]				
			EXISTING		EXISTING W/O MOB 1		CONDITION [2] W/ REVISED PROJECT		CHANGE V/C [(3)-(2)]	SIGNIF. IMPACT [b]	INTERIM YEAR W/O APPROVED PROJECT [c]		COMPARE DIFFERENCE IN V/C	
			V/C	LOS	V/C	LOS	V/C	LOS			V/C	LOS	[(2)-(4)]	%
8	Orchard Village Road / Lyons Avenue	AM	0.461	A	0.459	A	0.466	A	0.007	NO	0.570	A	-0.111	-24%
		PM	0.707	C	0.706	C	0.710	C	0.004	NO	0.700	B	0.006	1%
9	Orchard Village Road / Wiley Canyon Road	AM	0.675	B	0.674	B	0.678	B	0.004	NO	0.710	C	-0.036	-5%
		PM	0.618	B	0.610	B	0.645	B	0.035	NO	1.050	F	-0.440	-72%
10	Orchard Village Road / McBean Parkway	AM	0.595	A	0.578	A	0.656	B	0.078	NO	0.700	B	-0.122	-21%
		PM	0.688	B	0.669	B	0.794	C	0.125	NO	0.870	D	-0.201	-30%
11	Newhall Avenue / Lyons Avenue	AM	0.596	A	0.593	A	0.602	B	0.009	NO	0.690	B	-0.097	-16%
		PM	0.578	A	0.577	A	0.580	A	0.003	NO	0.690	B	-0.113	-20%
12	Valencia Boulevard / Magic Mountain Parkway	AM	0.731	C	0.729	C	0.737	C	0.008	NO	1.130	F	-0.401	-55%
		PM	1.012	F	1.011	F	1.016	F	0.005	NO	1.150	F	-0.139	-14%
13	Avenida Navarre / McBean Parkway	AM	0.546	A	0.533	A	0.587	A	0.054	NO	0.490	A	0.043	8%
		PM	0.596	A	0.583	A	0.654	B	0.071	NO	0.570	A	0.013	2%

[a] Existing traffic counts modified to removed estimated traffic associated with MOB 1 at Henry Mayo Hospital.

[b] City of Santa Clarita signalized intersection impact threshold criteria is as follows:

Final v/c	LOS	Project Related Increase in v/c
> 0.81 - 0.90	D	greater than or equal to 0.02 or degrades from LOS E or F
> 0.91	E or F	greater than or equal to 0.01

[c] Interim w/o Project traffic volumes (Year 2014) from Henry Mayo Newhall Memorial Hospital Master Plan Traffic Impact Analysis, Austin-Foust Associates Inc. May 2008.

**APPENDIX A**  
**MANUAL TRAFFIC COUNT DATA**

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 15-5082-001

Day: Thursday

City: Valencia

Date: 2/12/2015

NS/EW Streets:	AM												TOTAL
	I-5 SB Ramps			I-5 SB Ramps			McBean Pkwy			McBean Pkwy			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
6:30 AM	0	0	0	14	0	10	0	58	81	0	37	136	336
6:45 AM	0	0	0	39	0	18	0	98	83	0	67	128	433
7:00 AM	0	0	0	23	0	21	0	84	60	0	109	153	450
7:15 AM	0	0	0	59	0	18	0	144	30	0	94	118	463
7:30 AM	0	0	0	40	0	21	1	208	95	0	127	135	627
7:45 AM	0	0	0	35	0	32	0	232	52	0	143	131	625
8:00 AM	0	0	0	45	0	25	0	190	76	0	167	114	617
8:15 AM	0	0	0	52	0	25	0	167	93	0	103	95	535

UTURNS			
NB	SB	EB	WB
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	1	0
0	0	0	0
0	0	0	0
0	1	0	0

<b>TOTAL VOLUMES :</b>	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
<b>APPROACH %'s :</b>	#DIV/0!	#DIV/0!	#DIV/0!	64.36%	0.00%	35.64%	0.06%	67.41%	32.53%	0.00%	45.61%	54.39%	4086

NB	SB	EB	WB
0	1	1	0

<b>PEAK HR START TIME :</b>	730 AM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	0	0	172	0	103	1	797	316	0	540	475	2404
<b>PEAK HR FACTOR :</b>	0.000			0.893			0.916			0.903			0.959

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 15-5082-001

Day: Thursday

City: Valencia

Date: 2/12/2015

NS/EW Streets:	PM												TOTAL
	I-5 SB Ramps			I-5 SB Ramps			McBean Pkwy			McBean Pkwy			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	0	0	0	50	0	48	0	247	45	0	192	116	698
4:15 PM	0	0	0	44	0	41	0	223	67	0	183	109	667
4:30 PM	0	0	0	40	0	39	0	239	55	0	199	102	674
4:45 PM	0	0	0	51	0	41	0	212	43	0	233	124	704
5:00 PM	0	0	0	51	0	66	0	243	37	0	244	192	833
5:15 PM	0	0	0	35	0	43	0	262	54	0	254	149	797
5:30 PM	0	0	0	41	0	54	0	245	43	0	223	130	736
5:45 PM	0	0	0	41	0	59	0	277	38	0	288	85	788

UTURNS			
NB	SB	EB	WB
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

<b>TOTAL VOLUMES :</b>	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
<b>APPROACH %'s :</b>	#DIV/0!	#DIV/0!	#DIV/0!	47.45%	0.00%	52.55%	0.00%	83.61%	16.39%	0.00%	64.33%	35.67%	5897

NB	SB	EB	WB
0	0	0	0

<b>PEAK HR START TIME :</b>	500 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	0	0	168	0	222	0	1027	172	0	1009	556	3154
<b>PEAK HR FACTOR :</b>	0.000			0.833			0.949			0.897			0.947

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 15-5082-002

Day: Thursday

City: Valencia

Date: 2/12/2015

AM													
NS/EW Streets:	I-5 NB Ramps			I-5 NB Ramps			McBean Pkwy			McBean Pkwy			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:30 AM	7	0	71	0	0	0	0	59	15	0	161	31	344
6:45 AM	8	0	80	0	0	0	0	102	31	0	193	37	451
7:00 AM	24	0	86	0	0	0	0	79	32	0	233	31	485
7:15 AM	18	0	133	0	0	0	0	157	41	0	202	40	591
7:30 AM	24	0	214	0	0	0	0	191	64	0	230	48	771
7:45 AM	33	0	219	0	0	0	0	194	65	0	247	85	843
8:00 AM	31	0	145	0	0	0	0	142	103	0	245	67	733
8:15 AM	34	0	141	0	0	0	0	164	49	0	169	44	601
<b>TOTAL VOLUMES :</b>	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
<b>APPROACH %'s :</b>	179	0	1089	0	0	0	0	1088	400	0	1680	383	4819
	14.12%	0.00%	85.88%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	73.12%	26.88%	0.00%	81.43%	18.57%	
<b>PEAK HR START TIME :</b>	730 AM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	122	0	719	0	0	0	0	691	281	0	891	244	2948
<b>PEAK HR FACTOR :</b>	0.834			0.000			0.938			0.855			0.874

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 15-5082-002

Day: Thursday

City: Valencia

Date: 2/12/2015

PM													
NS/EW Streets:	I-5 NB Ramps			I-5 NB Ramps			McBean Pkwy			McBean Pkwy			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	2	0	2	0	0	0	0	2	1	0	3	0	
4:00 PM	41	0	161	0	0	0	0	249	43	0	261	33	788
4:15 PM	35	0	152	0	0	0	0	225	50	0	259	32	753
4:30 PM	52	0	170	0	0	0	0	224	48	0	245	28	767
4:45 PM	63	0	195	0	0	0	0	209	59	0	302	32	860
5:00 PM	62	0	195	0	0	0	0	240	58	0	369	44	968
5:15 PM	72	0	169	0	0	0	0	240	49	0	328	25	883
5:30 PM	48	0	168	0	0	0	0	249	47	0	303	33	848
5:45 PM	75	0	168	0	0	0	0	251	64	0	293	20	871
<b>TOTAL VOLUMES :</b>	448	0	1378	0	0	0	0	1887	418	0	2360	247	6738
<b>APPROACH %'s :</b>	24.53%	0.00%	75.47%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	81.87%	18.13%	0.00%	90.53%	9.47%	
<b>PEAK HR START TIME :</b>	500 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	257	0	700	0	0	0	0	980	218	0	1293	122	3570
<b>PEAK HR FACTOR :</b>	0.931			0.000			0.951			0.857			0.922

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 15-5082-003

Day: Thursday

City: Valencia

Date: 2/12/2015

AM

NS/EW Streets:	Rockwell Canyon Rd			Rockwell Canyon Rd			McBean Pkwy			McBean Pkwy			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	
6:30 AM	21	11	8	2	6	44	31	93	11	4	129	10	370
6:45 AM	25	13	7	5	9	80	35	135	7	8	121	8	453
7:00 AM	35	21	11	5	6	55	36	115	9	8	181	11	493
7:15 AM	42	25	14	7	10	50	85	163	15	8	158	28	605
7:30 AM	36	52	24	22	19	62	167	184	24	19	183	63	855
7:45 AM	54	65	17	25	29	79	146	207	39	14	199	66	940
8:00 AM	39	31	8	10	25	78	68	186	22	6	211	28	712
8:15 AM	42	23	9	9	15	56	64	183	30	7	134	21	593
<b>TOTAL VOLUMES :</b>	NL 294	NT 241	NR 98	SL 85	ST 119	SR 504	EL 632	ET 1266	ER 157	WL 74	WT 1316	WR 235	TOTAL 5021
<b>APPROACH %'s :</b>	46.45%	38.07%	15.48%	12.01%	16.81%	71.19%	30.75%	61.61%	7.64%	4.55%	80.98%	14.46%	
<b>PEAK HR START TIME :</b>	7:15 AM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	171	173	63	64	83	269	466	740	100	47	751	185	3112
<b>PEAK HR FACTOR :</b>	0.748			0.782			0.833			0.881			0.828

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB 0	SB 0	EB 0	WB 0
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CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 15-5082-003

Day: Thursday

City: Valencia

Date: 2/12/2015

PM

NS/EW Streets:	Rockwell Canyon Rd		Rockwell Canyon Rd			McBean Pkwy			McBean Pkwy			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	
4:00 PM	70	41	18	22	31	64	77	269	43	13	169	24	841
4:15 PM	54	34	26	20	24	68	81	240	46	25	173	18	809
4:30 PM	50	53	21	22	37	91	83	228	49	19	158	42	853
4:45 PM	49	49	16	38	55	121	99	264	37	19	183	28	958
5:00 PM	79	42	25	57	68	134	96	250	49	10	212	21	1043
5:15 PM	57	31	17	38	49	93	73	266	47	17	216	17	921
5:30 PM	47	38	36	29	49	91	88	284	63	23	205	23	976
5:45 PM	48	38	27	19	41	54	74	253	50	22	210	26	862
<b>TOTAL VOLUMES :</b>	NL 454	NT 326	NR 186	SL 245	ST 354	SR 716	EL 671	ET 2054	ER 384	WL 148	WT 1526	WR 199	TOTAL 7263
<b>APPROACH %'s :</b>	47.00%	33.75%	19.25%	18.63%	26.92%	54.45%	21.58%	66.07%	12.35%	7.90%	81.47%	10.62%	
<b>PEAK HR START TIME :</b>	4:45 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	232	160	94	162	221	439	356	1064	196	69	816	89	3898
<b>PEAK HR FACTOR :</b>	0.832			0.793			0.929			0.970			0.934

UTURNS			
NB	SB	EB	WB

NB 0	SB 0	EB 0	WB 0
---------	---------	---------	---------

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5082-004

Day: Thursday

City: Valencia

Date: 2/12/2015

AM													
NS/EW Streets:	McBean Pkwy			McBean Pkwy			Valencia Blvd			Valencia Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:30 AM	41	71	33	5	61	90	55	55	15	52	162	3	643
6:45 AM	60	106	27	7	90	126	76	78	20	89	222	7	908
7:00 AM	43	107	45	9	113	97	69	97	19	78	175	8	860
7:15 AM	46	160	28	7	169	158	98	117	21	85	324	9	1222
7:30 AM	60	187	49	15	187	220	96	158	24	81	366	7	1450
7:45 AM	75	214	66	34	137	189	124	165	42	99	344	11	1500
8:00 AM	75	231	94	33	153	169	127	183	30	87	251	16	1449
8:15 AM	59	168	83	30	141	132	118	150	19	100	240	9	1249
<b>TOTAL VOLUMES :</b>	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
<b>APPROACH %'s :</b>	459	1244	425	140	1051	1181	763	1003	190	671	2084	70	9281
	21.57%	58.46%	19.97%	5.90%	44.31%	49.79%	39.01%	51.28%	9.71%	23.75%	73.77%	2.48%	
<b>PEAK HR START TIME :</b>	730 AM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	269	800	292	112	618	710	465	656	115	367	1201	43	5648
<b>PEAK HR FACTOR :</b>	0.851			0.853			0.909			0.887			0.941

UTURNS			
NB	SB	EB	WB
0	0	0	0
0	0	0	0
0	0	0	0
1	0	0	0
0	0	0	0
0	0	0	0
1	0	0	0
0	0	0	0
NB	SB	EB	WB
2	0	0	0

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 15-5082-005

Day: Thursday

City: Valencia

Date: 2/12/2015

AM															
NS/EW Streets:	McBean Pkwy			McBean Pkwy			Magic Mountain			Magic Mountain					
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND					
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL		
	2	4	1	2	4	1	2	2	1	2	3	1			
6:30 AM	14	99	7	17	154	117	57	46	7	5	59	31	613		
6:45 AM	8	154	10	25	237	150	53	67	4	8	44	29	789		
7:00 AM	7	146	7	24	216	119	54	62	7	7	84	18	751		
7:15 AM	11	195	11	40	316	137	72	74	10	4	97	27	994		
7:30 AM	11	274	15	41	407	117	79	93	10	17	90	30	1184		
7:45 AM	20	327	15	78	390	174	91	96	10	16	100	46	1363		
8:00 AM	22	271	18	72	333	170	96	98	12	12	85	46	1235		
8:15 AM	20	213	18	62	292	135	96	77	7	16	95	40	1071		

<b>TOTAL VOLUMES :</b>	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
<b>APPROACH %'s :</b>	5.97%	88.70%	5.34%	9.39%	61.34%	29.27%	46.79%	47.97%	5.24%	8.45%	65.01%	26.54%	8000

<b>PEAK HR START TIME :</b>	730 AM												TOTAL
<b>PEAK HR VOL :</b>	73	1085	66	253	1422	596	362	364	39	61	370	162	4853
<b>PEAK HR FACTOR :</b>	0.845			0.884			0.928			0.915			0.890

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	1
0	0	0	1
0	0	0	2
NB	SB	EB	WB
0	0	0	4

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 15-5082-005

Day: Thursday

City: Valencia

Date: 2/12/2015

PM													
NS/EW Streets:	McBean Pkwy			McBean Pkwy			Magic Mountain			Magic Mountain			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	2	4	1	2	4	1	2	2	1	2	3	1	
4:00 PM	38	390	50	86	306	78	130	140	23	53	127	95	1516
4:15 PM	45	369	53	76	320	80	141	157	37	53	116	72	1519
4:30 PM	27	395	48	79	401	92	158	177	40	58	118	79	1672
4:45 PM	40	393	42	75	327	82	177	205	42	69	124	79	1655
5:00 PM	40	411	76	85	362	77	176	202	38	70	153	95	1785
5:15 PM	32	516	58	85	379	75	122	202	57	68	141	123	1858
5:30 PM	49	475	51	86	379	81	148	157	55	62	142	111	1796
5:45 PM	64	465	45	100	372	97	156	144	42	49	160	116	1810
<b>TOTAL VOLUMES :</b>	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
<b>APPROACH %'s :</b>	335	3414	423	672	2846	662	1208	1384	334	482	1081	770	13611
	8.03%	81.83%	10.14%	16.08%	68.09%	15.84%	41.29%	47.30%	11.41%	20.66%	46.34%	33.00%	
<b>PEAK HR START TIME :</b>	500 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	185	1867	230	356	1492	330	602	705	192	249	596	445	7249
<b>PEAK HR FACTOR :</b>	0.941			0.957			0.901			0.971			0.975

UTURNS			
NB	SB	EB	WB
0	0	0	2
0	0	0	5
0	0	0	6
0	0	0	1
1	0	0	1
0	0	1	1
0	0	0	2
0	0	0	3
NB	SB	EB	WB
1	0	1	21

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 15-5082-006

Day: Thursday

City: Valencia

Date: 2/12/2015

AM

NS/EW Streets:	Wiley Canyon Rd		Wiley Canyon Rd			Lyons Ave			Lyons Ave			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 2	ET 3	ER 0	WL 1	WT 3	WR 0	
6:30 AM	16	15	16	17	62	67	17	55	13	13	122	6	419
6:45 AM	19	20	32	19	83	62	14	85	13	22	135	11	515
7:00 AM	13	19	14	22	81	75	24	86	15	32	120	9	510
7:15 AM	30	39	28	25	89	89	37	84	19	32	124	13	609
7:30 AM	34	72	59	25	103	97	25	171	11	34	173	28	832
7:45 AM	28	79	43	52	102	113	41	181	25	48	214	31	957
8:00 AM	44	47	39	33	84	84	34	118	15	63	217	35	813
8:15 AM	35	55	33	34	64	55	25	132	11	36	167	33	680

<b>TOTAL VOLUMES :</b>	NL 219	NT 346	NR 264	SL 227	ST 668	SR 642	EL 217	ET 912	ER 122	WL 280	WT 1272	WR 166	TOTAL 5335
<b>APPROACH %'s :</b>	26.42%	41.74%	31.85%	14.77%	43.46%	41.77%	17.35%	72.90%	9.75%	16.30%	74.04%	9.66%	

<b>PEAK HR START TIME :</b>	730 AM												TOTAL
<b>PEAK HR VOL :</b>	141	253	174	144	353	349	125	602	62	181	771	127	3282
<b>PEAK HR FACTOR :</b>	0.861			0.792			0.799			0.856			0.857

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	3	0	0
0	2	0	0
0	5	0	0
0	7	0	1
0	2	0	0
0	5	0	0
0	3	1	0
0	8	0	1
NB 0	SB 35	EB 1	WB 2

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 15-5082-006

Day: Thursday

City: Valencia

Date: 2/12/2015

PM

NS/EW Streets:	Wiley Canyon Rd		Wiley Canyon Rd			Lyons Ave			Lyons Ave			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 2	ET 3	ER 0	WL 1	WT 3	WR 0	
4:00 PM	33	84	48	43	74	68	73	218	19	40	176	22	898
4:15 PM	35	77	50	25	61	69	73	206	19	38	148	33	834
4:30 PM	38	69	46	38	67	57	73	248	26	45	191	34	932
4:45 PM	36	72	47	48	65	60	80	262	17	37	229	38	991
5:00 PM	38	95	60	55	70	46	101	250	17	48	219	27	1026
5:15 PM	42	103	50	50	72	72	84	289	22	46	212	26	1068
5:30 PM	45	114	59	48	103	59	95	254	23	43	193	19	1055
5:45 PM	40	89	63	45	80	63	74	245	23	36	204	26	988
<b>TOTAL VOLUMES :</b>	NL 307	NT 703	NR 423	SL 352	ST 592	SR 494	EL 653	ET 1972	ER 166	WL 333	WT 1572	WR 225	TOTAL 7792
<b>APPROACH %'s :</b>	21.42%	49.06%	29.52%	24.48%	41.17%	34.35%	23.40%	70.66%	5.95%	15.63%	73.80%	10.56%	
<b>PEAK HR START TIME :</b>	445 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	161	384	216	201	310	237	360	1055	79	174	853	110	4140
<b>PEAK HR FACTOR :</b>	0.873			0.890			0.946			0.935			0.969

UTURNS			
NB	SB	EB	WB
0	2	0	1
0	5	0	0
0	3	0	0
0	5	0	0
0	3	0	1
0	4	0	0
0	6	0	0
0	5	0	0
NB 0	SB 33	EB 0	WB 2

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 15-5082-007

Day: Thursday

City: Valencia

Date: 2/12/2015

AM													
NS/EW Streets:	Wiley Canyon Rd			Wiley Canyon Rd			Tournament Rd			Tournament Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	0	1	2	0	0	1	1	0	1	0	
6:30 AM	8	33	1	1	95	7	10	0	27	5	3	3	193
6:45 AM	15	27	1	0	127	9	14	1	36	4	1	3	238
7:00 AM	14	44	0	4	126	6	9	1	34	2	2	0	242
7:15 AM	13	81	1	1	179	19	12	1	25	3	1	3	339
7:30 AM	38	100	1	2	174	32	38	2	50	8	7	10	462
7:45 AM	35	131	0	2	209	30	42	1	54	4	7	10	525
8:00 AM	27	82	3	1	150	27	16	1	42	1	4	5	359
8:15 AM	28	94	3	1	96	4	9	1	29	5	2	3	275
<b>TOTAL VOLUMES :</b>	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
<b>APPROACH %'s :</b>	178	592	10	12	1156	134	150	8	297	32	27	37	2633
	22.82%	75.90%	1.28%	0.92%	88.79%	10.29%	32.97%	1.76%	65.27%	33.33%	28.13%	38.54%	
<b>PEAK HR START TIME :</b>	7:15 AM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	113	394	5	6	712	108	108	5	171	16	19	28	1685
<b>PEAK HR FACTOR :</b>	0.771			0.857			0.732			0.630			0.802

UTURNS			
NB	SB	EB	WB
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	1	0	0
0	0	0	0
0	0	0	0
0	0	0	0
NB	SB	EB	WB
0	1	0	0

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 15-5082-007

Day: Thursday

City: Valencia

Date: 2/12/2015

PM

NS/EW Streets:	Wiley Canyon Rd		Wiley Canyon Rd			Tournament Rd			Tournament Rd			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 1	WL 0	WT 1	WR 0	
4:00 PM	46	118	4	1	117	9	11	1	52	5	5	3	372
4:15 PM	44	139	5	5	121	10	15	3	44	3	2	2	393
4:30 PM	51	116	5	0	87	18	20	0	50	2	2	4	355
4:45 PM	47	142	1	7	127	20	20	4	57	1	7	3	436
5:00 PM	50	165	7	5	89	21	13	4	67	2	5	6	434
5:15 PM	43	173	5	3	122	15	20	6	67	5	1	2	462
5:30 PM	44	179	2	1	140	18	16	4	46	3	1	2	456
5:45 PM	62	137	1	4	141	17	20	3	52	0	3	3	443

UTURNS			
NB	SB	EB	WB
0	0	0	0
0	1	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

<b>TOTAL VOLUMES :</b>	NL 387	NT 1169	NR 30	SL 26	ST 944	SR 128	EL 135	ET 25	ER 435	WL 21	WT 26	WR 25	TOTAL 3351
<b>APPROACH %'s :</b>	24.40%	73.71%	1.89%	2.37%	85.97%	11.66%	22.69%	4.20%	73.11%	29.17%	36.11%	34.72%	

NB	SB	EB	WB
0	1	0	0

<b>PEAK HR START TIME :</b>	500 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	199	654	15	13	492	71	69	17	232	10	10	13	1795
<b>PEAK HR FACTOR :</b>	0.964			0.889			0.855			0.635			0.971

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 15-5082-008

Day: Thursday

City: Valencia

Date: 2/12/2015

AM													
NS/EW Streets:	Orchard Village Rd			Orchard Village Rd			Lyons Ave			Lyons Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 1	SL 2	ST 1	SR 1	EL 2	ET 2	ER 1	WL 1	WT 3	WR 1	TOTAL
6:30 AM	13	12	6	37	3	15	23	79	6	2	103	17	316
6:45 AM	9	14	18	118	6	18	26	150	5	8	147	49	568
7:00 AM	12	14	11	47	8	24	19	88	6	4	124	33	390
7:15 AM	16	17	12	62	11	31	30	126	11	9	134	77	536
7:30 AM	10	39	19	117	27	52	62	176	21	13	173	107	816
7:45 AM	24	38	27	92	25	62	57	156	17	15	213	141	867
8:00 AM	14	20	18	98	40	60	48	136	11	22	258	93	818
8:15 AM	19	26	14	68	21	32	23	113	6	17	164	56	559
<b>TOTAL VOLUMES :</b>	NL 117	NT 180	NR 125	SL 639	ST 141	SR 294	EL 288	ET 1024	ER 83	WL 90	WT 1316	WR 573	TOTAL 4870
<b>APPROACH %'s :</b>	27.73%	42.65%	29.62%	59.50%	13.13%	27.37%	20.65%	73.41%	5.95%	4.55%	66.50%	28.95%	
<b>PEAK HR START TIME :</b>	730 AM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	67	123	78	375	113	206	190	581	55	67	808	397	3060
<b>PEAK HR FACTOR :</b>	0.753			0.876			0.797			0.853			0.882

UTURNS			
NB	SB	EB	WB
1	0	0	0
0	0	0	0
0	0	0	1
1	0	0	3
0	0	1	1
0	0	1	3
0	0	0	1
0	0	0	1
2	0	2	10

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 15-5082-008

Day: Thursday

City: Valencia

Date: 2/12/2015

PM

NS/EW Streets:	Orchard Village Rd		Orchard Village Rd			Lyons Ave			Lyons Ave			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 1	SL 2	ST 1	SR 1	EL 2	ET 2	ER 1	WL 1	WT 3	WR 1	
4:00 PM	25	70	25	75	79	44	76	219	21	27	193	71	925
4:15 PM	23	73	17	70	102	40	68	189	24	19	163	57	845
4:30 PM	36	73	19	101	63	34	87	210	38	35	218	73	987
4:45 PM	23	88	20	107	57	54	60	197	24	29	236	88	983
5:00 PM	37	82	19	102	75	48	61	248	27	21	236	94	1050
5:15 PM	39	80	21	93	89	48	59	232	26	17	267	71	1042
5:30 PM	35	67	32	85	97	58	62	279	19	14	185	109	1042
5:45 PM	24	69	25	118	65	63	72	239	41	20	196	104	1036
<b>TOTAL VOLUMES :</b>	NL 242	NT 602	NR 178	SL 751	ST 627	SR 389	EL 545	ET 1813	ER 220	WL 182	WT 1694	WR 667	TOTAL 7910
<b>APPROACH %'s :</b>	23.68%	58.90%	17.42%	42.50%	35.48%	22.01%	21.14%	70.33%	8.53%	7.16%	66.61%	26.23%	
<b>PEAK HR START TIME :</b>	500 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	135	298	97	398	326	217	254	998	113	72	884	378	4170
<b>PEAK HR FACTOR :</b>	0.946			0.956			0.948			0.939			0.993

UTURNS			
NB	SB	EB	WB
0	1	1	2
1	0	0	2
0	0	0	0
0	0	0	1
0	0	0	0
2	0	0	1
0	0	0	1
1	0	0	0
4	1	1	7

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 15-5082-009

Day: Thursday

City: Valencia

Date: 2/12/2015

AM

NS/EW Streets:	Orchard Village Rd		Orchard Village Rd			Wiley Canyon Rd			Wiley Canyon Rd			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 2	ET 2	ER 0	WL 1	WT 2	WR 1	
6:30 AM	13	69	8	3	77	30	15	16	16	18	49	10	324
6:45 AM	25	137	17	9	152	21	14	16	46	25	48	13	523
7:00 AM	23	88	15	3	83	38	14	15	14	16	63	13	385
7:15 AM	37	141	14	18	169	96	39	42	32	20	80	16	704
7:30 AM	55	194	31	11	214	106	51	54	104	61	79	23	983
7:45 AM	61	275	54	19	126	106	78	44	136	56	60	39	1054
8:00 AM	80	248	38	16	127	53	45	29	68	34	40	21	799
8:15 AM	22	138	27	14	114	44	19	32	36	14	48	18	526
<b>TOTAL VOLUMES :</b>	NL 316	NT 1290	NR 204	SL 93	ST 1062	SR 494	EL 275	ET 248	ER 452	WL 244	WT 467	WR 153	TOTAL 5298
<b>APPROACH %'s :</b>	17.46%	71.27%	11.27%	5.64%	64.40%	29.96%	28.21%	25.44%	46.36%	28.24%	54.05%	17.71%	
<b>PEAK HR START TIME :</b>	7:15 AM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	233	858	137	64	636	361	213	169	340	171	259	99	3540
<b>PEAK HR FACTOR :</b>	0.787			0.801			0.700			0.811			0.840

UTURNS			
NB	SB	EB	WB
0	0	1	0
1	0	0	0
3	2	0	0
0	6	0	0
0	2	0	2
3	1	0	3
0	1	0	2
6	0	0	0
NB 13	SB 12	EB 1	WB 7

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 15-5082-009

Day: Thursday

City: Valencia

Date: 2/12/2015

PM

NS/EW Streets:	Orchard Village Rd		Orchard Village Rd			Wiley Canyon Rd			Wiley Canyon Rd			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 2	ET 2	ER 0	WL 1	WT 2	WR 1	
4:00 PM	32	203	45	20	187	46	49	68	19	31	46	24	770
4:15 PM	27	160	32	39	196	66	61	60	33	24	55	21	774
4:30 PM	28	189	40	18	196	41	52	53	30	39	38	20	744
4:45 PM	38	243	32	23	208	59	37	71	25	19	65	23	843
5:00 PM	30	215	28	26	196	36	82	68	25	24	54	13	797
5:15 PM	28	182	39	27	191	59	63	72	51	29	51	19	811
5:30 PM	24	220	33	19	227	59	60	64	36	23	69	20	854
5:45 PM	45	206	38	26	227	58	54	76	42	39	50	22	883
<b>TOTAL VOLUMES :</b>	NL 252	NT 1618	NR 287	SL 198	ST 1628	SR 424	EL 458	ET 532	ER 261	WL 228	WT 428	WR 162	TOTAL 6476
<b>APPROACH %'s :</b>	11.68%	75.01%	13.31%	8.80%	72.36%	18.84%	36.61%	42.53%	20.86%	27.87%	52.32%	19.80%	
<b>PEAK HR START TIME :</b>	500 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	127	823	138	98	841	212	259	280	154	115	224	74	3345
<b>PEAK HR FACTOR :</b>	0.941			0.925			0.931			0.922			0.947

UTURNS			
NB	SB	EB	WB
0	3	0	0
0	14	0	1
0	2	0	2
2	5	0	0
0	3	0	0
0	2	0	0
0	0	0	2
1	2	0	1
NB 3	SB 31	EB 0	WB 6

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5082-010

Day: Thursday

City: Valencia

Date: 2/12/2015

AM

NS/EW Streets:	Orchard Village Rd		Orchard Village Rd			McBean Pkwy			McBean Pkwy			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1.5	0.5	2	1.5	1	0.5	1	3	0	2	3	0	
6:30 AM	39	4	52	1	0	1	4	53	30	56	91	1	332
6:45 AM	51	7	95	0	1	2	2	58	51	84	97	4	452
7:00 AM	31	3	69	0	1	3	1	60	49	83	153	3	456
7:15 AM	67	4	103	3	6	2	3	69	79	187	134	6	663
7:30 AM	101	4	167	1	16	10	6	115	115	215	138	10	898
7:45 AM	109	18	213	5	3	4	1	132	78	169	179	11	922
8:00 AM	114	16	187	4	7	2	5	116	49	113	128	4	745
8:15 AM	54	4	111	4	3	3	3	120	55	102	124	11	594
<b>TOTAL VOLUMES :</b>	566	60	997	18	37	27	25	723	506	1009	1044	50	5062
<b>APPROACH %'s :</b>	34.87%	3.70%	61.43%	21.95%	45.12%	32.93%	1.99%	57.66%	40.35%	47.98%	49.64%	2.38%	
<b>PEAK HR START TIME :</b>	7:15 AM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	391	42	670	13	32	18	15	432	321	684	579	31	3228
<b>PEAK HR FACTOR :</b>	0.811			0.583			0.814			0.891			0.875

UTURNS			
NB	SB	EB	WB
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 15-5082-010

Day: Thursday

City: Valencia

Date: 2/12/2015

PM

NS/EW Streets:	Orchard Village Rd		Orchard Village Rd			McBean Pkwy			McBean Pkwy			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1.5	0.5	2	1.5	1	0.5	1	3	0	2	3	0	
4:00 PM	68	6	187	20	11	9	7	203	82	164	125	11	893
4:15 PM	55	2	165	18	8	14	5	202	92	149	145	10	865
4:30 PM	56	8	190	13	11	10	4	169	73	196	112	6	848
4:45 PM	53	3	208	9	11	9	4	216	107	172	139	5	936
5:00 PM	73	4	238	21	19	15	4	225	90	178	168	8	1043
5:15 PM	42	5	199	14	19	11	4	219	107	186	151	8	965
5:30 PM	75	7	223	11	15	15	3	210	109	181	158	7	1014
5:45 PM	66	6	192	7	7	7	0	234	95	196	163	4	977

<b>TOTAL VOLUMES :</b>	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
<b>APPROACH %'s :</b>	22.90%	1.92%	75.18%	37.17%	33.22%	29.61%	1.26%	68.10%	30.64%	53.82%	43.94%	2.23%	7541

<b>PEAK HR START TIME :</b>	500 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	256	22	852	53	60	48	11	888	401	741	640	27	3999
<b>PEAK HR FACTOR :</b>	0.897			0.732			0.985			0.970			0.959

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	0	0
0	0	1	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
1	0	0	0
0	0	0	0

NB	SB	EB	WB
1	0	1	0

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 15-5082-011

Day: Thursday

City: Valencia

Date: 2/12/2015

AM													
NS/EW Streets:	Newhall Ave			Newhall Ave			Lyons Ave			Lyons Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:30 AM	40	12	2	2	18	20	13	29	42	3	53	4	238
6:45 AM	48	24	3	4	42	64	20	135	51	2	66	3	462
7:00 AM	54	16	2	1	22	25	18	50	74	2	87	3	354
7:15 AM	90	24	2	2	15	35	30	103	73	6	86	9	475
7:30 AM	112	61	5	3	42	48	48	155	86	4	130	5	699
7:45 AM	105	53	7	15	54	72	42	110	114	5	192	9	778
8:00 AM	70	16	6	9	62	57	21	93	71	13	236	5	659
8:15 AM	85	11	20	1	27	19	14	79	92	15	134	2	499
<b>TOTAL VOLUMES :</b>	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
<b>APPROACH %'s :</b>	69.59%	25.00%	5.41%	5.61%	42.79%	51.59%	13.18%	48.24%	38.58%	4.66%	91.62%	3.72%	4164
<b>PEAK HR START TIME :</b>	730 AM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	372	141	38	28	185	196	125	437	363	37	692	21	2635
<b>PEAK HR FACTOR :</b>	0.774			0.725			0.800			0.738			0.847

UTURNS			
NB	SB	EB	WB
0	0	1	0
0	0	1	0
0	0	0	0
0	0	3	0
0	0	4	0
0	0	2	0
0	0	4	0
0	0	3	0
NB	SB	EB	WB
0	0	18	0

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5082-011

Day: Thursday

City: Valencia

Date: 2/12/2015

PM													
NS/EW Streets:	Newhall Ave			Newhall Ave			Lyons Ave			Lyons Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	108	48	9	7	21	11	27	154	153	8	145	8	699
4:15 PM	94	23	11	5	25	24	23	134	127	9	121	4	600
4:30 PM	109	23	12	3	28	23	33	133	142	5	163	4	678
4:45 PM	126	20	7	5	28	26	38	137	156	8	161	7	719
5:00 PM	120	30	3	1	23	24	30	183	163	6	157	7	747
5:15 PM	103	28	7	6	31	28	42	169	152	6	181	7	760
5:30 PM	125	16	1	10	26	28	29	208	165	4	158	2	772
5:45 PM	117	26	7	2	24	25	32	153	143	3	154	12	698
<b>TOTAL VOLUMES :</b>	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
<b>APPROACH %'s :</b>	76.90%	18.24%	4.86%	8.99%	47.47%	43.55%	9.32%	46.63%	44.06%	3.66%	92.54%	3.81%	5673
<b>PEAK HR START TIME :</b>	4:45 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	474	94	18	22	108	106	139	697	636	24	657	23	2998
<b>PEAK HR FACTOR :</b>	0.958			0.908			0.915			0.907			0.971

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	8	1
0	0	5	0
0	0	6	0
0	0	8	0
0	0	4	0
0	0	10	0
0	0	6	0
0	0	9	0
NB	SB	EB	WB
0	0	56	1

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5082-012

Day: Thursday

City: Valencia

Date: 2/12/2015

AM													
NS/EW Streets:	Valencia Blvd			Valencia Blvd			Magic Mountain			Magic Mountain			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:30 AM	3	236	52	3	73	10	19	47	1	20	19	2	485
6:45 AM	7	336	73	0	78	13	18	71	7	21	34	2	660
7:00 AM	7	283	79	9	105	16	13	46	5	24	27	2	616
7:15 AM	4	435	110	1	128	15	32	68	10	21	17	1	842
7:30 AM	4	422	112	3	192	31	48	83	9	30	47	7	988
7:45 AM	7	491	114	8	213	30	41	93	18	40	32	3	1090
8:00 AM	4	383	105	10	170	22	29	98	19	22	53	12	927
8:15 AM	10	387	109	6	183	19	43	93	19	30	43	7	949
<b>TOTAL VOLUMES :</b>	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
<b>APPROACH %'s :</b>	46	2973	754	40	1142	156	243	599	88	208	272	36	6557
	1.22%	78.80%	19.98%	2.99%	85.35%	11.66%	26.13%	64.41%	9.46%	40.31%	52.71%	6.98%	
<b>PEAK HR START TIME :</b>	730 AM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	25	1683	440	27	758	102	161	367	65	122	175	29	3954
<b>PEAK HR FACTOR :</b>	0.877			0.883			0.956			0.937			0.907

UTURNS			
NB	SB	EB	WB
0	2	0	0
0	0	0	0
0	2	0	0
0	0	0	0
0	1	1	0
0	2	2	0
0	2	0	0
1	3	0	0
NB	SB	EB	WB
1	12	3	0

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 15-5082-012

Day: Thursday

City: Valencia

Date: 2/12/2015

PM													
NS/EW Streets:	Valencia Blvd			Valencia Blvd			Magic Mountain			Magic Mountain			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	18	252	93	22	375	43	46	78	23	132	95	7	1184
4:15 PM	14	278	88	22	417	47	41	91	17	123	114	6	1258
4:30 PM	13	297	84	26	376	39	50	79	15	156	123	5	1263
4:45 PM	21	272	101	24	391	45	60	100	24	152	108	10	1308
5:00 PM	23	320	90	22	406	45	52	95	21	159	135	10	1378
5:15 PM	34	313	125	16	427	54	61	129	21	135	133	8	1456
5:30 PM	24	304	121	16	458	48	65	102	16	144	111	13	1422
5:45 PM	28	290	127	12	439	58	54	109	18	171	128	6	1440
<b>TOTAL VOLUMES :</b>	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
<b>APPROACH %'s :</b>	175	2326	829	160	3289	379	429	783	155	1172	947	65	10709
	5.26%	69.85%	24.89%	4.18%	85.92%	9.90%	31.38%	57.28%	11.34%	53.66%	43.36%	2.98%	
<b>PEAK HR START TIME :</b>	500 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	109	1227	463	66	1730	205	232	435	76	609	507	37	5696
<b>PEAK HR FACTOR :</b>	0.953			0.958			0.880			0.945			0.978

UTURNS			
NB	SB	EB	WB
0	4	0	0
2	8	1	0
0	8	1	0
1	5	5	0
2	3	4	0
0	2	3	0
1	3	5	0
0	2	4	0
NB	SB	EB	WB
6	35	23	0

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 15-5082-013

Day: Thursday

City: Valencia

Date: 2/12/2015

AM													
NS/EW Streets:	Avenida Navarre			Avenida Navarre			McBean Pkwy			McBean Pkwy			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:30 AM	41	0	10	2	0	2	19	91	4	5	100	41	315
6:45 AM	40	3	11	6	0	4	32	111	7	11	143	80	448
7:00 AM	51	1	12	8	0	3	8	116	9	5	177	29	419
7:15 AM	57	1	18	10	0	4	19	144	9	10	274	28	574
7:30 AM	90	7	16	37	0	17	23	257	12	5	251	34	749
7:45 AM	66	5	12	11	1	12	42	273	27	5	286	61	801
8:00 AM	28	1	12	11	0	1	38	256	23	5	210	39	624
8:15 AM	27	0	15	16	0	6	24	184	26	10	211	38	557
<b>TOTAL VOLUMES :</b>	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
<b>APPROACH %'s :</b>	400	18	106	101	1	49	205	1432	117	56	1652	350	4487
	76.34%	3.44%	20.23%	66.89%	0.66%	32.45%	11.69%	81.64%	6.67%	2.72%	80.27%	17.01%	
<b>PEAK HR START TIME :</b>	7:15 AM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	241	14	58	69	1	34	122	930	71	25	1021	162	2748
<b>PEAK HR FACTOR :</b>	0.692			0.481			0.821			0.858			0.858

UTURNS			
NB	SB	EB	WB
0	0	0	1
0	0	1	1
0	0	0	0
0	0	1	1
0	0	0	0
0	0	1	1
0	0	0	1
0	0	0	2
NB	SB	EB	WB
0	0	3	7

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 15-5082-013

Day: Thursday

City: Valencia

Date: 2/12/2015

PM													
NS/EW Streets:	Avenida Navarre			Avenida Navarre			McBean Pkwy			McBean Pkwy			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	3	0	1	3	0	1	1	1	1	1	1	
4:00 PM	15	1	18	48	1	0	7	366	38	18	281	13	806
4:15 PM	26	0	19	41	1	0	12	356	26	18	288	16	803
4:30 PM	33	3	27	53	4	0	8	326	34	20	269	12	789
4:45 PM	25	2	21	43	1	0	8	386	50	25	297	15	873
5:00 PM	35	0	16	62	5	0	5	421	49	19	317	14	943
5:15 PM	34	0	19	39	5	0	7	388	40	24	318	10	884
5:30 PM	36	0	16	39	2	0	6	382	40	26	303	7	857
5:45 PM	29	0	23	19	0	0	6	398	45	27	341	10	898
<b>TOTAL VOLUMES :</b>	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
<b>APPROACH %'s :</b>	58.54%	1.51%	39.95%	94.77%	5.23%	0.00%	1.73%	88.81%	9.46%	6.58%	89.81%	3.61%	6853
<b>PEAK HR START TIME :</b>	500 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	134	0	74	159	12	0	24	1589	174	96	1279	41	3582
<b>PEAK HR FACTOR :</b>	0.981			0.638			0.941			0.937			0.950

UTURNS			
NB	SB	EB	WB
0	0	1	4
0	0	0	3
0	0	0	3
0	0	0	5
0	0	0	2
0	0	0	0
0	0	0	8
0	0	0	2
NB	SB	EB	WB
0	0	1	27

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 15-5082-014

Day: Thursday

City: Valencia

Date: 2/12/2015

AM													
NS/EW Streets:	Medical Center Dwy ( west Dwy)			Medical Center Dwy ( west Dwy)			McBean Pkwy			McBean Pkwy			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
6:30 AM	0	0	0	0	0	2	12	96	0	0	139	1	250
6:45 AM	0	0	0	0	0	4	42	102	0	0	137	4	289
7:00 AM	0	0	0	2	0	6	25	109	0	0	189	3	334
7:15 AM	0	0	0	2	0	7	15	160	0	0	192	4	380
7:30 AM	0	0	0	0	0	14	20	225	0	0	246	7	512
7:45 AM	0	0	0	0	0	11	32	211	0	0	273	13	540
8:00 AM	0	0	0	1	0	4	25	186	0	0	236	13	465
8:15 AM	0	0	0	2	0	6	34	160	0	0	165	11	378
<b>TOTAL VOLUMES :</b>	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
<b>APPROACH %'s :</b>	#DIV/0!	#DIV/0!	#DIV/0!	11.48%	0.00%	88.52%	14.10%	85.90%	0.00%	0.00%	96.57%	3.43%	3148
<b>PEAK HR START TIME :</b>	715 AM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	0	0	3	0	36	92	782	0	0	947	37	1897
<b>PEAK HR FACTOR :</b>	0.000			0.696			0.892			0.860			0.878

CONTROL : 1 Way Stop (SB)

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: 15-5082-014

Day: Thursday

City: Valencia

Date: 2/12/2015

PM													
NS/EW Streets:	Medical Center Dwy ( west Dwy)			Medical Center Dwy ( west Dwy)			McBean Pkwy			McBean Pkwy			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	0	0	0	1	0	16	10	282	0	0	214	4	527
4:15 PM	0	0	0	2	0	6	8	289	0	0	213	3	521
4:30 PM	0	0	0	2	0	21	9	265	0	0	185	0	482
4:45 PM	0	0	0	6	0	15	6	304	0	0	215	2	548
5:00 PM	0	0	0	3	0	28	3	351	0	0	249	0	634
5:15 PM	0	0	0	4	0	16	3	296	0	0	205	2	526
5:30 PM	0	0	0	1	0	14	5	320	0	0	234	0	574
5:45 PM	0	0	0	1	0	13	0	317	0	0	234	1	566
<b>TOTAL VOLUMES :</b>	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
<b>APPROACH %'s :</b>	#DIV/0!	#DIV/0!	#DIV/0!	13.42%	0.00%	86.58%	1.78%	98.22%	0.00%	0.00%	99.32%	0.68%	4378
<b>PEAK HR START TIME :</b>	500 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	0	0	9	0	71	11	1284	0	0	922	3	2300
<b>PEAK HR FACTOR :</b>	0.000			0.645			0.915			0.929			0.907

CONTROL : 1 Way Stop (SB)

UTURNS			
NB	SB	EB	WB
0	0	0	0

## APPENDIX B

### ICU AND LEVELS OF SERVICE EXPLANATION ICU DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS

## INTERSECTION CAPACITY UTILIZATION (ICU) DESCRIPTION

Level of Service is a term used to describe prevailing conditions and their effect on traffic. Broadly interpreted, the Levels of Service concept denotes any one of a number of differing combinations of operating conditions which may occur as a roadway is accommodating various traffic volumes. Level of Service is a qualitative measure of the effect of such factors as travel speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience.

Six Levels of Service, A through F, have been defined in the 1965 *Highway Capacity Manual*, published by the Transportation Research Board. Level of Service A describes a condition of free flow, with low traffic volumes and relatively high speeds, while Level of Service F describes forced traffic flow at low speeds with jammed conditions and queues which cannot clear during the green phases.

The Intersection Capacity Utilization (ICU) method of intersection capacity analysis has been used in our studies. It directly relates traffic demand and available capacity for key intersection movements, regardless of present signal timing. The capacity per hour of green time for each approach is calculated based on the methods of the *Highway Capacity Manual*. The proportion of total signal time needed by each key movement is determined and compared to the total time available (100 percent of the hour). The result of summing the requirements of the conflicting key movements plus an allowance for clearance times is expressed as a decimal fraction. Conflicting key traffic movements are those opposing movements whose combined green time requirements are greatest.

The resulting ICU represents the proportion of the total hour required to accommodate intersection demand volumes if the key conflicting traffic movements are operating at capacity. Other movements may be operating near capacity, or may be operating at significantly better levels. The ICU may be translated to a Level of Service as tabulated below.

The Levels of Service (abbreviated from the *Highway Capacity Manual*) are listed here with their corresponding ICU and Load Factor equivalents. Load Factor is that proportion of the signal cycles during the peak hour which are fully loaded; i.e. when all of the vehicles waiting at the beginning of green are not able to clear on that green phase.

Intersection Capacity Utilization Characteristics		
Level of Service	Load Factor	Equivalent ICU
A	0.0	0.00 - 0.60
B	0.0 - 0.1	0.61 - 0.70
C	0.1 - 0.3	0.71 - 0.80
D	0.3 - 0.7	0.81 - 0.90
E	0.7 - 1.0	0.91 - 1.00
F	Not Applicable	Not Applicable

### SERVICE LEVEL A

There are no loaded cycles and few are even close to loaded at this service level. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.

### SERVICE LEVEL B

This level represents stable operation where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.

### SERVICE LEVEL C

At this level stable operation continues. Loading is still intermittent but more frequent than at Level B. Occasionally drivers may have to wait through more than one red signal indication and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.

### SERVICE LEVEL D

This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak hour, but enough cycles with lower demand occur to permit periodic clearance of queues, thus preventing excessive backups. Drivers frequently have to wait through more than one red signal. This level is the lower limit of acceptable operation to most drivers.

### SERVICE LEVEL E

This represents near capacity and capacity operation. At capacity (ICU = 1.0) it represents the most vehicles that the particular intersection can accommodate. However, full utilization of every signal cycle is seldom attained no matter how great the demand. At this level all drivers wait through more than one red signal, and frequently through several.

### SERVICE LEVEL F

Jammed conditions. Traffic backed up from a downstream location on one of the street restricts or prevents movement of traffic through the intersection under consideration.

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: I-5 SB On/Off Ramps  
 E-W St: McBean Parkway  
 Project: 5-15-0159-1 Henry Mayo Update  
 File: ICU1

I-5 SB On/Off Ramps @ McBean Parkway  
 Peak hr: AM Date: 02/08/2016  
 Annual Growth: 0.00% Date of Count: 2016  
 Projection Year: 2016

Movement	2016 EXIST. TRAFFIC			2016 EXIST. W/O BUILT PROJECT				2016 W/ FULL REVISED PROJECT				2016 W/ MITIGATION			
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
Nb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Nb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Nb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Sb Left	177	1750	0.101	-14	163	1750	0.093	44	221	1750	0.126	0	221	1750	0.126
Sb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Right	106	1750	0.061	0	106	1750	0.061	0	106	1750	0.061	0	106	1750	0.061
Eb Left	1	0	0.000	0	1	0	0.000	0	1	0	0.000	0	1	0	0.000
Eb Thru	821	3500	0.235 *	-13	808	3500	0.231 *	40	861	3500	0.246 *	0	861	3500	0.246 *
Eb Right	325	1750	0.186	0	325	1750	0.186	0	325	1750	0.186	0	325	1750	0.186
Wb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Wb Thru	556	3500	0.159	-1	555	3500	0.159	6	562	3500	0.161	0	562	3500	0.161
Wb Right [3]	489	1750	0.178	-3	486	1750	0.185	12	501	1750	0.160	0	501	1750	0.160
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *
ICU LOS			0.436 A				0.424 A				0.473 A				0.473 A

\*Key conflicting movement as a part of ICU  
 1 Counts conducted by: National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green  
 3 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: I-5 SB On/Off Ramps  
 E-W St: McBean Parkway  
 Project: 5-15-0159-1 Henry Mayo Update  
 File: ICU1

I-5 SB On/Off Ramps @ McBean Parkway  
 Peak hr: PM Date: 02/08/2016  
 Annual Growth: 0.00% Date of Count: 2016  
 Projection Year: 2016

Movement	2016 EXIST. TRAFFIC			2016 EXIST. W/O BUILT PROJECT				2016 W/ FULL REVISED PROJECT				2016 W/ MITIGATION						
	Volume	Capacity	V/C	Added Volume	Total Volume	Capacity	V/C	Added Volume	Total Volume	Capacity	V/C	Added Volume	Total Volume	Capacity	V/C			
Nb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *			
Nb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000			
Nb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-			
Sb Left	173	1750	0.099	-6	167	1750	0.095	18	191	1750	0.109	0	191	1750	0.109			
Sb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000			
Sb Right	229	1750	0.131 *	0	229	1750	0.131 *	0	229	1750	0.131 *	0	229	1750	0.131 *			
Eb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000 *	0	0	0	0.000 *			
Eb Thru	1058	3500	0.302 *	-5	1053	3500	0.301 *	17	1075	3500	0.307	0	1075	3500	0.307			
Eb Right	177	1750	0.101	0	177	1750	0.101	0	177	1750	0.101	0	177	1750	0.101			
Wb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000	0	0	0	0.000			
Wb Thru	1039	3500	0.297	-18	1021	3500	0.292	52	1091	3500	0.312 *	0	1091	3500	0.312 *			
Wb Right [3]	573	1750	0.228	-23	550	1750	0.219	67	640	1750	0.256	0	640	1750	0.256			
Yellow Allowance:			0.100 *					0.100 *					0.100 *					0.100 *
ICU	0.533			0.531				0.542				0.542						
LOS	A			A				A				A						

\*Key conflicting movement as a part of ICU  
 1 Counts conducted by: National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green  
 3 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: I-5 NB On/Off Ramps  
 E-W St: McBean Parkway  
 Project: 5-15-0159-1 Henry Mayo Update  
 File: ICU2

I-5 NB On/Off Ramps @ McBean Parkway  
 Peak hr: AM Date: 02/08/2016  
 Annual Growth: 0.00% Date of Count: 2016  
 Projection Year: 2016

Movement	2016 EXIST. TRAFFIC			2016 EXIST. W/O BUILT PROJECT				2016 W/ FULL REVISED PROJECT				2016 W/ MITIGATION						
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio			
Nb Left	126	3500	0.036	0	126	3500	0.036	0	126	3500	0.036	0	126	3500	0.036			
Nb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000			
Nb Right	741	3500	0.212 *	-16	725	3500	0.207 *	48	789	3500	0.225 *	0	789	3500	0.225 *			
Sb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *			
Sb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000			
Sb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-			
Eb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *			
Eb Thru	712	3500	0.203	-28	684	3500	0.195	85	797	3500	0.228	0	797	3500	0.228			
Eb Right	289	1750	0.165	0	289	1750	0.165	0	289	1750	0.165	0	289	1750	0.165			
Wb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000			
Wb Thru	918	5250	0.223 *	-4	914	5250	0.222 *	18	936	5250	0.228 *	0	936	5250	0.228 *			
Wb Right	251	0	-	-2	249	0	-	11	262	0	-	0	262	0	-			
Yellow Allowance:			0.100 *					0.100 *					0.100 *					0.100 *
ICU			0.534					0.529					0.554					0.554
LOS			A					A					A					A

\*Key conflicting movement as a part of ICU  
 1 Counts conducted by: National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: I-5 NB On/Off Ramps  
 E-W St: McBean Parkway  
 Project: 5-15-0159-1 Henry Mayo Update  
 File: ICU2

I-5 NB On/Off Ramps @ McBean Parkway  
 Peak hr: PM Date: 02/08/2016  
 Annual Growth: 0.00% Date of Count: 2016  
 Projection Year: 2016

Movement	2016 EXIST. TRAFFIC			2016 EXIST. W/O BUILT PROJECT				2016 W/ FULL REVISED PROJECT				2016 W/ MITIGATION						
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio			
Nb Left	265	3500	0.076	0	265	3500	0.076	0	265	3500	0.076	0	265	3500	0.076			
Nb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000			
Nb Right	721	3500	0.206 *	-6	715	3500	0.204 *	20	741	3500	0.212 *	0	741	3500	0.212 *			
Sb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *			
Sb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000			
Sb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-			
Eb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000 *	0	0	0	0.000 *			
Eb Thru	1009	3500	0.288 *	-12	997	3500	0.285 *	38	1047	3500	0.299	0	1047	3500	0.299			
Eb Right	225	1750	0.128	0	225	1750	0.128	0	225	1750	0.128	0	225	1750	0.128			
Wb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000	0	0	0	0.000			
Wb Thru	1332	5250	0.278	-40	1292	5250	0.267	118	1450	5250	0.310 *	0	1450	5250	0.310 *			
Wb Right	126	0	-	-18	108	0	-	52	178	0	-	0	178	0	-			
Yellow Allowance:			0.100 *					0.100 *					0.100 *					0.100 *
ICU	0.594							0.589					0.622					0.622
LOS	A							A					B					B

\*Key conflicting movement as a part of ICU  
 1 Counts conducted by: National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Rockwell Canyon Rd/Tournament Rd  
 E-W St: McBean Parkway  
 Project: 5-15-0159-1 Henry Mayo Update  
 File: ICU3

Rockwell Canyon Rd/Tournament Rd @ McBean Parkway  
 Peak hr: AM Date: 02/08/2016  
 Annual Growth: 0.00% Date of Count: 2016  
 Projection Year: 2016

Movement	2016 EXIST. TRAFFIC			2016 EXIST. W/O BUILT PROJECT				2016 W/ FULL REVISED PROJECT				2016 W/ MITIGATION			
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
Nb Left	176	1750	0.101 *	0	176	1750	0.101 *	0	176	1750	0.101 *	0	176	1750	0.101 *
Nb Thru	178	3500	0.069	0	178	3500	0.068	0	178	3500	0.073	0	178	3500	0.073
Nb Right	65	0	-	-4	61	0	-	12	77	0	-	0	77	0	-
Sb Left	66	1750	0.038	-3	63	1750	0.036	8	74	1750	0.042	0	74	1750	0.042
Sb Thru	85	1750	0.049 *	0	85	1750	0.049 *	0	85	1750	0.049 *	0	85	1750	0.049 *
Sb Right [3]	277	1750	0.000	0	277	1750	0.000	0	277	1750	0.000	0	277	1750	0.000
Eb Left	480	1750	0.274 *	0	480	1750	0.274 *	0	480	1750	0.274 *	0	480	1750	0.274 *
Eb Thru	762	5250	0.165	-45	717	5250	0.156	137	899	5250	0.191	0	899	5250	0.191
Eb Right	103	0	-	0	103	0	-	0	103	0	-	0	103	0	-
Wb Left	48	1750	0.028	-1	47	1750	0.027	4	52	1750	0.030	0	52	1750	0.030
Wb Thru	774	5250	0.184 *	-7	767	5250	0.182 *	30	804	5250	0.192 *	0	804	5250	0.192 *
Wb Right	191	0	-	-3	188	0	-	12	203	0	-	0	203	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.707				0.706				0.715				0.715
LOS			C				C				C				C

02:02 PM

\*Key conflicting movement as a part of ICU  
 1 Counts conducted by: National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green  
 3 The southbound right-turn lane has an overlapping phase with the eastbound left-turn phase.

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Rockwell Canyon Rd/Tournament Rd  
 E-W St: McBean Parkway  
 Project: 5-15-0159-1 Henry Mayo Update  
 File: ICU3

Rockwell Canyon Rd/Tournament Rd @ McBean Parkway  
 Peak hr: PM Date: 02/08/2016  
 Annual Growth: 0.00% Date of Count: 2016  
 Projection Year: 2016

Movement	2016 EXIST. TRAFFIC			2016 EXIST. W/O BUILT PROJECT				2016 W/ FULL REVISED PROJECT				2016 W/ MITIGATION						
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio			
Nb Left	239	1750	0.137 *	0	239	1750	0.137 *	0	239	1750	0.137 *	0	239	1750	0.137 *			
Nb Thru	165	3500	0.075	0	165	3500	0.074	0	165	3500	0.076	0	165	3500	0.076			
Nb Right	97	0	-	-2	95	0	-	5	102	0	-	0	102	0	-			
Sb Left	167	1750	0.095	-5	162	1750	0.092	15	182	1750	0.104	0	182	1750	0.104			
Sb Thru	228	1750	0.130 *	0	228	1750	0.130 *	0	228	1750	0.130 *	0	228	1750	0.130 *			
Sb Right [3]	452	1750	0.049	0	452	1750	0.049	0	452	1750	0.049	0	452	1750	0.049			
Eb Left	367	1750	0.210 *	0	367	1750	0.210 *	0	367	1750	0.210 *	0	367	1750	0.210 *			
Eb Thru	1096	5250	0.247	-20	1076	5250	0.243	64	1160	5250	0.259	0	1160	5250	0.259			
Eb Right	202	0	-	0	202	0	-	0	202	0	-	0	202	0	-			
Wb Left	71	1750	0.041	-7	64	1750	0.037	21	92	1750	0.053	0	92	1750	0.053			
Wb Thru	840	5250	0.178 *	-60	780	5250	0.165 *	175	1015	5250	0.214 *	0	1015	5250	0.214 *			
Wb Right	92	0	-	-5	87	0	-	15	107	0	-	0	107	0	-			
Yellow Allowance:			0.100 *					0.100 *					0.100 *					0.100 *
ICU			0.754					0.741					0.790					0.790
LOS			C					C					C					C

\* Key conflicting movement as a part of ICU  
 1 Counts conducted by: National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green  
 3 The southbound right-turn lane has an overlapping phase with the eastbound left-turn phase.

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: McBean Parkway  
 E-W St: Valencia Boulevard  
 Project: 5-15-0159-1 Henry Mayo Update  
 File: ICU4

McBean Parkway @ Valencia Boulevard  
 Peak hr: AM Date: 02/08/2016  
 Annual Growth: 0.00% Date of Count: 2016  
 Projection Year: 2016

Movement	2016 EXIST. TRAFFIC			2016 EXIST. W/O BUILT PROJECT				2016 W/ FULL REVISED PROJECT				2016 W/ MITIGATION					
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio		
Nb Left	277	3500	0.079 *	0	277	3500	0.079 *	0	277	3500	0.079 *	0	277	3500	0.079 *		
Nb Thru	824	5250	0.157	-2	822	5250	0.157	9	833	5250	0.159	0	833	5250	0.159		
Nb Right [3]	301	3500	0.000	-1	300	3500	0.000	6	307	3500	0.000	0	307	3500	0.000		
Sb Left	115	3500	0.033	0	115	3500	0.033	0	115	3500	0.033	0	115	3500	0.033		
Sb Thru	637	5250	0.121 *	-14	623	5250	0.119 *	44	681	5250	0.130 *	0	681	5250	0.130 *		
Sb Right [4]	731	3500	0.072	0	731	3500	0.072	0	731	3500	0.072	0	731	3500	0.072		
Eb Left	479	3500	0.137 *	0	479	3500	0.137 *	0	479	3500	0.137 *	0	479	3500	0.137 *		
Eb Thru	676	5250	0.129	0	676	5250	0.129	0	676	5250	0.129	0	676	5250	0.129		
Eb Right [5]	118	1750	0.000	0	118	1750	0.000	0	118	1750	0.000	0	118	1750	0.000		
Wb Left	378	3500	0.108	-12	366	3500	0.105	36	414	3500	0.118	0	414	3500	0.118		
Wb Thru	1237	5250	0.236 *	0	1237	5250	0.236 *	0	1237	5250	0.236 *	0	1237	5250	0.236 *		
Wb Right [6]	44	1750	0.000	0	44	1750	0.000	0	44	1750	0.000	0	44	1750	0.000		
Yellow Allowance:			0.100 *					0.100 *					0.100 *				
ICU			0.673					0.670					0.681				
LOS			B					B					B				

11:43 AM

- \*Key conflicting movement as a part of ICU  
 1 Counts conducted by: National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green  
 3 The northbound right-turn lane has an overlapping phase with the westbound left-turn phase.  
 4 The southbound right-turn lane has an overlapping phase with the eastbound left-turn phase.  
 5 The eastbound right-turn lane has an overlapping phase with the northbound left-turn phase.  
 6 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: McBean Parkway  
 E-W St: Valencia Boulevard  
 Project: 5-15-0159-1 Henry Mayo Update  
 File: ICU4

McBean Parkway @ Valencia Boulevard  
 Peak hr: PM Date: 02/08/2016  
 Annual Growth: 0.00% Date of Count: 2016  
 Projection Year: 2016

Movement	2016 EXIST. TRAFFIC			2016 EXIST. W/O BUILT PROJECT				2016 W/ FULL REVISED PROJECT				2016 W/ MITIGATION					
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio		
Nb Left	175	3500	0.050	0	175	3500	0.050	0	175	3500	0.050	0	175	3500	0.050		
Nb Thru	1277	5250	0.243 *	-18	1259	5250	0.240 *	52	1329	5250	0.253 *	0	1329	5250	0.253 *		
Nb Right [3]	519	3500	0.040	-12	507	3500	0.038	36	555	3500	0.046	0	555	3500	0.046		
Sb Left	232	3500	0.066 *	0	232	3500	0.066 *	0	232	3500	0.066 *	0	232	3500	0.066 *		
Sb Thru	1017	5250	0.194	-6	1011	5250	0.192	18	1035	5250	0.197	0	1035	5250	0.197		
Sb Right [4]	664	3500	0.022	0	664	3500	0.022	0	664	3500	0.022	0	664	3500	0.022		
Eb Left	588	3500	0.168	0	588	3500	0.168	0	588	3500	0.168	0	588	3500	0.168		
Eb Thru	1624	5250	0.309 *	0	1624	5250	0.309 *	0	1624	5250	0.309 *	0	1624	5250	0.309 *		
Eb Right [5]	202	1750	0.065	0	202	1750	0.065	0	202	1750	0.065	0	202	1750	0.065		
Wb Left	378	3500	0.108 *	-5	373	3500	0.107 *	15	393	3500	0.112 *	0	393	3500	0.112 *		
Wb Thru	1097	5250	0.209	0	1097	5250	0.209	0	1097	5250	0.209	0	1097	5250	0.209		
Wb Right [6]	200	1750	0.048	0	200	1750	0.048	0	200	1750	0.048	0	200	1750	0.048		
Yellow Allowance:			0.100 *					0.100 *					0.100 *				
ICU			0.827					0.822					0.841				
LOS			D					D					D				

- \* Key conflicting movement as a part of ICU  
 1 Counts conducted by: National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green  
 3 The northbound right-turn lane has an overlapping phase with the westbound left-turn phase.  
 4 The southbound right-turn lane has an overlapping phase with the eastbound left-turn phase.  
 5 The eastbound right-turn lane has an overlapping phase with the northbound left-turn phase.  
 6 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: McBean Parkway  
 E-W St: Magic Mountain Parkway  
 Project: 5-15-0159-1 Henry Mayo Update  
 File: ICU5

McBean Parkway @ Magic Mountain Parkway  
 Peak hr: AM Date: 02/08/2016  
 Annual Growth: 0.00% Date of Count: 2016  
 Projection Year: 2016

Movement	2016 EXIST. TRAFFIC			2016 EXIST. W/O BUILT PROJECT				2016 W/ FULL REVISED PROJECT				2016 W/ MITIGATION			
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
Nb Left	75	3500	0.021	0	75	3500	0.021	0	75	3500	0.021 *	0	75	3500	0.021 *
Nb Thru	1118	7000	0.160 *	-2	1116	7000	0.159 *	8	1126	7000	0.161	0	1126	7000	0.161
Nb Right [3]	68	1000000	0.000	0	68	1000000	0.000	0	68	1000000	0.000	0	68	1000000	0.000
Sb Left	261	3500	0.074 *	0	261	3500	0.074 *	0	261	3500	0.074	0	261	3500	0.074
Sb Thru	1465	7000	0.209	-13	1452	7000	0.207	40	1505	7000	0.215 *	0	1505	7000	0.215 *
Sb Right [3]	614	1000000	0.001	0	614	1000000	0.001	0	614	1000000	0.001	0	614	1000000	0.001
Eb Left	373	5250	0.071 *	0	373	5250	0.071 *	0	373	5250	0.071 *	0	373	5250	0.071 *
Eb Thru	375	3500	0.107	0	375	3500	0.107	0	375	3500	0.107	0	375	3500	0.107
Eb Right [5]	40	1750	0.012	-1	39	1750	0.012	4	44	1750	0.014	0	44	1750	0.014
Wb Left	63	3500	0.018	-1	62	3500	0.018	4	67	3500	0.019	0	67	3500	0.019
Wb Thru	381	5250	0.073 *	0	381	5250	0.073 *	0	381	5250	0.073 *	0	381	5250	0.073 *
Wb Right [4]	167	1750	0.021	0	167	1750	0.021	0	167	1750	0.021	0	167	1750	0.021
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.478				0.477				0.480				0.480
LOS			A				A				A				A

- \*Key conflicting movement as a part of ICU  
 1 Counts conducted by: National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green  
 3 Freeflow right-turn lane.  
 4 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.  
 5 Right turns on red from exclusive lanes, 50% of overlapping left turn

11:43 AM

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: McBean Parkway  
 E-W St: Magic Mountain Parkway  
 Project: 5-15-0159-1 Henry Mayo Update  
 File: ICU5

McBean Parkway @ Magic Mountain Parkway  
 Peak hr: PM Date: 02/08/2016  
 Annual Growth: 0.00% Date of Count: 2016  
 Projection Year: 2016

Movement	2016 EXIST. TRAFFIC			2016 EXIST. W/O BUILT PROJECT				2016 W/ FULL REVISED PROJECT				2016 W/ MITIGATION					
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio		
Nb Left	191	3500	0.054	-2	189	3500	0.054	5	196	3500	0.056	0	196	3500	0.056		
Nb Thru	1923	7000	0.275 *	-14	1909	7000	0.273 *	41	1964	7000	0.281 *	0	1964	7000	0.281 *		
Nb Right [3]	237	1000000	0.000	-2	235	1000000	0.000	5	242	1000000	0.000	0	242	1000000	0.000		
Sb Left	367	3500	0.105 *	0	367	3500	0.105 *	0	367	3500	0.105 *	0	367	3500	0.105 *		
Sb Thru	1537	7000	0.220	-5	1532	7000	0.219	15	1552	7000	0.222	0	1552	7000	0.222		
Sb Right [3]	340	1000000	0.000	0	340	1000000	0.000	0	340	1000000	0.000	0	340	1000000	0.000		
Eb Left	620	5250	0.118	0	620	5250	0.118	0	620	5250	0.118	0	620	5250	0.118		
Eb Thru	726	3500	0.207 *	0	726	3500	0.207 *	0	726	3500	0.207 *	0	726	3500	0.207 *		
Eb Right [5]	198	1750	0.086	-1	197	1750	0.085	2	200	1750	0.086	0	200	1750	0.086		
Wb Left	256	3500	0.073 *	-1	255	3500	0.073 *	2	258	3500	0.074 *	0	258	3500	0.074 *		
Wb Thru	614	5250	0.117	0	614	5250	0.117	0	614	5250	0.117	0	614	5250	0.117		
Wb Right [4]	458	1750	0.157	0	458	1750	0.157	0	458	1750	0.157	0	458	1750	0.157		
Yellow Allowance:			0.100 *					0.100 *					0.100 *				
ICU			0.760					0.758					0.767				
LOS			C					C					C				

\* Key conflicting movement as a part of ICU  
 1 Counts conducted by: National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green  
 3 Freeflow right-turn lane.  
 4 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.  
 5 Right turns on red from exclusive lanes, 50% of overlapping left turn

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Wiley Canyon Road  
 E-W St: Lyons Avenue  
 Project: 5-15-0159-1 Henry Mayo Update  
 File: ICU6

Wiley Canyon Road @ Lyons Avenue  
 Peak hr: AM  
 Annual Growth: 0.00%  
 Date: 02/08/2016  
 Date of Count: 2016  
 Projection Year: 2016

Movement	2016 EXIST. TRAFFIC			2016 EXIST. W/O BUILT PROJECT				2016 W/ FULL REVISED PROJECT				2016 W/ MITIGATION					
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio		
Nb Left	145	1750	0.083 *	0	145	1750	0.083 *	0	145	1750	0.083 *	0	145	1750	0.083 *		
Nb Thru	261	3500	0.074	-1	260	3500	0.074	4	265	3500	0.076	0	265	3500	0.076		
Nb Right [4]	179	1750	0.000	0	179	1750	0.000	0	179	1750	0.000	0	179	1750	0.000		
Sb Left	148	1750	0.085	0	148	1750	0.085	1	149	1750	0.085	0	149	1750	0.085		
Sb Thru	364	3500	0.104	0	364	3500	0.104	1	365	3500	0.104	0	365	3500	0.104		
Sb Right [3]	359	1750	0.169 *	0	359	1750	0.169 *	1	360	1750	0.169 *	0	360	1750	0.169 *		
Eb Left	129	3500	0.037	0	129	3500	0.037	0	129	3500	0.037	0	129	3500	0.037		
Eb Thru	620	5250	0.130 *	0	620	5250	0.130 *	0	620	5250	0.130 *	0	620	5250	0.130 *		
Eb Right	64	0	-	0	64	0	-	0	64	0	-	0	64	0	-		
Wb Left	186	1750	0.107 *	0	186	1750	0.107 *	0	186	1750	0.107 *	0	186	1750	0.107 *		
Wb Thru	794	5250	0.176	0	794	5250	0.176	0	794	5250	0.176	0	794	5250	0.176		
Wb Right	131	0	-	0	131	0	-	0	131	0	-	0	131	0	-		
Yellow Allowance:			0.100 *					0.100 *					0.100 *				
ICU	0.588			0.588				0.589				0.589					
LOS	A			A				A				A					

- \*Key conflicting movement as a part of ICU  
 1 Counts conducted by: National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green  
 3 The southbound right-turn lane has an overlapping phase with the eastbound left-turn phase.  
 4 Right turns on red from exclusive lanes, 50% of overlapping left turn

11:42 AM

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Wiley Canyon Road  
 E-W St: Lyons Avenue  
 Project: 5-15-0159-1 Henry Mayo Update  
 File: ICU6

Wiley Canyon Road @ Lyons Avenue  
 Peak hr: PM Date: 02/08/2016  
 Annual Growth: 0.00% Date of Count: 2016  
 Projection Year: 2016

Movement	2016 EXIST. TRAFFIC			2016 EXIST. W/O BUILT PROJECT				2016 W/ FULL REVISED PROJECT				2016 W/ MITIGATION						
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio			
Nb Left	166	1750	0.095	0	166	1750	0.095	0	166	1750	0.095	0	166	1750	0.095			
Nb Thru	396	3500	0.113 *	0	396	3500	0.113 *	0	396	3500	0.113 *	0	396	3500	0.113 *			
Nb Right [4]	222	1750	0.076	0	222	1750	0.076	0	222	1750	0.076	0	222	1750	0.076			
Sb Left	207	1750	0.118 *	-2	205	1750	0.117 *	5	212	1750	0.121 *	0	212	1750	0.121 *			
Sb Thru	319	3500	0.091	-2	317	3500	0.091	5	324	3500	0.093	0	324	3500	0.093			
Sb Right [3]	244	1750	0.034	-2	242	1750	0.032	5	249	1750	0.036	0	249	1750	0.036			
Eb Left	371	3500	0.106	0	371	3500	0.106	0	371	3500	0.106	0	371	3500	0.106			
Eb Thru	1087	5250	0.222 *	0	1087	5250	0.222 *	0	1087	5250	0.222 *	0	1087	5250	0.222 *			
Eb Right	81	0	-	0	81	0	-	0	81	0	-	0	81	0	-			
Wb Left	179	1750	0.102 *	0	179	1750	0.102 *	0	179	1750	0.102 *	0	179	1750	0.102 *			
Wb Thru	879	5250	0.189	0	879	5250	0.189	0	879	5250	0.190	0	879	5250	0.190			
Wb Right	113	0	-	-1	112	0	-	3	116	0	-	0	116	0	-			
Yellow Allowance:			0.100 *					0.100 *					0.100 *					0.100 *
ICU			0.656					0.655					0.659					0.659
LOS			B					B					B					B

\* Key conflicting movement as a part of ICU  
 1 Counts conducted by: National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green  
 3 The southbound right-turn lane has an overlapping phase with the eastbound left-turn phase.  
 4 Right turns on red from exclusive lanes, 50% of overlapping left turn

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Tournament Road  
 E-W St: Wiley Canyon Road  
 Project: 5-15-0159-1 Henry Mayo Update  
 File: ICU7

Tournament Road @ Wiley Canyon Road  
 Peak hr: AM Date: 02/08/2016  
 Annual Growth: 0.00% Date of Count: 2016  
 Projection Year: 2016

Movement	2016 EXIST. TRAFFIC			2016 EXIST. W/O BUILT PROJECT				2016 W/ FULL REVISED PROJECT				2016 W/ MITIGATION					
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio		
Nb Left	16	0	0.009 *	0	16	0	0.009 *	0	16	0	0.009 *	0	16	0	0.009 *		
Nb Thru	20	1750	0.037	-1	19	1750	0.037	4	24	1750	0.039	0	24	1750	0.039		
Nb Right	29	0	-	0	29	0	-	0	29	0	-	0	29	0	-		
Sb Left	111	0	0.064	0	111	0	0.064	0	111	0	0.064	0	111	0	0.064		
Sb Thru	5	1750	0.067	0	5	1750	0.067	1	6	1750	0.067	0	6	1750	0.067		
Sb Right [3]	176	1750	0.099 *	0	176	1750	0.099 *	2	178	1750	0.099 *	0	178	1750	0.099 *		
Eb Left	6	1750	0.004	-1	5	1750	0.003	4	10	1750	0.006	0	10	1750	0.006		
Eb Thru	733	3500	0.241 *	0	733	3500	0.241 *	0	733	3500	0.241 *	0	733	3500	0.241 *		
Eb Right	111	0	-	0	111	0	-	0	111	0	-	0	111	0	-		
Wb Left	116	1750	0.067 *	0	116	1750	0.067 *	0	116	1750	0.067 *	0	116	1750	0.067 *		
Wb Thru	406	3500	0.117	0	406	3500	0.117	1	407	3500	0.118	0	407	3500	0.118		
Wb Right	5	0	-	0	5	0	-	0	5	0	-	0	5	0	-		
Yellow Allowance:			0.100 *					0.100 *					0.100 *				
ICU	0.516			0.516				0.516				0.516					
LOS	A			A				A				A					

11:44 AM

\*Key conflicting movement as a part of ICU  
 1 Counts conducted by: National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green  
 3 Right turns on red from exclusive lanes, 50% of overlapping left turn

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Tournament Road  
 E-W St: Wiley Canyon Road  
 Project: 5-15-0159-1 Henry Mayo Update  
 File: ICU7

Tournament Road @ Wiley Canyon Road  
 Peak hr: PM Date: 02/08/2016  
 Annual Growth: 0.00% Date of Count: 2016  
 Projection Year: 2016

Movement	2016 EXIST. TRAFFIC			2016 EXIST. W/O BUILT PROJECT				2016 W/ FULL REVISED PROJECT				2016 W/ MITIGATION						
	Volume	Capacity	V/C	Added Volume	Total Volume	Capacity	V/C	Added Volume	Total Volume	Capacity	V/C	Added Volume	Total Volume	Capacity	V/C			
Nb Left	10	0	0.006 *	0	10	0	0.006 *	0	10	0	0.006 *	0	10	0	0.006 *			
Nb Thru	10	1750	0.019	-1	9	1750	0.019	2	12	1750	0.021	0	12	1750	0.021			
Nb Right	13	0	-	0	13	0	-	0	13	0	-	0	13	0	-			
Sb Left	71	0	0.041	0	71	0	0.041	0	71	0	0.041	0	71	0	0.041			
Sb Thru	18	1750	0.051	-2	16	1750	0.049	5	23	1750	0.053	0	23	1750	0.053			
Sb Right [3]	239	1750	0.133 *	-4	235	1750	0.131 *	10	249	1750	0.138 *	0	249	1750	0.138 *			
Eb Left	13	1750	0.008	-1	12	1750	0.007	2	15	1750	0.009	0	15	1750	0.009			
Eb Thru	507	3500	0.166 *	0	507	3500	0.166 *	0	507	3500	0.166 *	0	507	3500	0.166 *			
Eb Right	73	0	-	0	73	0	-	0	73	0	-	0	73	0	-			
Wb Left	205	1750	0.117 *	0	205	1750	0.117 *	0	205	1750	0.117 *	0	205	1750	0.117 *			
Wb Thru	674	3500	0.197	-2	672	3500	0.196	5	679	3500	0.198	0	679	3500	0.198			
Wb Right	15	0	-	0	15	0	-	0	15	0	-	0	15	0	-			
Yellow Allowance:			0.100 *					0.100 *					0.100 *					0.100 *
ICU			0.521					0.519					0.527					0.527
LOS			A					A					A					A

\* Key conflicting movement as a part of ICU  
 1 Counts conducted by: National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green  
 3 Right turns on red from exclusive lanes, 50% of overlapping left turn

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Orchard Village Road  
 E-W St: Lyons Avenue  
 Project: 5-15-0159-1 Henry Mayo Update  
 File: ICU8

Orchard Village Road @ Lyons Avenue  
 Peak hr: AM Date: 02/08/2016  
 Annual Growth: 0.00% Date of Count: 2016  
 Projection Year: 2016

Movement	2016 EXIST. TRAFFIC			2016 EXIST. W/O BUILT PROJECT				2016 W/ FULL REVISED PROJECT				2016 W/ MITIGATION					
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio		
Nb Left	69	1750	0.039	0	69	1750	0.039	0	69	1750	0.039	0	69	1750	0.039		
Nb Thru	127	3500	0.036 *	-3	124	3500	0.035 *	8	135	3500	0.038 *	0	135	3500	0.038 *		
Nb Right [4]	80	1750	0.026	0	80	1750	0.026	0	80	1750	0.026	0	80	1750	0.026		
Sb Left	386	3500	0.110 *	-2	384	3500	0.110 *	7	393	3500	0.112 *	0	393	3500	0.112 *		
Sb Thru	116	1750	0.067	0	116	1750	0.067	1	117	1750	0.067	0	117	1750	0.067		
Sb Right [4]	212	1750	0.093	0	212	1750	0.093	1	213	1750	0.093	0	213	1750	0.093		
Eb Left	196	3500	0.056 *	-1	195	3500	0.056 *	4	200	3500	0.057 *	0	200	3500	0.057 *		
Eb Thru	598	3500	0.171	0	598	3500	0.171	0	598	3500	0.171	0	598	3500	0.171		
Eb Right [4]	57	1750	0.000	0	57	1750	0.000	0	57	1750	0.000	0	57	1750	0.000		
Wb Left	69	1750	0.039	0	69	1750	0.039	0	69	1750	0.039	0	69	1750	0.039		
Wb Thru	832	5250	0.159 *	0	832	5250	0.159 *	0	832	5250	0.159 *	0	832	5250	0.159 *		
Wb Right [3]	409	1750	0.123	-9	400	1750	0.119	28	437	1750	0.137	0	437	1750	0.137		
Yellow Allowance:			0.100 *					0.100 *					0.100 *				
ICU	0.461			0.459				0.466				0.466					
LOS	A			A				A				A					

\*Key conflicting movement as a part of ICU  
 1 Counts conducted by: National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green  
 3 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.  
 4 Right turns on red from exclusive lanes, 50% of overlapping left turn

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Orchard Village Road  
 E-W St: Lyons Avenue  
 Project: 5-15-0159-1 Henry Mayo Update  
 File: ICU8

Orchard Village Road @ Lyons Avenue  
 Peak hr: PM Date: 02/08/2016  
 Annual Growth: 0.00% Date of Count: 2016  
 Projection Year: 2016

Movement	2016 EXIST. TRAFFIC			2016 EXIST. W/O BUILT PROJECT				2016 W/ FULL REVISED PROJECT				2016 W/ MITIGATION					
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio		
Nb Left	139	1750	0.079 *	0	139	1750	0.079 *	0	139	1750	0.079 *	0	139	1750	0.079 *		
Nb Thru	307	3500	0.088	-1	306	3500	0.087	3	310	3500	0.089	0	310	3500	0.089		
Nb Right [4]	100	1750	0.036	0	100	1750	0.036	0	100	1750	0.036	0	100	1750	0.036		
Sb Left	410	3500	0.117	-12	398	3500	0.114	36	446	3500	0.127	0	446	3500	0.127		
Sb Thru	336	1750	0.192 *	-2	334	1750	0.191 *	5	341	1750	0.195 *	0	341	1750	0.195 *		
Sb Right [4]	224	1750	0.090	-2	222	1750	0.089	5	229	1750	0.093	0	229	1750	0.093		
Eb Left	262	3500	0.075	-1	261	3500	0.074	2	264	3500	0.075	0	264	3500	0.075		
Eb Thru	1028	3500	0.294 *	0	1028	3500	0.294 *	0	1028	3500	0.294 *	0	1028	3500	0.294 *		
Eb Right [4]	116	1750	0.000	0	116	1750	0.000	0	116	1750	0.000	0	116	1750	0.000		
Wb Left	74	1750	0.042 *	0	74	1750	0.042 *	0	74	1750	0.042 *	0	74	1750	0.042 *		
Wb Thru	911	5250	0.173	0	911	5250	0.173	0	911	5250	0.173	0	911	5250	0.173		
Wb Right [3]	389	1750	0.105	-3	386	1750	0.107	10	399	1750	0.101	0	399	1750	0.101		
Yellow Allowance:			0.100 *					0.100 *					0.100 *				
ICU	0.707			0.706				0.710				0.710					
LOS	C			C				C				C					

- \*Key conflicting movement as a part of ICU  
 1 Counts conducted by: National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green  
 3 The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.  
 4 Right turns on red from exclusive lanes, 50% of overlapping left turn

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Orchard Village Road  
 E-W St: Wiley Canyon Road  
 Project: 5-15-0159-1 Henry Mayo Update  
 File: ICU9

Orchard Village Road @ Wiley Canyon Road  
 Peak hr: AM Date: 02/08/2016  
 Annual Growth: 0.00% Date of Count: 2016  
 Projection Year: 2016

Movement	2016 EXIST. TRAFFIC			2016 EXIST. W/O BUILT PROJECT				2016 W/ FULL REVISED PROJECT				2016 W/ MITIGATION					
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio		
Nb Left	240	1750	0.137 *	0	240	1750	0.137 *	0	240	1750	0.137 *	0	240	1750	0.137 *		
Nb Thru	884	3500	0.252	-22	862	3500	0.246	69	953	3500	0.272	0	953	3500	0.272		
Nb Right [4]	141	1750	0.000	0	141	1750	0.000	0	141	1750	0.000	0	141	1750	0.000		
Sb Left	66	1750	0.038	-2	64	1750	0.037	10	76	1750	0.043	0	76	1750	0.043		
Sb Thru	655	3500	0.187 *	-2	653	3500	0.187 *	11	666	3500	0.190 *	0	666	3500	0.190 *		
Sb Right [3]	372	1750	0.150	0	372	1750	0.150	1	373	1750	0.150	0	373	1750	0.150		
Eb Left	219	3500	0.063	0	219	3500	0.063	0	219	3500	0.063	0	219	3500	0.063		
Eb Thru	174	3500	0.150 *	0	174	3500	0.150 *	0	174	3500	0.150 *	0	174	3500	0.150 *		
Eb Right	350	0	-	0	350	0	-	0	350	0	-	0	350	0	-		
Wb Left	176	1750	0.101 *	0	176	1750	0.101 *	0	176	1750	0.101 *	0	176	1750	0.101 *		
Wb Thru	267	3500	0.076	0	267	3500	0.076	0	267	3500	0.076	0	267	3500	0.076		
Wb Right [4]	102	1750	0.039	-22	80	1750	0.027	69	171	1750	0.076	0	171	1750	0.076		
Yellow Allowance:			0.100 *					0.100 *					0.100 *				
ICU			0.675					0.674					0.678				
LOS			B					B					B				

11:44 AM

- \*Key conflicting movement as a part of ICU  
 1 Counts conducted by: National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green  
 3 The southbound right-turn lane has an overlapping phase with the eastbound left-turn phase.  
 4 Right turns on red from exclusive lanes, 50% of overlapping left turn

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Orchard Village Road  
 E-W St: Wiley Canyon Road  
 Project: 5-15-0159-1 Henry Mayo Update  
 File: ICU9

Orchard Village Road @ Wiley Canyon Road  
 Peak hr: PM Date: 02/08/2016  
 Annual Growth: 0.00% Date of Count: 2016  
 Projection Year: 2016

Movement	2016 EXIST. TRAFFIC			2016 EXIST. W/O BUILT PROJECT				2016 W/ FULL REVISED PROJECT				2016 W/ MITIGATION					
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio		
Nb Left	131	1750	0.075 *	0	131	1750	0.075 *	0	131	1750	0.075	0	131	1750	0.075		
Nb Thru	848	3500	0.242	-6	842	3500	0.240	20	868	3500	0.248 *	0	868	3500	0.248 *		
Nb Right [4]	142	1750	0.047	0	142	1750	0.047	0	142	1750	0.047	0	142	1750	0.047		
Sb Left	101	1750	0.058	-26	75	1750	0.043	77	178	1750	0.102 *	0	178	1750	0.102 *		
Sb Thru	866	3500	0.247 *	-26	840	3500	0.240 *	77	943	3500	0.269	0	943	3500	0.269		
Sb Right [3]	218	1750	0.049	-2	216	1750	0.047	5	223	1750	0.051	0	223	1750	0.051		
Eb Left	267	3500	0.076	0	267	3500	0.076	0	267	3500	0.076	0	267	3500	0.076		
Eb Thru	288	3500	0.128 *	0	288	3500	0.128 *	0	288	3500	0.128 *	0	288	3500	0.128 *		
Eb Right	159	0	-	0	159	0	-	0	159	0	-	0	159	0	-		
Wb Left	118	1750	0.068 *	0	118	1750	0.068 *	0	118	1750	0.068 *	0	118	1750	0.068 *		
Wb Thru	231	3500	0.066	0	231	3500	0.066	0	231	3500	0.066	0	231	3500	0.066		
Wb Right [4]	76	1750	0.000	-6	70	1750	0.000	18	94	1750	0.000	0	94	1750	0.000		
Yellow Allowance:			0.100 *					0.100 *					0.100 *				
ICU			0.618					0.610					0.645				
LOS			B					B					B				

\* Key conflicting movement as a part of ICU  
 1 Counts conducted by: National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green  
 3 The southbound right-turn lane has an overlapping phase with the eastbound left-turn phase.  
 4 Right turns on red from exclusive lanes, 50% of overlapping left turn

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Orchard Village Road  
 E-W St: McBean Parkway  
 Project: 5-15-0159-1 Henry Mayo Update  
 File: ICU10

Orchard Village Road @ McBean Parkway  
 Peak hr: AM Date: 02/08/2016  
 Annual Growth: 0.00% Date of Count: 2016  
 Projection Year: 2016

Movement	2016 EXIST. TRAFFIC			2016 EXIST. W/O BUILT PROJECT				2016 W/ FULL REVISED PROJECT				2016 W/ MITIGATION					
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio		
Nb Left	403	0	0.115	0	403	0	0.115 *	0	403	0	0.115	0	403	0	0.115		
Nb Thru	43	3500	0.127 *	-46	-3	3500	0.114	141	184	3500	0.168 *	0	184	3500	0.168 *		
Nb Right [4]	690	3500	0.000	0	690	3500	0.000	0	690	3500	0.000	0	690	3500	0.000		
Sb Left	13	1750	0.008	-2	11	1750	0.007	10	23	1750	0.013	0	23	1750	0.013		
Sb Thru	33	1750	0.019 *	-5	28	1750	0.016 *	23	56	1750	0.032 *	0	56	1750	0.032 *		
Sb Right	19	1750	0.011	-5	14	1750	0.008	22	41	1750	0.023	0	41	1750	0.023		
Eb Left	15	1750	0.009	-17	-2	1750	-0.001	53	68	1750	0.039	0	68	1750	0.039		
Eb Thru	445	5250	0.148 *	-12	433	5250	0.145 *	36	481	5250	0.155 *	0	481	5250	0.155 *		
Eb Right	331	0	-	0	331	0	-	0	331	0	-	0	331	0	-		
Wb Left	705	3500	0.201 *	0	705	3500	0.201 *	0	705	3500	0.201 *	0	705	3500	0.201 *		
Wb Thru	596	5250	0.120	-6	590	5250	0.117	23	619	5250	0.129	0	619	5250	0.129		
Wb Right	32	0	-	-9	23	0	-	28	60	0	-	0	60	0	-		
Yellow Allowance:			0.100 *					0.100 *					0.100 *				
ICU			0.595					0.578					0.656				
LOS			A					A					B				

- \*Key conflicting movement as a part of ICU  
 1 Counts conducted by: National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green  
 3 Northbound and southbound operate with split phasing.  
 4 The northbound right-turn lane has an overlapping phase with the westbound left-turn phase.

11:44 AM

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Orchard Village Road  
 E-W St: McBean Parkway  
 Project: 5-15-0159-1 Henry Mayo Update  
 File: ICU10

Orchard Village Road @ McBean Parkway  
 Peak hr: PM Date: 02/08/2016  
 Annual Growth: 0.00% Date of Count: 2016  
 Projection Year: 2016

Movement	2016 EXIST. TRAFFIC			2016 EXIST. W/O BUILT PROJECT				2016 W/ FULL REVISED PROJECT				2016 W/ MITIGATION						
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio			
Nb Left	264	0	0.075	0	264	0	0.075	0	264	0	0.075	0	264	0	0.075			
Nb Thru	23	3500	0.082 *	-12	11	3500	0.078 *	40	63	3500	0.093 *	0	63	3500	0.093 *			
Nb Right [4]	878	3500	0.033	0	878	3500	0.033	0	878	3500	0.033	0	878	3500	0.033			
Sb Left	55	1750	0.031	-18	37	1750	0.021 *	52	107	1750	0.061	0	107	1750	0.061			
Sb Thru	62	1750	0.035 *	-55	7	1750	0.004	160	222	1750	0.127 *	0	222	1750	0.127 *			
Sb Right	49	1750	0.028	-19	30	1750	0.017	57	106	1750	0.061	0	106	1750	0.061			
Eb Left	11	1750	0.006	-6	5	1750	0.003	20	31	1750	0.018	0	31	1750	0.018			
Eb Thru	915	5250	0.253 *	-5	910	5250	0.252 *	17	932	5250	0.256 *	0	932	5250	0.256 *			
Eb Right	413	0	-	0	413	0	-	0	413	0	-	0	413	0	-			
Wb Left	763	3500	0.218 *	0	763	3500	0.218 *	0	763	3500	0.218 *	0	763	3500	0.218 *			
Wb Thru	659	5250	0.131	-21	638	5250	0.126	61	720	5250	0.144	0	720	5250	0.144			
Wb Right	28	0	-	-3	25	0	-	10	38	0	-	0	38	0	-			
Yellow Allowance:			0.100 *					0.100 *					0.100 *					0.100 *
ICU	0.688			0.669				0.794				0.794						
LOS	B			B				C				C						

- \*Key conflicting movement as a part of ICU  
 1 Counts conducted by: National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green  
 3 Northbound and southbound operate with split phasing.  
 4 The northbound right-turn lane has an overlapping phase with the westbound left-turn phase.

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Newhall Avenue  
 E-W St: Lyons Avenue  
 Project: 5-15-0159-1 Henry Mayo Update  
 File: ICU11

Newhall Avenue @ Lyons Avenue  
 Peak hr: AM  
 Annual Growth: 0.00%  
 Date: 02/08/2016  
 Date of Count: 2016  
 Projection Year: 2016

Movement	2016 EXIST. TRAFFIC			2016 EXIST. W/O BUILT PROJECT				2016 W/ FULL REVISED PROJECT				2016 W/ MITIGATION					
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio		
Nb Left	383	3500	0.109 *	-5	378	3500	0.108 *	16	399	3500	0.114 *	0	399	3500	0.114 *		
Nb Thru	145	1750	0.083	0	145	1750	0.083	0	145	1750	0.083	0	145	1750	0.083		
Nb Right [4]	39	1750	0.011	0	39	1750	0.011	0	39	1750	0.011	0	39	1750	0.011		
Sb Left	29	1750	0.016	0	29	1750	0.016	0	29	1750	0.016	0	29	1750	0.016		
Sb Thru	191	1750	0.109 *	0	191	1750	0.109 *	0	191	1750	0.109 *	0	191	1750	0.109 *		
Sb Right [4]	202	1750	0.079	0	202	1750	0.079	0	202	1750	0.079	0	202	1750	0.079		
Eb Left	129	1750	0.074 *	0	129	1750	0.074 *	0	129	1750	0.074 *	0	129	1750	0.074 *		
Eb Thru	450	3500	0.129	0	450	3500	0.129	2	452	3500	0.129	0	452	3500	0.129		
Eb Right [3]	374	1750	0.104	-1	373	1750	0.105	3	377	1750	0.101	0	377	1750	0.101		
Wb Left	38	1750	0.022	0	38	1750	0.022	0	38	1750	0.022	0	38	1750	0.022		
Wb Thru	713	3500	0.204 *	-3	710	3500	0.203 *	8	721	3500	0.206 *	0	721	3500	0.206 *		
Wb Right [4]	22	1750	0.000	0	22	1750	0.000	0	22	1750	0.000	0	22	1750	0.000		
Yellow Allowance:			0.100 *					0.100 *					0.100 *				
ICU	0.596			0.593				0.602				0.602					
LOS	A			A				B				B					

02:20 PM

- \*Key conflicting movement as a part of ICU  
 1 Counts conducted by: National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green  
 3 The eastbound right-turn lane has an overlapping phase with the northbound left-turn phase.  
 4 Right turns on red from exclusive lanes, 50% of overlapping left turn

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Newhall Avenue  
 E-W St: Lyons Avenue  
 Project: 5-15-0159-1 Henry Mayo Update  
 File: ICU11

Newhall Avenue @ Lyons Avenue  
 Peak hr: PM Date: 02/08/2016  
 Annual Growth: 0.00% Date of Count: 2016  
 Projection Year: 2016

Movement	2016 EXIST. TRAFFIC			2016 EXIST. W/O BUILT PROJECT				2016 W/ FULL REVISED PROJECT				2016 W/ MITIGATION					
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C		
Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio			
Nb Left	488	3500	0.139 *	-1	487	3500	0.139 *	2	490	3500	0.140 *	0	490	3500	0.140 *		
Nb Thru	97	1750	0.055	0	97	1750	0.055	0	97	1750	0.055	0	97	1750	0.055		
Nb Right [4]	19	1750	0.000	0	19	1750	0.000	0	19	1750	0.000	0	19	1750	0.000		
Sb Left	23	1750	0.013	0	23	1750	0.013	0	23	1750	0.013	0	23	1750	0.013		
Sb Thru	111	1750	0.064 *	0	111	1750	0.064 *	0	111	1750	0.064 *	0	111	1750	0.064 *		
Sb Right [4]	109	1750	0.000	0	109	1750	0.000	0	109	1750	0.000	0	109	1750	0.000		
Eb Left	143	1750	0.082 *	0	143	1750	0.082 *	0	143	1750	0.082 *	0	143	1750	0.082 *		
Eb Thru	718	3500	0.205	-4	714	3500	0.204	10	728	3500	0.208	0	728	3500	0.208		
Eb Right [3]	655	1750	0.235	-5	650	1750	0.232	15	670	1750	0.243	0	670	1750	0.243		
Wb Left	25	1750	0.014	0	25	1750	0.014	0	25	1750	0.014	0	25	1750	0.014		
Wb Thru	677	3500	0.193 *	-2	675	3500	0.193 *	5	682	3500	0.195 *	0	682	3500	0.195 *		
Wb Right [4]	24	1750	0.007	0	24	1750	0.007	0	24	1750	0.007	0	24	1750	0.007		
Yellow Allowance:			0.100 *					0.100 *					0.100 *				
ICU			0.578					0.577					0.580				
LOS			A					A					A				

\* Key conflicting movement as a part of ICU  
 1 Counts conducted by: National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green  
 3 The eastbound right-turn lane has an overlapping phase with the northbound left-turn phase.  
 4 Right turns on red from exclusive lanes, 50% of overlapping left turn

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Valencia Boulevard  
 E-W St: Magic Mountain Parkway  
 Project: 5-15-0159-1 Henry Mayo Update  
 File: ICU12

Valencia Boulevard @ Magic Mountain Parkway  
 Peak hr: AM Date: 02/08/2016  
 Annual Growth: 0.00% Date of Count: 2016  
 Projection Year: 2016

Movement	2016 EXIST. TRAFFIC			2016 EXIST. W/O BUILT PROJECT				2016 W/ FULL REVISED PROJECT				2016 W/ MITIGATION					
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio		
Nb Left	26	1750	0.015	0	26	1750	0.015	0	26	1750	0.015	0	26	1750	0.015		
Nb Thru	1733	5250	0.417 *	-1	1732	5250	0.416 *	4	1737	5250	0.417 *	0	1737	5250	0.417 *		
Nb Right	453	0	-	0	453	0	-	0	453	0	-	0	453	0	-		
Sb Left	28	1750	0.016 *	0	28	1750	0.016 *	0	28	1750	0.016 *	0	28	1750	0.016 *		
Sb Thru	781	5250	0.149	-9	772	5250	0.147	28	809	5250	0.154	0	809	5250	0.154		
Sb Right [3]	105	3500	0.000	0	105	3500	0.000	0	105	3500	0.000	0	105	3500	0.000		
Eb Left	166	3500	0.047	0	166	3500	0.047	0	166	3500	0.047	0	166	3500	0.047		
Eb Thru	378	3500	0.127 *	0	378	3500	0.127 *	0	378	3500	0.127 *	0	378	3500	0.127 *		
Eb Right	67	0	-	0	67	0	-	0	67	0	-	0	67	0	-		
Wb Left	126	1750	0.072 *	-3	123	1750	0.070 *	8	134	1750	0.076 *	0	134	1750	0.076 *		
Wb Thru	180	3500	0.052	0	180	3500	0.052	0	180	3500	0.052	0	180	3500	0.052		
Wb Right [4]	30	1750	0.009	0	30	1750	0.009	0	30	1750	0.009	0	30	1750	0.009		
Yellow Allowance:			0.100 *					0.100 *					0.100 *				
ICU			0.731					0.729					0.737				
LOS			C					C					C				

- \*Key conflicting movement as a part of ICU  
 1 Counts conducted by: National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green  
 3 The southbound right-turn lane has an overlapping phase with the eastbound left-turn phase.  
 4 Right turns on red from exclusive lanes, 50% of overlapping left turn

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Valencia Boulevard  
 E-W St: Magic Mountain Parkway  
 Project: 5-15-0159-1 Henry Mayo Update  
 File: ICU12

Valencia Boulevard @ Magic Mountain Parkway  
 Peak hr: PM Date: 02/08/2016  
 Annual Growth: 0.00% Date of Count: 2016  
 Projection Year: 2016

Movement	2016 EXIST. TRAFFIC			2016 EXIST. W/O BUILT PROJECT				2016 W/ FULL REVISED PROJECT				2016 W/ MITIGATION					
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio		
Nb Left	112	1750	0.064 *	0	112	1750	0.064 *	0	112	1750	0.064 *	0	112	1750	0.064 *		
Nb Thru	1264	5250	0.332	-9	1255	5250	0.329	26	1290	5250	0.339	0	1290	5250	0.339		
Nb Right	477	0	-	-5	472	0	-	15	492	0	-	0	492	0	-		
Sb Left	68	1750	0.039	0	68	1750	0.039	0	68	1750	0.039	0	68	1750	0.039		
Sb Thru	1782	5250	0.339 *	-3	1779	5250	0.339 *	8	1790	5250	0.341 *	0	1790	5250	0.341 *		
Sb Right [3]	211	3500	0.000	0	211	3500	0.000	0	211	3500	0.000	0	211	3500	0.000		
Eb Left	239	3500	0.068	0	239	3500	0.068	0	239	3500	0.068	0	239	3500	0.068		
Eb Thru	448	3500	0.150 *	0	448	3500	0.150 *	0	448	3500	0.150 *	0	448	3500	0.150 *		
Eb Right	78	0	-	0	78	0	-	0	78	0	-	0	78	0	-		
Wb Left	627	1750	0.358 *	-1	626	1750	0.358 *	3	630	1750	0.360 *	0	630	1750	0.360 *		
Wb Thru	522	3500	0.149	0	522	3500	0.149	0	522	3500	0.149	0	522	3500	0.149		
Wb Right [4]	38	1750	0.000	0	38	1750	0.000	0	38	1750	0.000	0	38	1750	0.000		
Yellow Allowance:			0.100 *					0.100 *					0.100 *				
ICU	1.012							1.011					1.016				
LOS	F							F					F				

\* Key conflicting movement as a part of ICU  
 1 Counts conducted by: National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green  
 3 The southbound right-turn lane has an overlapping phase with the eastbound left-turn phase.  
 4 Right turns on red from exclusive lanes, 50% of overlapping left turn

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Avenida Navarre  
 E-W St: McBean Parkway  
 Project: 5-15-0159-1 Henry Mayo Update  
 File: ICU13

Avenida Navarre @ McBean Parkway  
 Peak hr: AM Date: 02/08/2016  
 Annual Growth: 0.00% Date of Count: 2016  
 Projection Year: 2016

Movement	2016 EXIST. TRAFFIC			2016 EXIST. W/O BUILT PROJECT				2016 W/ FULL REVISED PROJECT				2016 W/ MITIGATION					
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio		
Nb Left	248	1750	0.142 *	0	248	1750	0.142 *	0	248	1750	0.142 *	0	248	1750	0.142 *		
Nb Thru	14	1750	0.008	-1	13	1750	0.008	4	18	1750	0.011	0	18	1750	0.011		
Nb Right [3]	60	1750	0.027	0	60	1750	0.027	0	60	1750	0.027	0	60	1750	0.027		
Sb Left	71	1750	0.041	-2	69	1750	0.039	10	81	1750	0.046	0	81	1750	0.046		
Sb Thru	1	1750	0.001 *	0	1	1750	0.001 *	1	2	1750	0.001 *	0	2	1750	0.001 *		
Sb Right [3]	35	1750	0.000	-3	32	1750	0.000	15	50	1750	0.000	0	50	1750	0.000		
Eb Left	126	1750	0.072 *	-12	114	1750	0.065 *	36	162	1750	0.092 *	0	162	1750	0.092 *		
Eb Thru	958	5250	0.196	-2	956	5250	0.196	10	968	5250	0.198	0	968	5250	0.198		
Eb Right	73	0	-	0	73	0	-	0	73	0	-	0	73	0	-		
Wb Left	26	1750	0.015	0	26	1750	0.015	0	26	1750	0.015	0	26	1750	0.015		
Wb Thru	1052	5250	0.232 *	-12	1040	5250	0.226 *	36	1088	5250	0.251 *	0	1088	5250	0.251 *		
Wb Right	167	0	-	-21	146	0	-	65	232	0	-	0	232	0	-		
Yellow Allowance:			0.100 *					0.100 *					0.100 *				
ICU	0.546			0.533				0.587				0.587					
LOS	A			A				A				A					

\*Key conflicting movement as a part of ICU  
 1 Counts conducted by: National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green  
 3 Right turns on red from exclusive lanes, 50% of overlapping left turn

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Avenida Navarre  
 E-W St: McBean Parkway  
 Project: 5-15-0159-1 Henry Mayo Update  
 File: ICU13

Avenida Navarre @ McBean Parkway  
 Peak hr: PM Date: 02/08/2016  
 Annual Growth: 0.00% Date of Count: 2016  
 Projection Year: 2016

Movement	2016 EXIST. TRAFFIC			2016 EXIST. W/O BUILT PROJECT				2016 W/ FULL REVISED PROJECT				2016 W/ MITIGATION						
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio			
Nb Left	138	1750	0.079	0	138	1750	0.079 *	0	138	1750	0.079	0	138	1750	0.079			
Nb Thru	0	1750	0.000	-1	-1	1750	-0.001	2	2	1750	0.001 *	0	2	1750	0.001 *			
Nb Right [3]	76	1750	0.000	0	76	1750	0.000	0	76	1750	0.000	0	76	1750	0.000			
Sb Left	164	1750	0.094	-28	136	1750	0.078	82	246	1750	0.140 *	0	246	1750	0.140 *			
Sb Thru	12	1750	0.007	-4	8	1750	0.005 *	10	22	1750	0.013	0	22	1750	0.013			
Sb Right [3]	0	1750	0.000	-18	-18	1750	0.000	52	52	1750	0.018	0	52	1750	0.018			
Eb Left	25	1750	0.014	-5	20	1750	0.011	17	42	1750	0.024	0	42	1750	0.024			
Eb Thru	1637	5250	0.346 *	-18	1619	5250	0.342 *	52	1689	5250	0.356 *	0	1689	5250	0.356 *			
Eb Right	179	0	-	0	179	0	-	0	179	0	-	0	179	0	-			
Wb Left	99	1750	0.057 *	0	99	1750	0.057 *	0	99	1750	0.057 *	0	99	1750	0.057 *			
Wb Thru	1317	5250	0.259	-6	1311	5250	0.257	20	1337	5250	0.267	0	1337	5250	0.267			
Wb Right	42	0	-	-6	36	0	-	20	62	0	-	0	62	0	-			
Yellow Allowance:			0.100 *					0.100 *					0.100 *					0.100 *
ICU			0.596					0.583					0.654					0.654
LOS			A					A					B					B

\* Key conflicting movement as a part of ICU  
 1 Counts conducted by: National Data and Surveying Services  
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**INTERSECTION CAPACITY UTILIZATION**

N-S St: West Driveway  
 E-W St: McBean Parkway  
 Project: 5-15-0159-1 Henry Mayo Update  
 File: ICU14

West Driveway @ McBean Parkway  
 Peak hr: AM  
 Annual Growth: 0.00%  
 Date: 02/08/2016  
 Date of Count: 2016  
 Projection Year: 2016

Movement	2016 EXIST. TRAFFIC			2016 EXIST. W/O BUILT PROJECT				2016 W/ FULL REVISED PROJECT				2016 W/ MITIGATION						
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio			
Nb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *			
Nb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000			
Nb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-			
Sb Left	3	0	0.002	0	3	0	0.002	0	3	0	0.002	0	3	0	0.002			
Sb Thru	0	1750	0.023 *	0	0	1750	0.022 *	0	0	1750	0.028 *	0	0	1750	0.028 *			
Sb Right	37	0	-	-2	35	0	-	8	45	0	-	0	45	0	-			
Eb Left	95	1750	0.054 *	-22	73	1750	0.042 *	69	164	1750	0.094 *	0	164	1750	0.094 *			
Eb Thru	805	5250	0.153	-28	777	5250	0.148	85	890	5250	0.170	0	890	5250	0.170			
Eb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-			
Wb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000			
Wb Thru	975	5250	0.193 *	-8	967	5250	0.191 *	37	1012	5250	0.202 *	0	1012	5250	0.202 *			
Wb Right	38	0	-	-3	35	0	-	8	46	0	-	0	46	0	-			
Yellow Allowance:			0.100 *					0.100 *					0.100 *					0.100 *
ICU			0.370					0.354					0.423					0.423
LOS			A					A					A					A

\*Key conflicting movement as a part of ICU  
 1 Counts conducted by: National Data and Surveying Services  
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**INTERSECTION CAPACITY UTILIZATION**

N-S St: West Driveway  
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 Project: 5-15-0159-1 Henry Mayo Update  
 File: ICU14

West Driveway @ McBean Parkway  
 Peak hr: PM Date: 02/08/2016  
 Annual Growth: 0.00% Date of Count: 2016  
 Projection Year: 2016

Movement	2016 EXIST. TRAFFIC			2016 EXIST. W/O BUILT PROJECT				2016 W/ FULL REVISED PROJECT				2016 W/ MITIGATION						
	Volume	Capacity	V/C	Added Volume	Total Volume	Capacity	V/C	Added Volume	Total Volume	Capacity	V/C	Added Volume	Total Volume	Capacity	V/C			
Nb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *			
Nb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000			
Nb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-			
Sb Left	9	0	0.005	0	9	0	0.005	0	9	0	0.005	0	9	0	0.005			
Sb Thru	0	1750	0.047 *	0	0	1750	0.027 *	0	0	1750	0.106 *	0	0	1750	0.106 *			
Sb Right	73	0	-	-35	38	0	-	103	176	0	-	0	176	0	-			
Eb Left	11	1750	0.006	-14	-3	1750	-0.002	46	57	1750	0.033	0	57	1750	0.033			
Eb Thru	1323	5250	0.252 *	-11	1312	5250	0.250 *	36	1359	5250	0.259 *	0	1359	5250	0.259 *			
Eb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-			
Wb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *			
Wb Thru	950	5250	0.181	-37	913	5250	0.174	108	1058	5250	0.204	0	1058	5250	0.204			
Wb Right	3	0	-	-3	0	0	-	10	13	0	-	0	13	0	-			
Yellow Allowance:			0.100 *					0.100 *					0.100 *					0.100 *
ICU			0.399					0.377					0.465					0.465
LOS			A					A					A					A

\*Key conflicting movement as a part of ICU  
 1 Counts conducted by: National Data and Surveying Services  
 2 Capacity expressed in veh/hour of green



**APPENDIX C**  
*General Plan Consistency*



## APPENDIX C

### General Plan Consistency

**Table C-1**  
**Project Consistency with Applicable General Plan Goals and Policies**

City of Santa Clarita General Plan Implementing Goals and Policies	Consistency of Proposed Project
<i>Land Use Element</i>	
<p><b>Policy LU 1.1.4:</b> Preserve community character by maintaining natural features that act as natural boundaries between developed areas, including significant ridgelines, canyons, rivers and drainage courses, riparian areas, topographical features, habitat preserves, or other similar features, where appropriate.</p>	<p><b>Consistent.</b> The Specific Plan does not allow for any development within the setback areas, which provide natural buffers between the Specific Plan area and the adjacent residential uses.</p>
<p><b>Policy LU 1.1.5:</b> Increase infill development and re-use of underutilized sites within and adjacent to developed urban areas to achieve maximum benefit from existing infrastructure and minimize loss of open space, through redesignation of vacant sites for higher density and mixed use, where appropriate.</p>	<p><b>Consistent.</b> The HMNH Specific Plan allows for the expansion of hospital and medical office uses within the existing hospital campus thereby maximizing the land's utilization for these types of functions and includes structured parking to accommodate additional development within surface parking lots, thereby maximizing benefit from existing infrastructure.</p>
<p><b>Goal LU 6:</b> A scenic and beautiful urban environment that builds on the community's history and natural setting.</p>	<p><b>Consistent.</b> The HMNH Specific Plan includes development regulations and design guidelines for new development that focus on consistency and compatibility with the existing development on the site and in the surrounding area. All future development will be subject to approval by the City to ensure consistency with the Specific Plan.</p>
<p><b>Policy LU 6.3.1:</b> Promote planting of street trees throughout urban areas in the Santa Clarita Valley.</p>	<p><b>Consistent.</b> The HMNH Specific Plan provides for the preservation of existing street trees, as well as the planting of new and replacement street trees. The Specific Plan will continue to implement the approved Landscape Plan from the 2008 Master Plan, which provides a conceptual overview of future landscaping and street trees within the Specific Plan area.</p>
<p><b>Policy LU 6.5.1:</b> Require use of high quality, durable, and natural-appearing building materials pursuant to applicable ordinances.</p> <p><b>Policy LU 6.5.2:</b> Encourage the use of designs and architectural styles that incorporate classic and timeless architectural features.</p> <p><b>Policy LU 6.5.3:</b> Require architectural enhancement and articulation on all sides of buildings (360 degree architecture), with special consideration at building entrances and corners, and along facades adjacent to major arterial streets.</p> <p><b>Policy LU 6.5.4:</b> Evaluate new development in consideration of its context, to ensure that buildings create a coherent living environment, a cohesive urban fabric, and contribute to a sense of place consistent with the surrounding neighborhoods.</p>	<p><b>Consistent.</b> The HMNH Specific Plan is characterized by a consistent design theme and building materials that complement on- and off-site development. The Specific Plan includes required building setbacks and step-backs from adjacent residential neighborhoods, architectural features on the building facades, landscaping design guidelines, and building height zones that soften the appearance of the campus from surrounding areas.</p>

## APPENDIX C (Continued)

**Table C-1  
Project Consistency with Applicable General Plan Goals and Policies**

City of Santa Clarita General Plan Implementing Goals and Policies	Consistency of Proposed Project
<b>Goal LU 7:</b> Environmentally responsible development through site planning, building design, waste reduction, and responsible stewardship of resources.	<b>Consistent.</b> The Specific Plan provides for environmentally responsible development that is sensitive to the environment, maximizes use of existing infrastructure, and meets City standards for site planning, architectural design, parking, and pedestrian access. Expanding healthcare services at this location increases the significance of this site to the region.
<b>Policy LU 7.1.1:</b> Require shade trees within parking lots and adjacent to buildings to reduce the heat island effect, in consideration of Fire Department fuel modification restrictions.	<b>Consistent.</b> The HMNH Specific Plan provides for the preservation of existing trees, as well as the planting of new and replacement trees. The Specific Plan will continue to implement the approved 2008 Master Plan Landscape Plan, which provides a conceptual overview of future landscaping and trees within the Specific Plan area, including retention of existing trees within the remaining parking lots and adjacent to buildings.
<b>Policy LU 7.1.3:</b> Encourage development of energy-efficient buildings, and discourage construction of new buildings for which energy efficiency cannot be demonstrated.	<b>Consistent.</b> The HMNH Specific Plan requires all buildings to be compliant with the California Office of Statewide Health Planning and Development (OSHPD) and California Building Standards Code energy efficiency standards. Southern California Edison is granting HMNH tax credits for successfully participating in their Savings by Design program by reducing its electrical demands in the new Inpatient Building.
<b>Policy LU 7.2.3:</b> Require that all new development proposals demonstrate a sufficient and sustainable water supply prior to approval.	<b>Consistent.</b> Section 5.17, Water Supply, of the HMNH Master Plan EIR and Addendum determined that adequate water supplies are available to serve buildout of the Specific Plan.
<b>Policy LU 7.3.2:</b> Maintain stormwater runoff onsite by directing drainage into rain gardens, natural landscaped swales, rain barrels, permeable areas, and use of drainage areas as design elements, where feasible and reasonable.	<b>Consistent.</b> Implementation of the Specific Plan would not result in increased local runoff. As part of the Inpatient Building approved under the 2008 Master Plan, a new catch basin will be installed for stormwater runoff per Standard Urban Stormwater Mitigation Plan (SUSMP) requirements.
<b>Policy LU 7.4.1:</b> Require the use of drought tolerant landscaping, native California plant materials, and evapotranspiration (smart) irrigation systems.	<b>Consistent.</b> The Specific Plan Landscape Plan focuses primarily on the use of native and drought-tolerant tree and plant species. Plants listed that are non-native or not drought-tolerant will be used sparingly and only in areas that require their unique properties. The use of grass turf will be limited. New irrigation systems will be designed, installed, operated, and maintained in conformance with the State Water Efficient Landscape Ordinance.
<b>Policy LU 7.4.2:</b> Require the use of low-flow fixtures in all non-residential development and residential development with five or more dwelling units, which may include but are not limited to water conserving shower heads, toilets, waterless urinals and motion-sensor faucets, and encourage use of such fixtures in building retrofits as appropriate.	<b>Consistent.</b> New development within the Specific Plan will be required to comply with OSHPD and the State Building Standards Code, which requires the use of low-flow fixtures and other water-conserving features.
<b>Policy LU 7.5.1:</b> Ensure that all new development provides adequate space for recycling receptacles and bins on site.	<b>Consistent.</b> New development within the Specific Plan will be required to comply with City standards for recycling

## APPENDIX C (Continued)

**Table C-1  
Project Consistency with Applicable General Plan Goals and Policies**

City of Santa Clarita General Plan Implementing Goals and Policies	Consistency of Proposed Project
	receptacles and bins on site.
<b>Policy LU 7.6.1:</b> Limit outdoor lighting levels to the minimum needed for safety and security, and encourage lower lighting levels when businesses are closed.	<b>Consistent.</b> All lighting must comply with Chapter 17.51.050, Outdoor Lighting Standards, of the City's Unified Development Code, as well as State and local safety and illumination requirements. Although the campus is a 24-hour operation, the Specific Plan's outdoor lighting will be designed to ensure that minimum lighting levels are provided for safety and security needs. Light pollution will be minimized as much as programmatically feasible.
<b>Policy LU 7.6.4:</b> Encourage site designs that protect oak trees, hillsides, and biological resources through creative solutions.	<b>Consistent.</b> The HMNH Specific Plan preserves the hillside between the hospital campus and the adjacent residential uses to serve as a natural buffer between the uses. The Specific Plan does not allow for any development within the buffer around the hospital campus, which is identified as Zone 1 in Figure 4-1, Building Height Zones, in the Specific Plan.
<b>Goal LU 8:</b> Equitable and convenient access to social, cultural, educational, civic, medical, and recreational facilities and opportunities for all residents.  <b>Policy LU 8.1.7:</b> Work with medical service providers to facilitate preservation and enhancement of health services, including the Santa Clarita Valley's trauma center, provided applications are in conformance with applicable General Plan policies and environmental requirements.	<b>Consistent.</b> The HMNH Specific Plan provides for the preservation and expansion of the existing hospital and medical services to help meet the healthcare needs of all segments of the population. The HMNH medical campus currently includes the Santa Clarita Valley's only trauma center.
<b>Goal LU 9:</b> Adequate public facilities and services, provided in a timely manner and in appropriate locations to serve existing and future residents and businesses.	<b>Consistent.</b> The Specific Plan seeks to provide adequate medical facilities and services to the public in a timely manner. The Specific Plan area is an appropriate location because the Specific Plan facilitates infill development on an existing campus to enhance medical services.
<b>Policy LU 9.1.1:</b> Ensure construction of adequate infrastructure to meet the needs of new development prior to occupancy.	<b>Consistent.</b> Sufficient existing infrastructure supports the campus and surrounding area. The Specific Plan does not require the extension of infrastructure systems to meet project-related demands and will contribute to future public infrastructure improvements through payment of any applicable development fees.
<b>Policy LU 9.2.1:</b> Ensure that the cost of extending new sewer infrastructure is fully borne by the new development that is served, and is not passed on to the existing community.  <b>Policy LU 9.2.2:</b> Require that all new development mitigates its impact on existing sewer capacity by upgrading facilities when warranted or payment of a fee to allow construction of new facilities when needed.  <b>Policy LU 9.2.5:</b> Cooperate with the development community to allow reimbursement for the cost of constructed sewer	<b>Consistent.</b> Existing sewer infrastructure is sufficient to support buildout of the Specific Plan. The Specific Plan does not require the expansion of the existing sewer system to meet project-related demands and will contribute to future public infrastructure improvements through payment of any applicable development fees.

## APPENDIX C (Continued)

**Table C-1  
Project Consistency with Applicable General Plan Goals and Policies**

City of Santa Clarita General Plan Implementing Goals and Policies	Consistency of Proposed Project
facilities with a capacity that exceeds what would be required to mitigate a project's own sewer impact.	
<i>Circulation Element</i>	
<b>Goal C 1:</b> An inter-connected network of circulation facilities that integrates all travel modes, provides viable alternatives to automobile use, and conforms with regional plans.	<b>Consistent.</b> Multiple modes of transit that meet the requirements of the American Disabilities Act (ADA) are currently provided on-site, and will continue as such.
<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.	<b>Consistent.</b> The Specific Plan includes a system of pedestrian linkages to promote non-vehicular mobility and access to and throughout the project site. Access to the Specific Plan is available via various alternative transportation facilities, including sidewalks and public transit facilities. There are two proposed bus stops to be located along the McBean Parkway frontage of the hospital campus.
<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, except as otherwise approved for small subdivisions where physical constraints preclude a second access point.	<b>Consistent.</b> The Specific Plan provides three access points to ensure adequate ingress and egress including ambulances and other emergency vehicles.
<i>Noise Element</i>	
<b>Policy N 1.1.4:</b> Control noise sources adjacent to residential, recreational, and community facilities, and those land uses classified as noise sensitive.	<b>Consistent.</b> The Specific Plan would not cause an increase in noise sources adjacent to noise sensitive land uses.
<i>Open Space and Conservation Element</i>	
<b>Goal CO.1:</b> A balance between the social and economic needs of Santa Clarita Valley residents and protection of the natural environment, so that these needs can be met in the present and in the future.	<b>Consistent.</b> The Specific Plan requires incorporation of conservation measures and technologies into the design of the buildings that meet State standards for building energy efficiency and water usage.
<b>Policy CO 1.5.5:</b> Promote concentration of urban uses within the center of the Santa Clarita Valley through incentives for infill development and rebuilding, in order to limit impacts to open space, habitats, watersheds, hillsides, and other components of the Valley's natural ecosystems.	<b>Consistent.</b> The Specific Plan facilitates infill development within the currently developed Specific Plan area and will not impact the undeveloped hillside.
<b>Policy CO 3.1.5:</b> Promote the use of site-appropriate native or adapted plant materials, and prohibit use of invasive or noxious plant species in landscape designs.	<b>Consistent.</b> The Specific Plan Landscape Plan builds upon the existing landscaping within the Specific Plan area and focuses primarily on the use of native and drought-tolerant tree and plant species. Plants listed that are non-native or not drought-tolerant will be used sparingly and only in areas that require their unique properties. The use of grass turf will be limited. New irrigation systems will be designed, installed, operated, and maintained in conformance with the State Water Efficient Landscape Ordinance.
<b>Policy CO 3.1.7:</b> Limit the use of turf-grass on development sites and promote the use of native or adapted plantings to promote biodiversity and natural habitat.	
<b>Policy CO 3.1.8:</b> On development sites, require tree planting to provide habitat and shade to reduce the heat island effect caused by pavement and buildings.	

## APPENDIX C (Continued)

**Table C-1  
Project Consistency with Applicable General Plan Goals and Policies**

City of Santa Clarita General Plan Implementing Goals and Policies	Consistency of Proposed Project
<b>Policy CO 3.6.1:</b> Minimize light trespass, sky-glow, glare, and other adverse impacts on the nocturnal ecosystem by limiting exterior lighting to the level needed for safety and comfort; reduce unnecessary lighting for landscaping and architectural purposes, and encourage reduction of lighting levels during non-business nighttime hours.	<b>Consistent.</b> All lighting must comply with Chapter 17.51.050, Outdoor Lighting Standards, of the City's Unified Development Code, as well as State and local safety and illumination requirements. The Specific Plan's outdoor lighting will be designed to ensure that lighting does not interfere with on-site or surrounding uses.
<b>Policy CO 4.1.3:</b> Require low water use landscaping in new residential subdivisions and other private development projects, including a reduction in the amount of turf-grass.	<b>Consistent.</b> The Specific Plan Landscape Plan builds upon the existing landscaping within the Specific Plan area and focuses primarily on the use of native and drought-tolerant tree and plant species. Plants listed that are non-native or not drought-tolerant will be used sparingly and only in areas that require their unique properties. The use of grass turf will be limited. New irrigation systems will be designed, installed, operated, and maintained in conformance with the State Water Efficient Landscape Ordinance.
<b>Policy CO 4.1.5:</b> Promote the use of low-flow and/or waterless plumbing fixtures and appliances in all new non-residential development and residential development of five or more dwelling units.	<b>Consistent.</b> The Specific Plan requires incorporation of conservation measures and technologies into the design of the buildings that meet State standards for building water usage.
<b>Policy CO 4.3.2:</b> On previously developed sites proposed for major alteration, provide stormwater management improvements to restore natural infiltration, as required by the reviewing authority.  <b>Policy CO 4.3.7:</b> Reduce the amount of pollutants entering the Santa Clara River and its tributaries by capturing and treating stormwater runoff at the source, to the extent possible.	<b>Consistent.</b> Implementation of the Specific Plan would not result in increased local runoff. As part of the Inpatient Building approved under the 2008 Master Plan, a new catch basin will be installed for stormwater runoff per Standard Urban Stormwater Mitigation Plan (SUSMP) requirements.
<i>Safety Element</i>	
<b>Goal S 1:</b> Protection of public safety and property from hazardous geological conditions, including seismic rupture and ground shaking, soil instability, and related hazards.	<b>Consistent.</b> Development under the Specific Plan is required to meet or exceed all applicable state and local seismic safety design standards including OSHPD requirements.
<b>Policy S 3.1.3:</b> Require adequate fire flow as a condition of approval for all new development, which may include installation of additional reservoir capacity and/or distribution facilities.	<b>Consistent.</b> The Specific Plan's water system is designed to meet the fire flow requirements of OSHPD and LACFD.
<b>Goal S 4:</b> Protection of public safety and property from hazardous materials.	<b>Consistent.</b> Procedures for handling hospital and medical office hazardous waste; and the transport, use, storage, and disposal of all Specific Plan-related hazardous wastes are subject to all local, state, and federal regulations.

## APPENDIX C (Continued)

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# **APPENDIX D**

## *Service Provider Confirmation Emails*



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**From:** Stephan Le Blanc <Stephan.Leb Blanc@sce.com>  
**Sent:** Tuesday, January 12, 2016 6:21 PM  
**To:** Jodie Mendelson  
**Cc:** Richard J. Londergan; John Tierney  
**Subject:** Re: (External):FW: Henry Mayo Specific Plan - Electricity Component

Hello Jodie,  
My apologies for the delay in my response. The statement below in the prior e-mail in true and SCE is complete agreement. If you need more information or have any questions please contact me on my cell phone.

Stephan Le Blanc  
Service Planner  
Valencia District  
805-223-3575

On Jan 12, 2016, at 4:57 PM, Jodie Mendelson <[jmendelson@shpproject.com](mailto:jmendelson@shpproject.com)> wrote:

Hi Stephan,  
Is it possible to let me know if this statement is OK with SCE by tomorrow morning? We are hoping to submit the request to the city this week.

Regards,

**Jodie Mendelson**, AIA, LEED GA  
Project Manager  
<[image001.jpg](#)>  
711 Mission Street, Suite C  
South Pasadena, CA 91030  
[www.SHPproject.com](http://www.SHPproject.com)  
p.626.403.6082

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**From:** Jodie Mendelson  
**Sent:** Monday, January 11, 2016 12:01 PM  
**To:** Stephan Le Blanc ([Stephan.Leb Blanc@sce.com](mailto:Stephan.Leb Blanc@sce.com))  
**Cc:** 'Richard J. Londergan'; John Tierney ([John.Tierney@sce.com](mailto:John.Tierney@sce.com))  
**Subject:** RE: (External):FW: Henry Mayo Specific Plan - Electricity Component

Stephan,  
Can you confirm SCE agrees with the statement below via email? We don't need this statement to be put on the plans.

*"Implementation of the proposed Specific Plan modifications to the Master Plan would not result in any significant increase in energy consumption because the nature and intensity of uses would not change. It has been confirmed that any increase caused by implementation of the proposed Master Plan modifications would be within the existing service capacities of provider Southern California Edison."*

Thank you so much for your quick reply.

Regards,

**Jodie Mendelson**, AIA, LEED GA

Project Manager

<image005.jpg>

711 Mission Street, Suite C

South Pasadena, CA 91030

[www.SHPproject.com](http://www.SHPproject.com)

p.626.403.6082

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**From:** Jodie Mendelson <jmendelson@shpproject.com>  
**Sent:** Friday, January 15, 2016 12:44 PM  
**To:** Stein, Tamar C. (tstein@coxcastle.com); Shannon Kimball (shankball@gmail.com); Heather Ivey; Asha Bleier  
**Cc:** Stacey Pray  
**Subject:** FW: Henry Mayo Specific Plan - Gas Usage

Here's the confirmation from So Cal Gas.

Regards,

**Jodie Mendelson**, AIA, LEED GA  
Project Manager



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South Pasadena, CA 91030  
[www.SHPproject.com](http://www.SHPproject.com)  
p.626.403.6082

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**From:** Foster, Kurtis M [<mailto:KFoster@semprautilities.com>]  
**Sent:** Friday, January 15, 2016 12:18 PM  
**To:** Jodie Mendelson  
**Cc:** Chun, Tony; Blackwell, Brian J.; 'Richard J. Londergan <[londergarj@henrymayo.com](mailto:londergarj@henrymayo.com)> ([londergarj@henrymayo.com](mailto:londergarj@henrymayo.com))'  
**Subject:** RE: Henry Mayo Specific Plan - Gas Usage

Hi Jodie,

Yes, this statement is acceptable.

Kurtis Foster  
Account Executive  
Southern California Gas Company  
818-701-3414



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**From:** Jodie Mendelson [<mailto:jmendelson@shpproject.com>]  
**Sent:** Friday, January 15, 2016 12:15 PM  
**To:** Foster, Kurtis M  
**Cc:** Chun, Tony; Blackwell, Brian J.; 'Richard J. Londergan <[londergarj@henrymayo.com](mailto:londergarj@henrymayo.com)> ([londergarj@henrymayo.com](mailto:londergarj@henrymayo.com))'  
**Subject:** Henry Mayo Specific Plan - Gas Usage  
**Importance:** High

Hi Kurtis,

We would like to be able to state in the specific plan to the city for the additional inpatient building square footage the following:

“Southern California Gas Company will upsize the existing, on-campus 2” diameter natural gas line with a new 4” diameter line, and upsize their meter adjacent to the new Central Plant accordingly to serve the Inpatient Building. The Company’s existing 6” medium-pressure line on McBean Parkway can supply this load without any required mitigation. No additional demands for natural gas consumption are required by the proposed Specific Plan since the number of total licensed beds on campus, as approved in the 2008 Master Plan and Development Agreement, does not increase.”

Is this statement acceptable to the Southern California Gas Company?

Regards,

**Jodie Mendelson**, AIA, LEED GA  
Project Manager



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South Pasadena, CA 91030  
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p.626.403.6082

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This email originated outside of Sempra Energy. Be cautious of attachments, web links, or requests for information.

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**From:** Cris Perez [<mailto:CPerez@valenciawater.com>]  
**Sent:** Friday, January 15, 2016 11:03 AM  
**To:** Jodie Mendelson; Richard J. Londergan  
**Cc:** Gino Garcia  
**Subject:** RE: Henry Mayo Specific Plan - Water supply component

Yes.

**Cris Pérez**

*Vice President - Operations*

661.295.6507 Office      cperez@valenciawater.com  
661.810.0233 Mobile    www.valenciawater.com  
661.294.3806 Fax

**Valencia Water Company**  
24631 Avenue Rockefeller  
Valencia, CA 91355

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**From:** Jodie Mendelson [<mailto:jmendelson@shpproject.com>]  
**Sent:** Friday, January 15, 2016 11:00 AM  
**To:** Cris Perez <[CPerez@valenciawater.com](mailto:CPerez@valenciawater.com)>; Richard J. Londergan <[londergarj@henrymayo.com](mailto:londergarj@henrymayo.com)>  
**Cc:** Gino Garcia <[GGarcia@valenciawater.com](mailto:GGarcia@valenciawater.com)>  
**Subject:** RE: Henry Mayo Specific Plan - Water supply component

Hi Cris,

We would like to be able to state in the specific plan to the city for the additional tower square footage the following:

“The Master Plan EIR found a less than significant impact on Water Supply. Implementation of the proposed Specific Plan modifications to the Master Plan would cause little, if any, increase in the use of water beyond that analyzed in the Master Plan EIR. It has been confirmed that retail purveyor Valencia Water Company would have sufficient capacity to service any increase that might incidentally be caused by implementation of the proposed Specific Plan modifications to the Master Plan. No mitigation measures are required. No new significant effect would occur.”

Is VWC agreeable with this statement?

Regards,

**Jodie Mendelson**, AIA, LEED GA  
Project Manager



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