This section has been revised in response to comments received on the Draft EIS/EIR (April 2009), and based on additional independent review by the lead agencies (U.S. Army Corps of Engineers and California Department of Fish and Game). The revised or additional text is shown in double-underline; deleted text is shown in ~~strikeout~~. Revised figures or tables (if applicable) are indicated by the addition of the following text to the figure or table title: **(Revised)** or **(New)**. Unless otherwise noted, the revised figures are from the Newhall Ranch RMDP and SCP EIR/EIS Traffic Analysis (December 2008) prepared by Austin-Foust Associates, Inc., and included in the Draft EIS/EIR (April 2009) **Appendix 4.8**.

4.8.1 INTRODUCTION

This section describes the existing traffic infrastructure and conditions within the Project area and its vicinity. The section also assesses a "No Action/No Project Alternative" (Alternative 1), the proposed Project (Alternative 2), and the five other Project alternatives (Alternatives 3-7). The section describes the study area roadway segments, reports existing daily roadway traffic volume information, and summarizes level of service (LOS) analysis results of the Project alternatives identified in this EIS/EIR. The traffic assessment for all alternatives was analyzed based on roadway levels of service due to the long-term projected full build-out of the proposed Project. In addition, the section identifies potential significant traffic impacts resulting from each alternative, and describes the applicable mitigation measures proposed by this EIS/EIR.

The study area for the traffic analysis includes the immediate vicinity of the Specific Plan site and the surrounding roadways within Los Angeles and Ventura counties that potentially could be affected by traffic generated by the Project alternatives. The traffic impact analysis uses traffic counts, published Average Daily Traffic (ADT) and peak hour volumes, and Los Angeles County and Ventura County traffic model data.

The analysis presented in this section is based on the "Newhall Ranch RMDP and SCP EIR/EIS Traffic Analysis," (December 2008), prepared for this EIS/EIR by Austin-Foust Associates, Inc. (2008 Traffic Report), and the previous traffic reports prepared by Austin-Foust in January 1999, "Newhall Ranch Traffic Analysis" (1999 Traffic Report), and February 2001, "Newhall Ranch Supplemental Traffic Analysis: Ventura County Impact Analysis" (2001 Traffic Report), as part of the Newhall Ranch Specific Plan Program EIR. The December 2008, January 1999, and February 2001 Traffic Reports are presented in **Appendix 4.8** of ~~this~~ the Draft EIS/EIR.

4.8.1.1 Relationship of Proposed Project to Newhall Ranch Specific Plan Program EIR

This section (**Section 4.8**) represents a stand-alone assessment of the potential significant impacts to traffic and access associated with the proposed Project; however, the previously certified Newhall Ranch environmental documentation provides important information and analysis for the RMDP and SCP components of the proposed Project. The Project components would require federal and state permitting, consultation, and agreements that are needed to facilitate development of the approved land uses within the Specific Plan site and that would establish spineflower preserves within the Project area, also facilitating development in the Specific Plan, VCC, and a portion of the Entrada planning area. Due to this relationship, the Newhall Ranch environmental documentation, findings, and mitigation, as they relate to traffic and access, are summarized below to provide context for the proposed Project and alternatives.

Section 4.8 of the Newhall Ranch Revised Draft EIR (March 1999) identified and analyzed the existing conditions, potential impacts, and mitigation measures associated with traffic and access for the entire Specific Plan area. In addition, Section 5.0 of the Newhall Ranch Revised Draft EIR (March 1999) identified and analyzed the potential traffic-related impacts and mitigation measures associated with construction and operation of the approved WRP, which would treat the wastewater generated by the Specific Plan.

As explained in the Newhall Ranch Revised Draft EIR (March 1999), the Specific Plan contains a Backbone Circulation Plan that identifies the roadway and circulation improvements required to support build-out of land uses approved by the Specific Plan. As approved, the Specific Plan would generate 387,000 ADT, of which 211,300 would be generated by residential land uses; the remainder would be generated by nonresidential land uses.

The Newhall Ranch Revised Draft EIR (March 1999), and related findings, determined that build-out of the Specific Plan area under an Alternative Highway Plan (the most likely transportation circulation system and the worst-case scenario) would result in significant off-site impacts along 19 separate arterial roadways and two state highways: SR-126 and I-5, as well as the SR-126/I-5 interchange. These impacts would extend along SR-126 into Ventura County. The Newhall Ranch Revised Draft EIR (March 1999) also determined that, before mitigation, implementation of the Specific Plan would result in significant impacts at the following freeway/highway interchanges and intersections:

- Valencia Boulevard at I-5 interchange;
- Magic Mountain Parkway at I-5 interchange;
- SR-126/Chiquito Canyon intersection;
- SR-126/Wolcott/Franklin Avenue intersection; and
- SR-126/Commerce Center Drive intersection.

A number of mitigation measures were identified to address the identified significant impacts. For example, each subdivision filed within the Specific Plan must undergo a transportation performance evaluation that identifies the specific improvements for all on-site roadways that are necessary to provide adequate roadway and intersection capacity as well as adequate right-of-way for the subdivision and other expected traffic. Specifically, the Newhall Ranch Revised Draft EIR (March 1999) recommended implementation of Mitigation Measures SP-4.8-1 through SP-4.8-13 to address the identified potential significant impacts to traffic and access.[1] In addition, that EIR identified traffic-related impacts that may result from construction and operation of the WRP. The impacts were not determined to be significant; however, that EIR proposed implementation of Mitigation Measures SP-5.0-36 and SP-5.0-37 to address the traffic impacts associated with construction and

[1] References to mitigation measures included in the Newhall Ranch Specific Plan environmental documentation are preceded by "SP" in this EIS/EIR to distinguish them from other mitigation measures discussed herein.

operation of the WRP. The Board of Supervisors found that adoption of the recommended mitigation measures would reduce the identified significant impacts on traffic/access to less-than-significant levels.

Subsequently, in connection with litigation regarding the adequacy of the Newhall Ranch Specific Plan Program EIR, the Newhall Ranch Draft Additional Analysis (April 2001) and the Newhall Ranch Revised Additional Analysis, Volume VIII (May 2003), were prepared in order to address specific issues raised by the trial court, including one regarding traffic impacts in Ventura County. Specifically, the Additional Analyses analyzed impacts to arterial roadways in Ventura County and found that implementation of the Specific Plan would not result in significant impacts to any arterial roadways in Ventura County.

Table 4.8-1 summarizes the Specific Plan's and the WRP's impacts on traffic and access, the applicable mitigation measures, and the significance findings after mitigation is implemented.

Specific Plan On-site Impacts - The Specific Plan requires the construction of the transportation network (including roadways and traffic signals) indicated on the Backbone Circulation Plan, with the exception of SR-126, which is discussed separately below.	• SP-4.8-1 (applicant responsible for on-site improvements); • SP-4.8-2 (requires preparation of subsequent project-specific transportation analyses); • SP-4.8-3 (applicant to provide traffic signals); • SP-4.8-4 (development to conform with TDM ordinance); and • SP-4.8-5 (requires consultation regarding bus pull-ins).	Not significant
Specific Plan Impacts to Off-site Arterials - Implementation of the Specific Plan would result in significant impacts on a total of 19 off-site arterial roadways.	• SP-4.8-6 (requires preparation of subsequent project-specific transportation analyses and fair-share funding or construction of necessary improvements).	Not significant
Specific Plan Impacts to Freeways and State Highways in Los Angeles County (I-5 and SR-126) - Implementation of the Specific Plan will result in impacts to I-5, SR-126, and the I-5/SR-126 interchange. Funding and construction of freeway and highway capacity and interchanges with other regional highways is provided by existing sources of tax revenue and by Caltrans through allocations made by the MTA. Newhall Ranch future residents are estimated to generate over $140 million in applicable tax revenue to Caltrans over the 25-year build-out period, and nearly $11 million per year at year 25 and annually thereafter from these existing sources.	• SP-4.8-7 (requires funding or construction of necessary SR-126 improvements); and • SP-4.8-8 (subsequent transportation analyses must comply with Congestion Management Program (CMP)).	Not significant

Specific Plan Impacts to SR-126 in Ventura County - The capacity analysis provided in the Newhall Ranch Specific Plan Program EIR shows SR-126 in Ventura County to have adequate capacity with and without implementation of the Specific Plan, based on the capacity assumptions given in the Caltrans SR-126 Route Concept Report. However, as the rural highway transitions to an urban arterial with signalized intersections in the City of Fillmore, it is likely that improvements beyond the basic four lanes will be required at those intersections as a result of Specific Plan peak-hour traffic. Similarly, access for the community of Piru may require some intersection improvements beyond the basic four lanes currently being constructed by Caltrans. At both locations, Specific Plan impacts are considered significant.	• SP-4.8-9 (requires subsequent project-specific transportation analysis and fair-share funding of necessary roadway improvements specific to SR-126 intersections in Fillmore and Piru).	Not significant
Specific Plan Impacts to Freeway/Highway Interchanges and Intersections - Implementation of the Specific Plan will cause significant impacts at the following locations: • I-5/Valencia Boulevard; • Magic Mountain Parkway at I-5; • SR-126/Chiquito Canyon intersection; • SR-126/Wolcott/Franklin Avenue intersection; and • SR-126/Commerce Center Drive.	• SP-4.8-10 (applicant responsible to construct or fund fair-share of designated intersection and interchange improvements); • SP-4.8-11 (applicant must participate in I-5 fee program, if adopted); • SP-4.8-12 (applicant must participate in transit fee program, if adopted); and • SP-4.8-13 (applicant must prepare a project and cumulative traffic analysis and fund or construct necessary improvements).	Not significant
Specific Plan Cumulative Traffic Impacts - Implementation of the Specific Plan, in combination with cumulative projects, may contribute to deficiencies in arterial segments and to state highways and freeways.	• Project fair-share participation in augmented arterial roadway improvements.	Not significant
WRP Traffic Impacts - Construction and operation of the WRP may result in impacts to traffic and access; however, such traffic is not anticipated to result in significant impacts.	• SP-5.0-36 (requires preparation of a construction traffic management plan if SR-126 is a two-lane highway at time of WRP construction); and • SP-5.0-37 (requires encroachment permit from Caltrans for access to WRP).	Not significant

Source: Newhall Ranch Revised Draft EIR (March 1999) and Newhall Ranch Revised Additional Analysis (May 2003).

4.8.1.2 Relationship of Proposed Project to VCC and Entrada Planning Areas

4.8.1.2.1 VCC Planning Area

The SCP component of the proposed Project, if approved, would facilitate development in the VCC planning area. The VCC is reliant on the SCP and associated take authorizations, and would not be developed without the take authorizations due to grading constraints. The VCC planning area is the remaining undeveloped portion of the VCC commercial/industrial complex currently under development by the applicant. The VCC was the subject of an EIR certified by Los Angeles County in April 1990 (SCH No. 87-123005). The applicant recently has submitted to Los Angeles County the last tentative parcel map (TPM No. 18108) needed to complete build-out of the remaining undeveloped portion of the VCC planning area. The County will require preparation of an EIR in conjunction with the parcel map and related project approvals; however, the County has not yet issued a Notice of Preparation (NOP) of the EIR or released the EIR for the remaining portion of the VCC planning area. **Table 4.8-2** summarizes the VCC's impacts on traffic and access, the applicable mitigation measures, and the significance findings after mitigation from the previously certified VCC EIR (April 1990).

Table 4.8-2
Impacts to Traffic/Access Caused by VCC Implementation

VCC Impact Description	VCC Mitigation Measures	Finding After Mitigation
Project Traffic Impacts - The completed project will generate 86,561 trips/day. Given the extended time frame of the project, build-out traffic impacts must be assessed in combination with all 2010 land uses. Traffic from project 2010 land uses that would utilize the highway network defined in the Master Plan of Highways would produce operation deficiencies in the project area at the following intersections: • I-5 SB Ramps/SR-126; • I-5 NB Ramps/SR-126; • I-5 NB Ramps/Backer Road; • The Old Road/SR-126 Access North; and • Backer Road/SR-126.	• Phase I improvements must include the following: improve Backer Road/I-5 interchange; improve Backer Road from I-5 to Henry Mayo Drive; improve Henry Mayo Drive from Backer Road; provide detailed striping plans for Backer Road and The Old Road; enter into secured agreement with DPW to contribute to the cost of installing signals; pay appropriate Bridge and Thoroughfare District fees; construct Backer Road from Halsey Canyon Road to SR-126, unless a traffic study shows adequate capacity; prepare supplemental traffic studies as part of individual tentative map processing; realign Backer Road; construct paseo bridge across Backer Road and sidewalks along sides of Backer Road; and conduct noise study to analyze nighttime truck traffic. • Build-out improvements must include the following: construct one-half street improvements on The Old Road from Backer Road to SR-126; enter into secured agreement with DPW to contribute to cost of installing signals; pay appropriate Bridge and Thoroughfare District fees; prepare	Not significant.

Table 4.8-2
Impacts to Traffic/Access Caused by VCC Implementation

VCC Impact Description	VCC Mitigation Measures	Finding After Mitigation
	supplemental traffic studies as part of individual tentative map processing; and vacate Halsey Canyon Road so no through traffic between Backer and The Old Road.	
Cumulative Traffic Impacts - The development of pending, approved, and recorded projects in the Castaic corridor are expected to generate 44,490 average daily trips by the end of Phase I development. By the year 2010, it is anticipated that all land uses in the Santa Clarita Valley will generate 2,029,800 ADTs. This volume of traffic will cause the following intersections in the vicinity of VCC to operate at unacceptable levels: • I-5 SB Ramps/SR-126; • I-5 NB Ramps/SR-126; • I-5 NB Ramps/Backer Road; • The Old Road/SR-126 Access North; and • Backer Road/SR-126.	• New roadways and modifications that are not direct project responsibilities will be required to resolve the capacity deficiencies in the 2010 circulations system proposed by the Master Plan of Highways. • If the following improvements are implemented in a timely manner, it is unlikely that cumulative development would result in severe impacts to the 2010 traffic conditions: upgrade Backer Road/I-5 interchange; provide Backer Road/SR-126 interchange; extend Biscailuz into the VCC; eliminate the SR-126 ramps at The Old Road. • After incorporating these improvements into the 2010 circulation system, the I-5 NB Ramp/Backer Road intersection would exceed maximum acceptable v/c ratio. • By converting the Halsey Canyon Road between The Old Road and Backer Road into a cul-de-sac, all intersections would operate at an acceptable LOS.	Not significant.

Source: VCC EIR (April 1990).

4.8.1.2.2 Entrada Planning Area

The applicant is seeking approval from Los Angeles County for planned residential and nonresidential development within the Entrada planning area. The SCP component of the proposed Project would designate an area within Entrada as a spineflower preserve. If approved, the SCP component would include take authorization of spineflower populations in Entrada that are located outside of the designated spineflower preserve area. Thus, the planned development within portions of the Entrada planning area is reliant on the SCP and associated take authorizations, and those portions would not be developed without the take authorizations. The applicant has submitted to Los Angeles County Entrada development applications, which cover the portion of the Entrada planning area facilitated by the SCP component of the proposed Project. However, as of this writing, the County has not yet issued a NOP of an EIR or released an EIR for Entrada. As a result, there is no underlying local environmental documentation for the Entrada planning area at this time.

4.8.2 METHODOLOGY

4.8.2.1 Study Scope

The study area illustrated in **(Revised) Figure 4.8-1** and **Figure 4.8-2**, Study Area-Los Angeles County and Ventura County, includes the roadways and intersections within and near the Project area where Project-generated traffic could cause a significant impact. Generally, the study area includes the immediate vicinity of the Specific Plan site and the surrounding roadways within Los Angeles and Ventura Counties that potentially could be significantly impacted by traffic generated by the Project alternatives. The study area extends to the west into Ventura County and east into the Santa Clarita Valley, east of San Fernando Road. The north and south boundaries encompass the existing and future urbanized areas of Valencia, Castaic, Santa Clarita, and the northern San Fernando Valley. Portions of the study area are in the city of Santa Clarita and Ventura County, and the remaining portion is in unincorporated Los Angeles County, south into the San Fernando Valley and the city of Los Angeles.

The analysis of indirect and secondary Project impacts presented in this section was conducted under two different scenarios. The first scenario is a cumulative impacts scenario that utilizes traffic forecasts that reflect a long-range time frame due to the long-term build-out projected for the proposed Project and alternatives.[2] This analysis assumes build-out of the city of Santa Clarita General Plan, the County of Los Angeles Santa Clarita Valley Area Plan, and growth in the adjacent communities located in the San Fernando Valley through Project build-out year, as well as completion of the associated County Master Plan of Highways and city of Santa Clarita Circulation Element, and active pending General Plan Amendments. Likewise, for the Ventura County portion of the study area, the traffic forecasts assume build-out of the Ventura County General Plan, as well as the general plans for the nearby cities of Fillmore, Ventura, and Moorpark. Under this scenario, the traffic analysis compares long-range build-out conditions without the Project to future traffic conditions with each of the Project alternatives. The analysis addresses impacts to the surrounding arterial roadways, state highways, and the freeway system.

In addition to the analysis of impacts under a long-range scenario, the potential impacts of the Project alternatives also are considered under an "existing plus project" scenario. Under this scenario, Project build-out traffic is added to the existing roadway network, and impacts are assessed accordingly. Traffic experts generally regard this method of assessing impacts as ~~hypothetical~~ inaccurate when utilized in connection with a long-range development project such as the proposed Project and alternatives.[3] In contrast, an "existing plus project" scenario is useful when assessing traffic impacts under a near-term horizon. Such an analysis is part of Los Angeles County's requirements for the assessment of traffic impacts at the subdivision level. However, the proposed Project is necessarily a long-term project with a build-out horizon over the next 20 years. As a result, while the "existing plus project" scenario is useful for general comparative purposes, the long-range timeline associated with the proposed Project renders an "existing plus project" scenario an inappropriate tool for assessing long-term traffic impacts. This is because, with the exception of changes resulting directly from Project implementation, the "existing plus project" ~~analysis~~ scenario presumes that the existing traffic network

[2] The cumulative impacts analysis presented in this section is consistent with and is summarized in **Subsection 6.5.8**, of revised **Section 6.0** of the Final EIS/EIR.

[3] Personal comm., Daryl Zerfass, Austin-Foust Associates, Inc., October 2008.

~~environment~~ will not change over the long-term build-out of a project, which in this case is approximately 20 years. ~~As further explained below, the existing plus project scenario is inappropriate for long-range projects such as this and leads to incorrect analysis results.~~ A further explanation is provided below. In addition, while no separate or additional mitigation measures are proposed to address the "existing plus project" scenario, each of the significantly impacted segments would be mitigated with: (i) construction of the new and expanded roadways built as part of the city of Santa Clarita and County of Los Angeles highway plans through the applicable Bridge and Thoroughfare Districts; (ii) construction of the roads to be built as part of the access for the proposed Project (see Draft EIS/EIR, **Appendix 4.8**, 2008 Traffic Report, Appendix B); and (iii) implementation of the specific mitigation measures identified in **Subsection 4.8.9.4**, Additional Mitigation Measures Proposed by this EIS/EIR. (Please refer to **Subsection 4.8.9.5** for a further discussion of associated mitigation.)

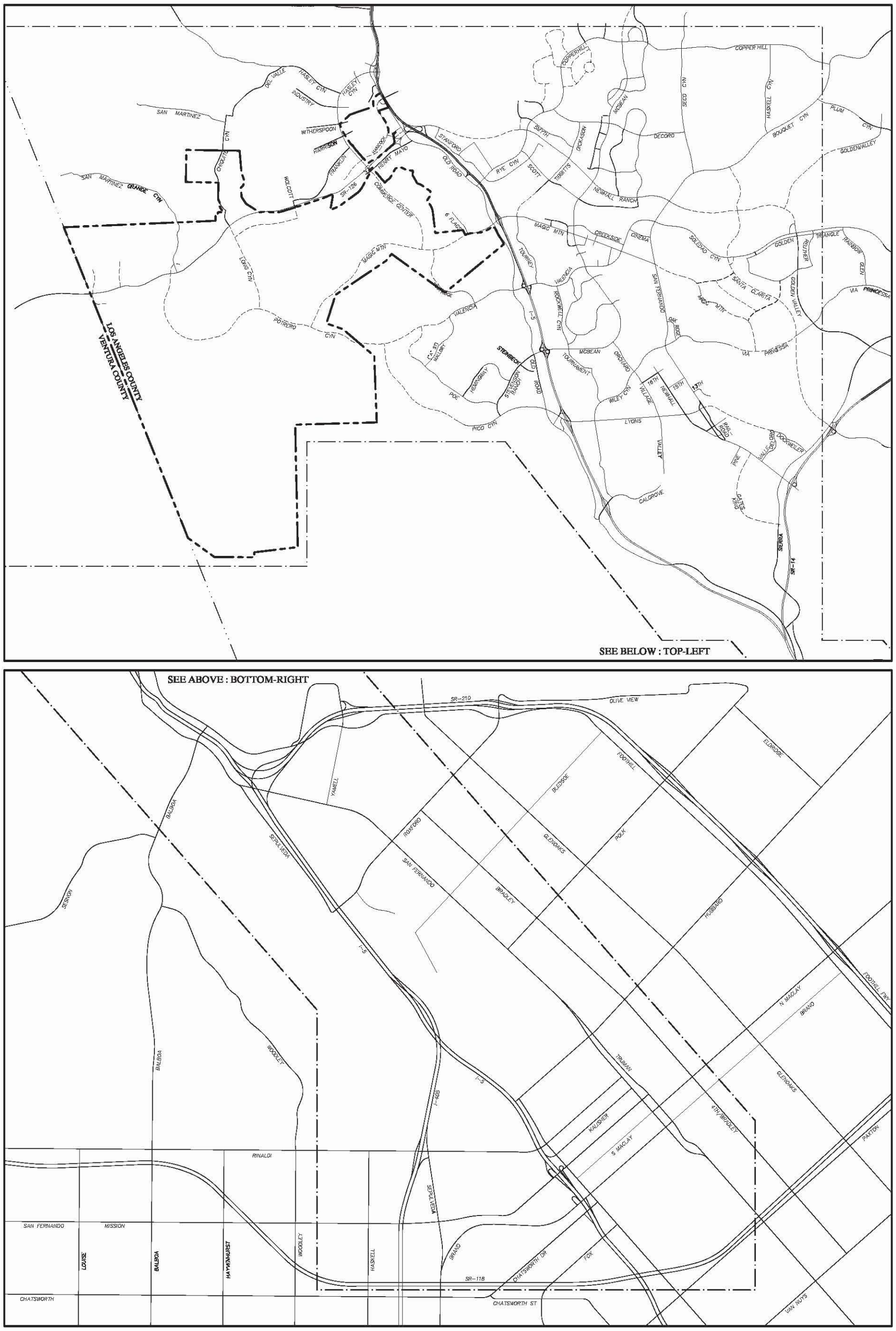
As described in **Section 2.0**, Project Description, the only development that would occur as a direct result of the proposed Project and alternatives would be the construction of infrastructure, including bridges, road crossings, bank stabilization, grade control structures, detention basins, storm drains, and the WRP outfall.

Therefore, the proposed Project and alternatives are not near-term development projects that in and of themselves would add significant amounts of traffic to the roadways in the near-term. The future residential and commercial development that would be facilitated by the proposed Project and that ultimately would generate additional traffic has a scheduled build-out timeframe of approximately 20 years and, therefore, the additional traffic that is ultimately generated would not be placed on the existing, present-day roadway system, which is the precise condition assumed under the existing plus project scenario.

Additionally, the existing plus project analysis does not account for substantial future population growth that is projected for the Santa Clarita Valley region that would occur in addition to the future growth facilitated by the proposed Project. These population growth projections would add traffic to the circulation network and must be accounted for in the impacts analysis in order for the analysis to be accurate.

The existing plus project analysis also does not account for: (i) other projected land use projects, which should be conditioned to provide for, or contribute to, needed traffic improvements to the same circulation network in the Santa Clarita region; and (ii) other anticipated circulation improvements. Under the existing plus project scenario, the proposed Project and alternatives would be conditioned to mitigate impacts at certain locations. If other development proposals are being processed under the same method (*i.e.*, only accounting for its traffic alone), that development also could be conditioned to make the same improvements at the same locations, thereby doubling-up the mitigation and resulting in far greater capacity than actually is needed.

Lastly, the transportation circulation network is projected to change over time, with or without the proposed Project and alternatives. These circulation network changes include new traffic infrastructure, traffic improvements, road improvements, reconfigurations, and realignments and also must be accounted for in the impacts analysis in order for the analysis to be accurate.

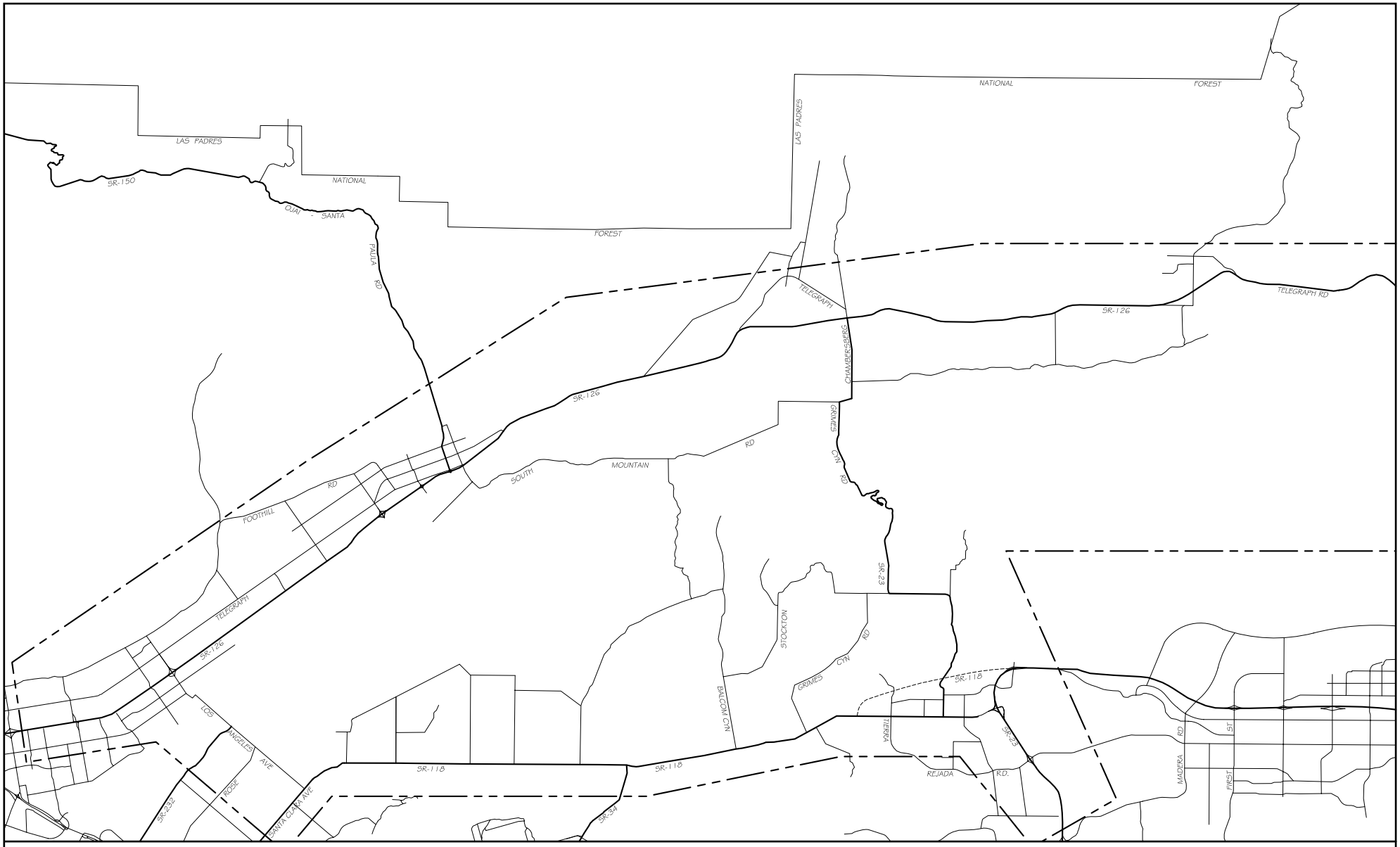


SOURCE: Austin-Foust Associates, Inc. – December 2008

(Revised) FIGURE 4.8-1

Study Area – Los Angeles County

32-214•02/10



NOT TO SCALE

Legend:

Study Area

SOURCE: Austin-Foust Associates, Inc. – September 2007

FIGURE 4.8-2

Ventura County Study Area

In summary, the existing plus project analysis does not account for other approved, planned, and anticipated projects that will add new traffic to the study area in addition to the proposed Project and alternatives, and it does not include the multiple new roadways and improvements to existing roadways planned for future construction by the County of Los Angeles and city of Santa Clarita, which roadways would have the effect of changing traffic patterns over the build-out timeframe. Thus, under the existing plus project scenario, impacts are both *understated* in that future cumulative traffic is not considered in the analysis, and impacts are *overstated* in that future roadway improvements are not considered. For this reason, the existing plus project analysis that is presented in this section of the EIS/EIR is provided for information purposes only; the basis for determining the proposed Project and alternative significant impacts, and the mitigation proposed to reduce the identified impacts, is the long-range analysis presented herein.

4.8.2.2 Long-Range Traffic Forecasts

The traffic analysis is based on a set of long-range traffic forecasts for the study area roadway system. These long-range traffic forecasts were produced using the Santa Clarita Valley Consolidated Traffic Model (SCVCTM). For Ventura County, a long-range subarea version of the Ventura County Traffic Model (VCTM) was utilized. Brief descriptions of each of these models are presented below.

4.8.2.2.1 Santa Clarita Valley Consolidated Traffic Model (SCVCTM) Traffic Forecasts

Build-out of the Specific Plan, Entrada, and the VCC will occur over an extended period of time, and will essentially accompany the long-term development of the Santa Clarita Valley. The long-range version of the SCVCTM, therefore, is the appropriate mechanism for preparing future traffic volume forecasts.

Year 2030 forecasts for the Santa Clarita Valley and northern San Fernando Valley portions of the study area are derived from the Long-Range Cumulative version of the SCVCTM, which was developed jointly by the city of Santa Clarita and the County of Los Angeles. It is based on standardized modeling techniques in which future land uses in an area are quantified and the corresponding traffic volumes are estimated. Hence, for any given future land use scenario for the Santa Clarita Valley area, the model will produce future traffic volumes on the future roadways in this area. In this case, the modeled area extends from the Ventura County line east to where the Antelope Valley Freeway, State Route 14 (SR-14) passes out of the Santa Clarita Valley near Vasquez Rocks State Park. The northern boundary is the Grapevine area north of Castaic, and to the south the model area extends into the northernmost portion of the San Fernando Valley within the city of Los Angeles (**(Revised) Figure 4.8-1**).

Because the SCVCTM was developed from regional models prepared by SCAG, it forecasts traffic in a regional context. This means that trips to and from the Santa Clarita Valley, as well as through-trips are included in the forecasts; thus, regional growth, which is traffic volume increases occurring outside of the SCVCTM area, is incorporated into the model. The land use database in the long-range version of the model has been compiled from the city's General Plan and the County's Area Plan to represent future growth as depicted by these plans. This specific version of the SCVCTM is based on the 2030 General Plan build-out model with revisions to reflect actual development proposals currently in the development review process. Hence, this land use database provides a comprehensive and realistic long-range setting for the impact analysis.

4.8.2.2.2 Ventura County Traffic Model (VCTM) Traffic Forecasts

Build-out traffic volume forecasts for the Ventura County portion of the study area are taken from a Year 2025 sub-area version of the VCTM, which is maintained by the Ventura County Transportation Commission (VCTC). The specific version of the model used for this analysis is a sub-area derivation of the VCTM prepared for the city of Ventura. The VCTC's VCTM regional model was developed to satisfy the forecasting requirements of the Ventura County Congestion Management Program (CMP). The Ventura Traffic Analysis Model (VTAM) provides sub-area model compatibility with the VCTM. As a derivative of the VCTM, the VTAM retains the basic regional forecasting features of the VCTM while producing more refined data in the city of Ventura. As the VCTM has not been updated to reflect a 2030 horizon, the 2025 traffic forecasts produced by the model are utilized here since they represent build-out of county and city General Plans and, like the SCVCTM, are representative of long-range cumulative conditions.

4.8.2.3 Impact Methodology

To identify Project impacts, the traffic analysis compared long-range build-out conditions without the proposed Project (Alternative 1 - No Action/No Project) to future traffic conditions with the proposed Project (Alternative 2), and the other development alternatives (Alternatives 3 through 7). The current Master Plan of Highways version of the SCVCTM was run, and then additional runs were carried out in which each of the Project alternatives and their respective circulation systems were included in the model. Traffic volume forecasts from the VCTM were then utilized for the Ventura County roadways. The forecast data is in the form of ADT volumes on the highway system and the impact analysis is carried out using corresponding volume-to-capacity (v/c) ratios for each segment of roadway in the study area. For the I-5 freeway, forecast data is in the form of ADT and peak hour volumes and the impact analysis is based on peak hour v/c ratios for each freeway segment in the study area. For those segments identified as significantly impacted by the Project alternatives, volume densities calculated based on peak-hour volumes using the methodology recommended by Caltrans for operational analyses also are provided. Based on the v/c ratios, impacts for each of the Project alternatives are identified and a mitigation program is proposed.

Identification of Project impacts involves the application of specific significance threshold criteria. These criteria specify the v/c ratio and the amount of Project traffic that, together, constitute a significant Project impact. The impact significance criteria are discussed in **Subsection 4.8.7** below and the impact analysis is presented in **Subsection 4.8.8** below. The proposed mitigation program addresses all locations that are identified as significantly impacted.

4.8.2.4 Definitions

Certain terms used throughout this section are defined below to clarify their intended meaning:

Average Daily Traffic (ADT)	Generally used to measure the total two-directional traffic volumes passing a given point on a roadway.
Level of Service (LOS)	A scale used to evaluate circulation system performance based on volume/capacity ratios of arterial segments.

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

Volume Density Method utilized by Caltrans to depict operating conditions on freeway segments based on the number of passenger cars per hour per lane.

4.8.3 REGULATORY SETTING

Both NEPA and CEQA require that potential significant impacts of a proposed project on the traffic and circulation of an affected area be examined as part of the EIS/EIR process. In addition, the Los Angeles County Santa Clarita Valley Area Plan and the city of Santa Clarita General Plan each contain a Circulation Element governing the Santa Clarita Valley. The Area Plan's Circulation Element describes a system of arterial roadways for the Santa Clarita Valley, and the city's Circulation Element includes a comprehensive plan for vehicular and non-vehicular transportation and circulation within the city of Santa Clarita and its planning area. These Circulation Elements are required by Government Code section 65302, subdivision (b), which states that a General Plan must contain a "circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the [General Plan]." As noted below, the study area includes portions of unincorporated Los Angeles County and the city of Los Angeles, portions of Ventura County, and the city of Santa Clarita, all of which have traffic performance criteria.

Los Angeles County, Ventura County, and the cities of Santa Clarita and Los Angeles also actively participate in regional transportation planning efforts. The lead transportation planning agencies in the Los Angeles region are the Southern California Association of Governments (SCAG) and the Los Angeles Metropolitan Transportation Authority (MTA). These regional agencies include both the county and cities within the Los Angeles County Area subregion for transportation planning efforts.

4.8.4 EXISTING SETTING

This section describes the transportation setting for the study area. This section also discusses long-range transit patterns in the study area.

4.8.4.1 Existing Roadway Conditions

The discussion of the existing transportation setting for the study area describes the transportation system serving the area (highway and transit) and the current traffic volumes and operating conditions on the highway system. The information provides a point of reference for describing anticipated future conditions in this area.

4.8.4.1.1 Existing Highway System

The existing (2006) highway system in the Los Angeles County portion of the study area is illustrated in **(Revised) Figure 4.8-3**. As shown, the primary regional access is via I-5. SR-14 serves the eastern edge of the study area, and the two roadways join at a confluence north of the San Fernando Valley. As shown, the I-5 continues south of the SR-118, near the south end of the study area. Within the Santa Clarita Valley, the I-5 freeway is currently four lanes in each direction. Just south of the SR-14, the I-5 is generally nine lanes in each

direction, including two dedicated truck lanes and one high occupancy vehicle ("HOV") lane. Further south, the segment of I-5 between the I-210 freeway and the I-405 freeway is generally six lanes in each direction, including one HOV lane. Lastly, the segment of I-5 between the I-405 and SR-118 is four or five lanes in each direction, including one HOV lane.

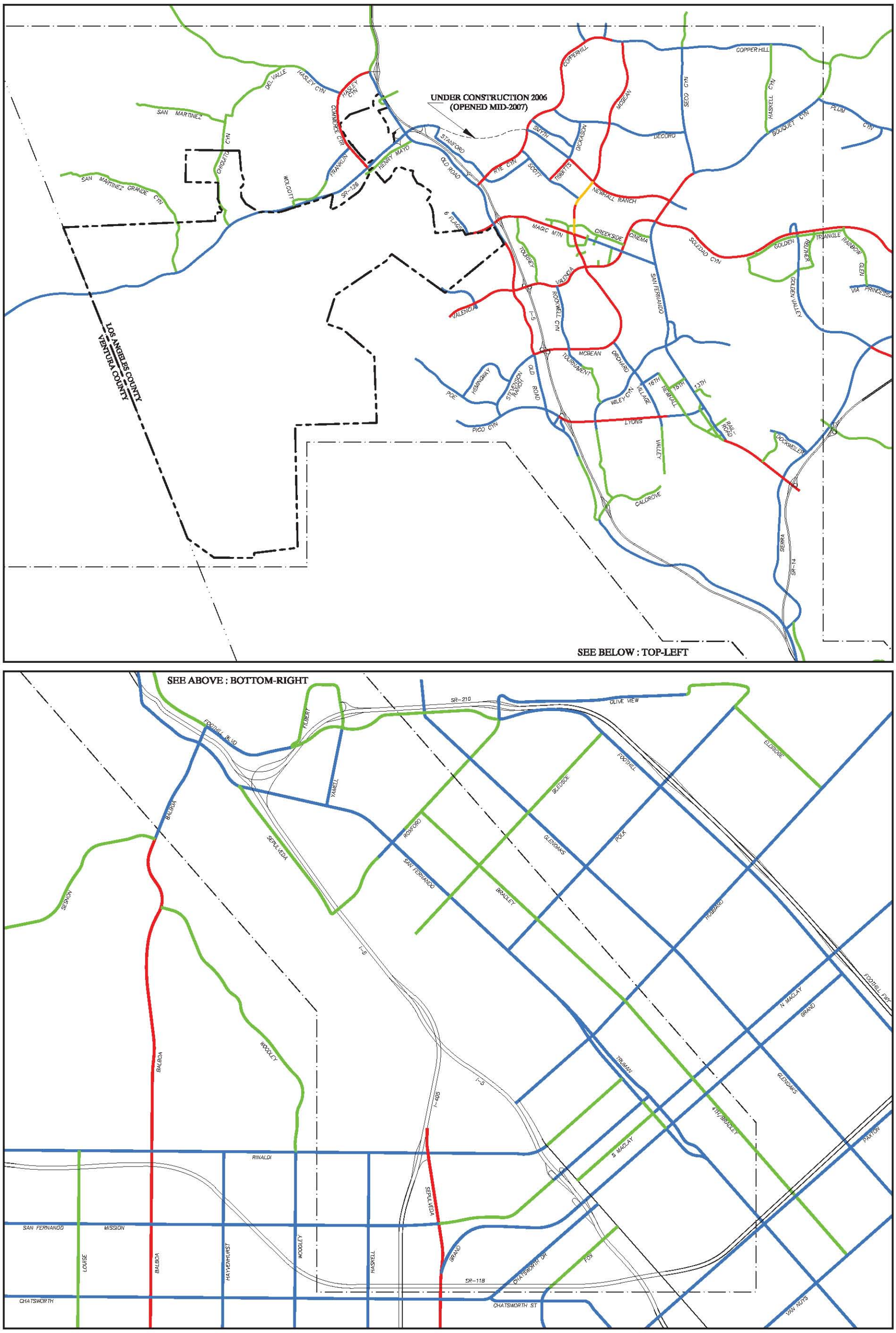
The Santa Clarita Valley portion of the study area has a well-defined set of arterials, which have been developing in accordance with the County Master Plan of Highways. From east to west along the northern part of the Specific Plan site is SR-126. It is currently a four-lane highway with signalized intersections at Wolcott Way and Commerce Center Drive. East of the I-5 freeway, Magic Mountain Parkway and Valencia Boulevard connect to the Town Center area and the city of Santa Clarita Civic Center, located around and adjacent to the triangle formed by Magic Mountain Parkway, Valencia Boulevard, and McBean Parkway. An extension of Newhall Ranch Road was completed in 2007, thereby completing the road between the I-5 and Rye Canyon Road. Continuations of the east-west roadways then serve residential areas to the east, such as Bouquet Canyon, Saugus, and Canyon Country.

As noted above, the San Fernando Valley portion of the study area includes the I-5 and I-405. A comprehensive network of arterial roadways supplements the freeway system and provides local circulation and access. Primary north/south roadways in the San Fernando Valley potentially affected by Project traffic include San Fernando Road and Balboa Boulevard. San Fernando Road (four lanes) and Foothill Boulevard (two lanes) each intersect with Sierra Highway in the vicinity of the I-5/SR-14 interchange. Balboa Boulevard intersects with these two roadways in the vicinity of the I-5/I-210 interchange, and it provides north-south circulation to the Granada Hills and Northridge areas.

The Ventura County highway system comprises part of the Ventura County General Plan Circulation Element, adopted in December 1989. **Figure 4.8-4** illustrates the highway system for the eastern part of Ventura County, which is the study area addressed in this analysis.

4.8.4.1.2 Existing Traffic Volumes

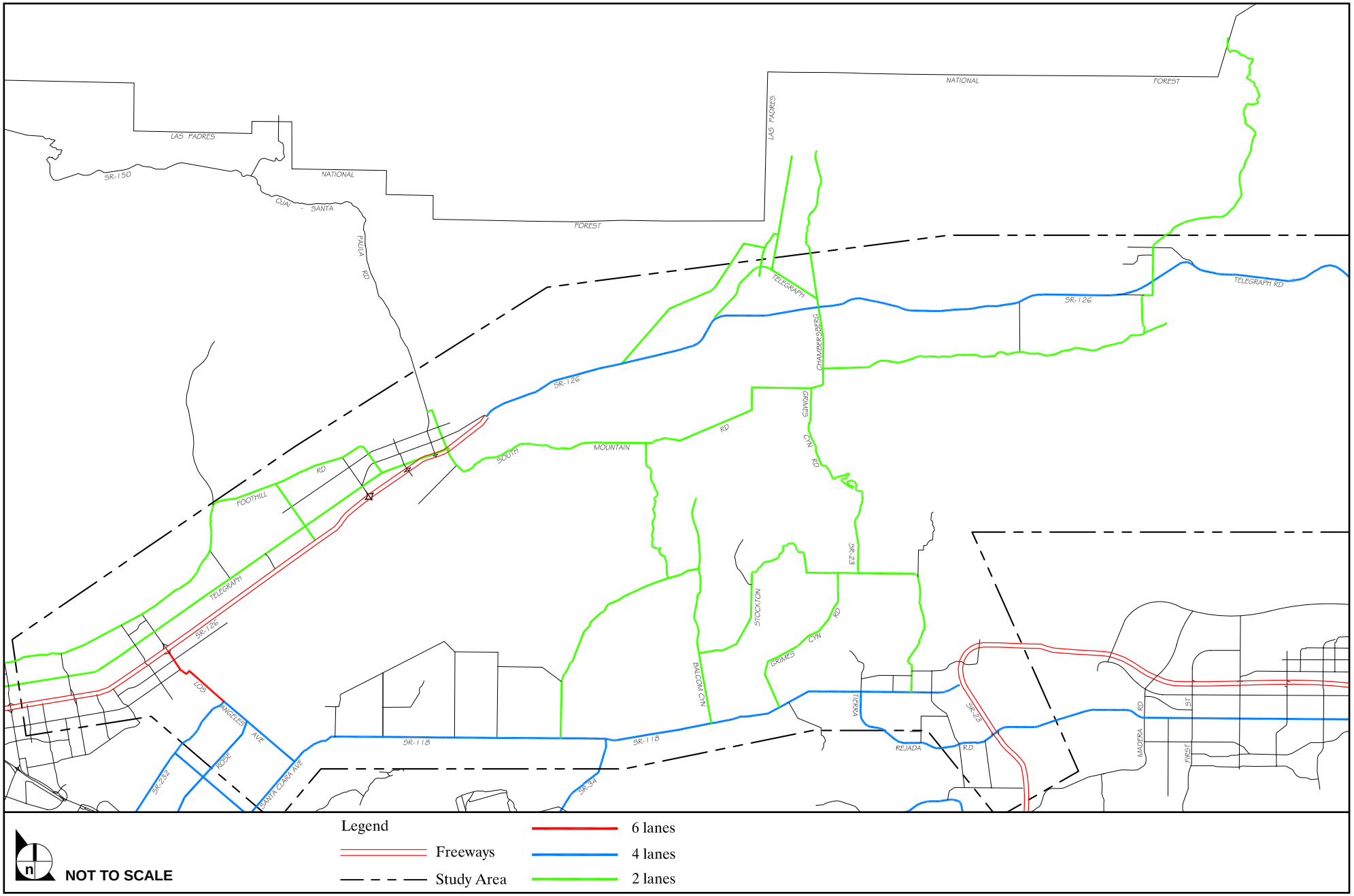
The existing Los Angeles County portion of the study area highway system, together with the existing ADT volumes, is shown on **(Revised) Figure 4.8-5**, Existing ADT Volumes-Los Angeles County Area. The illustrated volumes were derived primarily from traffic counts taken in 2006. For counts taken before 2006, a two percent annual average growth rate was applied to approximate 2006 conditions. The two percent ambient growth rate per year was derived by comparing various multi-year traffic counts for locations within the study area and future trip generation forecasts in the Santa Clarita Valley, as provided in the 2004 and 2030 SCVCTM models. This allowed for the calculation of an average annual ambient growth rate based on historical traffic counts and the modeling data for future year conditions. Existing conditions for the I-5 are based on the July 2007 traffic study prepared for the I-5 high-occupancy vehicle (HOV) and Truck Lanes - SR-14 to Parker Road project (2007 I-5 Improvement Project Study), which includes the Santa Clarita Valley portion of the study area segment of the I-5 corridor. (See the Draft EIS/EIR, **Appendix 4.8**, I-5 PA&ED HOV and Truck Lanes - SR-14 to Parker Road Traffic Study (October 2007).)



SOURCE: Austin-Foust Associates, Inc. – December 2008

(Revised) FIGURE 4.8-3

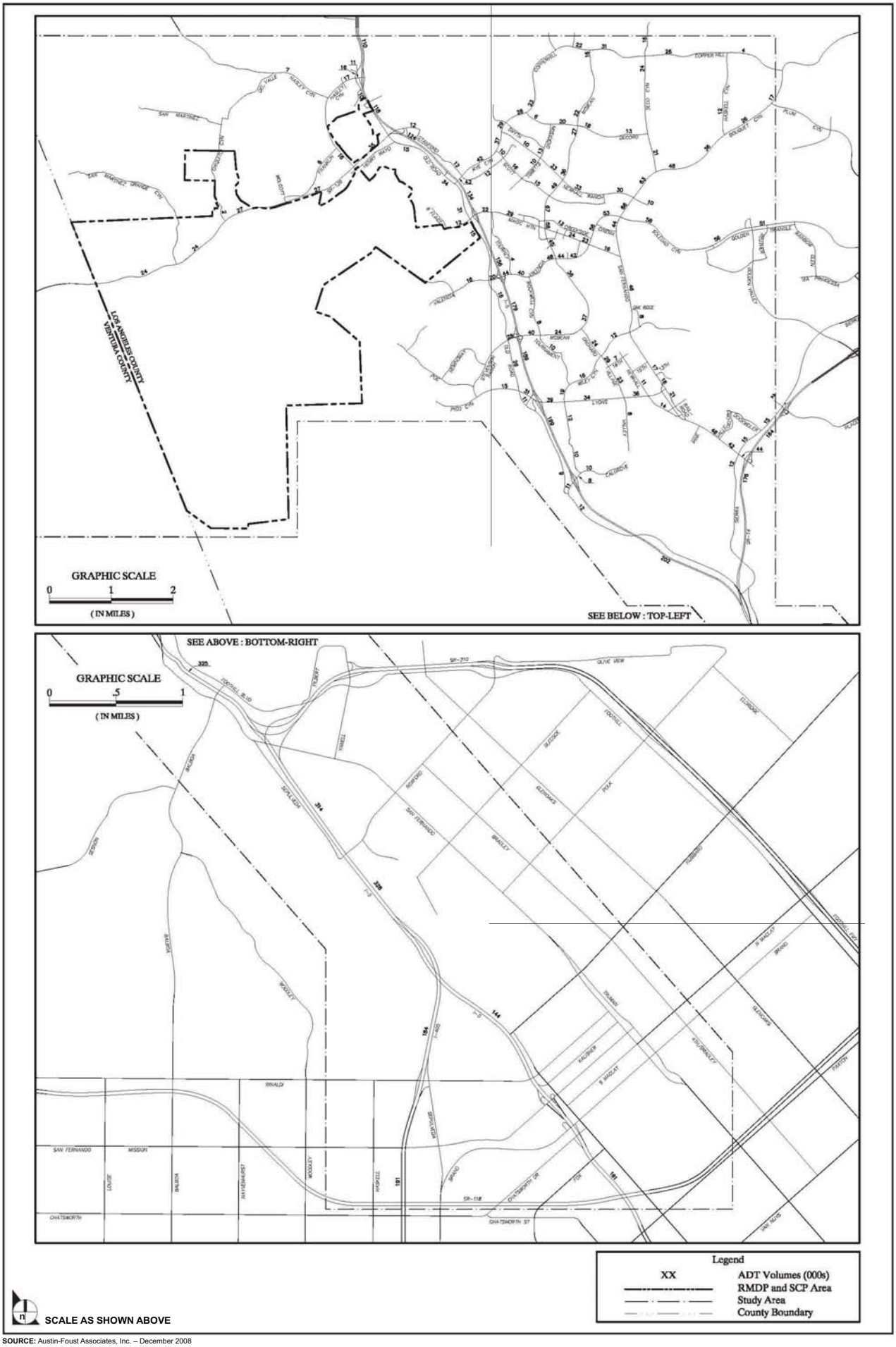
Existing Highway System (2006) - Los Angeles County Area



SOURCE: Austin-Foust Associates, Inc. – April 2007

FIGURE 4.8-4

Existing Highway System – Ventura County Area



SOURCE: Austin-Foust Associates, Inc. – December 2008

(Revised) FIGURE 4.8-5

Existing ADT Volumes (2006 Conditions) - Los Angeles County Area

Along the northern portion of the Project area, volumes on SR-126 are 24,000 ADT at the County line, increasing to 35,000 ADT near I-5. East of the I-5 freeway, Magic Mountain Parkway and Valencia Boulevard carry 22,000 ADT and 44,000 ADT, respectively, with volumes increasing slightly in proximity to the Town Center area. Bouquet Canyon Road shows the highest volumes, with 66,000 ADT south of Newhall Ranch Road and 63,000 ADT north of Newhall Ranch Road. ADT volumes on I-5 range from 124,000 at the intersection with SR-126, 202,000 near the confluence with SR-14, and 144,00 south of the I-405.

The existing Ventura County study area highway system, together with existing ADT volumes, is shown on **Figure 4.8-6**, Existing ADT Volumes-Ventura County Area. Volumes on SR-126 west of the County line and east of Piru are 22,000 ADT, increasing to 30,000 ADT east of Fillmore.

4.8.4.1.3 Existing Operating Conditions

The LOS scale is used to evaluate roadway performance. The LOS levels range from A to F, with LOS A representing free-flow traffic conditions and LOS F representing severe traffic congestion. Various operating LOS policy standards have been established which serve as a guideline for evaluating observed traffic conditions and as a target for evaluating future traffic conditions. For the purpose of estimating existing arterial roadway LOS, roadway v/c ratios have been calculated utilizing the traffic volumes noted in **Subsection 4.8.4.1.2** and roadway capacity values that correspond to a 24-hour traffic volume. These capacities are summarized in **Table 4.8-3**, ADT Capacity Values. For long-range planning, the County of Los Angeles considers a roadway link "deficient" if the ADT v/c ratio exceeds 1.0 (LOS E). In Ventura County the deficiency standard is LOS D. Accordingly, for the purpose of this analysis, v/c calculations are based on LOS E capacities for Los Angeles County roadways and LOS D capacities for Ventura County roadways so that a v/c ratio greater than 1.0 uniformly represents deficient conditions.

Table 4.8-3
ADT Capacity Values

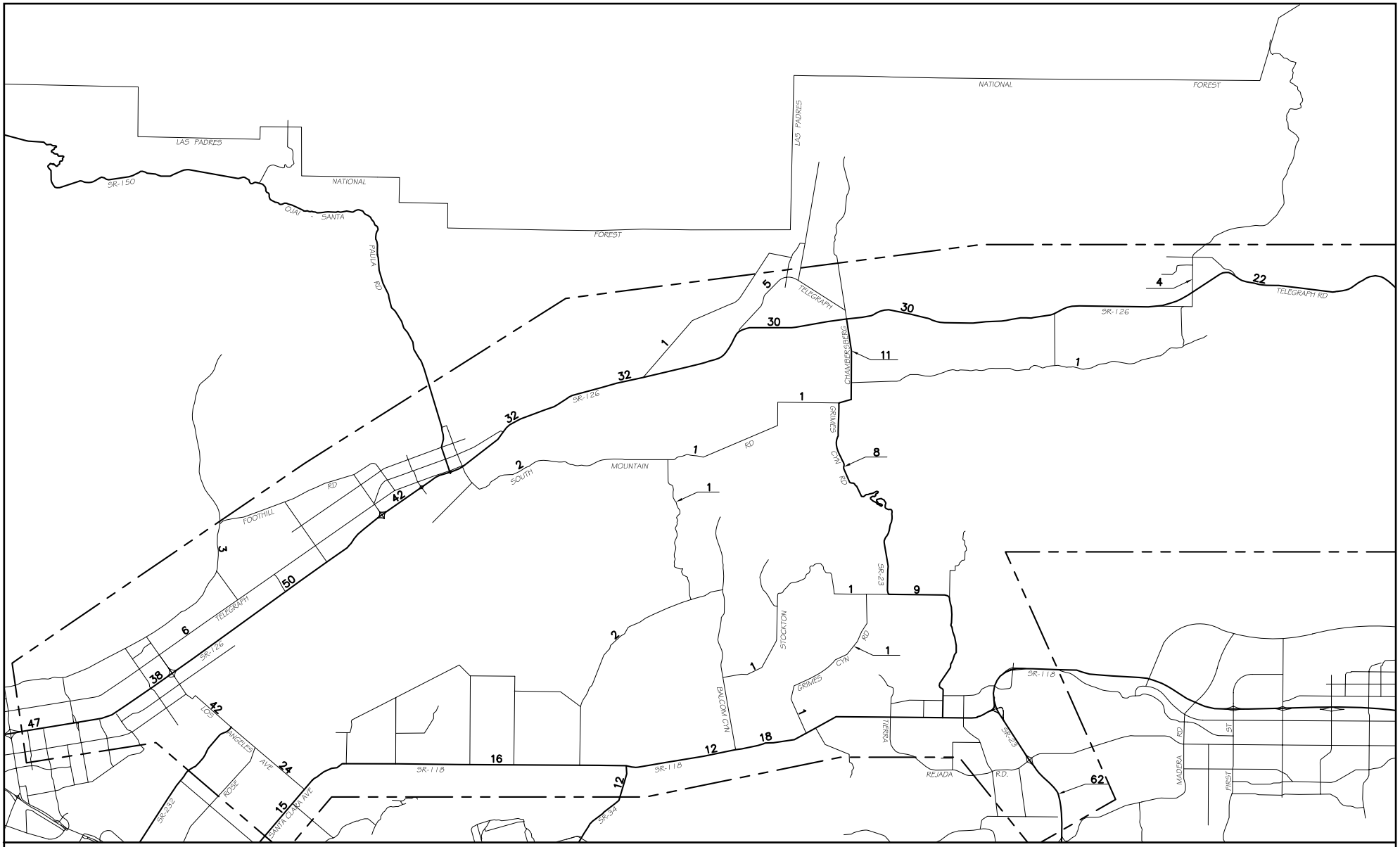
Facility Type	ADT Capacity
Los Angeles County Roadways	
Expressway (8 Lanes)	112,000 (LOS E)
Augmented Major Highway (8 Lanes)	86,000 (LOS E)
Major Highway (8 Lanes)	72,000 (LOS E)
Augmented Major Highway (6 Lanes)	65,000 (LOS E)
Major Highway (6 Lanes)	54,000 (LOS E)
Major Highway (4 Lanes)	36,000 (LOS E)
Secondary Highway (4 Lanes)	32,000 (LOS E)
Secondary Highway (2 Lanes)	16,000 (LOS E)
Ventura County Roadways	
Class I Roadway (6 Lanes)	70,000 (LOS D) / 87,000 (LOS E)
Class I Roadway (4 Lanes)	47,000 (LOS D) / 58,000 (LOS E)
Class I Roadway (2 Lanes)	16,000 (LOS D) / 27,000 (LOS E)
Class II Roadway (2 Lanes)	11,000 (LOS D) / 21,000 (LOS E)
Class III Roadway (2 Lanes)	5,900 (LOS D) / 16,000 (LOS E)
Freeways	
Freeway (Typical)	22,500/Lane (LOS E)

Source: Austin-Foust Associates, Inc. - December 2008.

V/C ratios derived using ADT capacities provide an accurate representation of the LOS for the study area's arterial roadways and state highways because the ADT capacity values for these roadways are based on typical peak-to-ADT ratios (*i.e.*, the roadways experience the typical proportion of AM and PM peak-hour traffic in relation to the daily traffic total) and, therefore, ADT v/c ratios are representative of actual conditions. However, the segment of the I-5 freeway within the study area is atypical in regards to peak-to-ADT ratios due to its function as a route for cross-state and cross-country travel, which results in heavier than normal volumes outside of the AM and PM peak hours. An ADT capacity analysis does not adequately account for this atypical roadway characteristic. As a result, LOS estimates based on hourly conditions, rather than ADT capacities, provide a more accurate depiction of roadway conditions on I-5 and, therefore, a peak-hour analysis was utilized to assess the Project's impacts on the segment of I-5 (and the SR-14 and I-405 in the vicinity of I-5) within the Project study area. The freeway levels of service estimates provided in this analysis are based on both peak-hour v/c ratios and peak hour volume densities (*i.e.*, passenger cars per mile per lane). Specifically, a v/c analysis was prepared for all segments within the project study area based on the methodology and impact criteria of the Los Angeles County Congestion Management Program, and significant impacts were identified based on those criteria. In addition, peak hour volume densities based on data obtained from the 2007 I-5 Improvement Project Study, which addresses the Santa Clarita Valley segment of the I-5 corridor, also are utilized as a supplement to the v/c analysis to provide a comparison between the Project alternatives using a methodology consistent with this recent Caltrans study. (See the Draft EIS/EIR, **Appendix 4.8**, 2008 Traffic Report, Appendix D.)

The following study area roadway segments, all located within the County of Los Angeles, are operating at deficient levels of service under existing conditions based on v/c ratios (*i.e.*, v/c ratio greater than 1.0), or, in the case of I-5, freeway volume densities (*i.e.*, vehicular density greater than 45.0 passenger cars/mile/lane), or observed freeway speeds (*i.e.*, freeway average speeds typically less than 53 miles per hour):

- The Old Road just north of Rye Canyon Road;
- Bouquet Canyon Road just west of Haskell Canyon Road;
- Bouquet Canyon Road just west of Seco Canyon Road;
- Bouquet Canyon Road just south of Newhall Ranch Road;
- San Fernando Road just south of Magic Mountain Parkway;
- Soledad Canyon Road just east of Bouquet Canyon Road;
- Soledad Canyon Road just west of Golden Valley Road;
- McBean Parkway just south of Avenue Scott;
- Bouquet Canyon Road just south of Soledad Canyon Road;
- I-5 freeway between Calgrove Avenue and SR-14;



Legend

XX ADT Volumes (000s)

Study Area

NOT TO SCALE

SOURCE: Austin-Foust Associates, Inc. – April 2007

FIGURE 4.8-6

Existing ADT Volumes – Ventura County Area

- I-5 freeway south of SR-14; and
- SR-14 south of San Fernando Road.

A complete listing of v/c ratios for each study area roadway and freeway segment, and freeway V/C and volume density summaries, is provided in the December 2008 Traffic Report presented in the Draft EIS/EIR, **Appendix 4.8**.

4.8.4.2 Existing Transit Service

The Santa Clarita Valley portion of the study area is served by two major transit carriers, the Santa Clarita Valley Transit System, operated by the city of Santa Clarita, and Metrolink, operated by MTA. The first provides the bus system within the Valley and to some external destinations, and the latter provides commuter rail service to areas within the Valley and to other areas served by the regional Metrolink system. The Metrolink commuter rail provides a commuter link between the Santa Clarita Valley and downtown Los Angeles, Glendale, Burbank, San Fernando Valley, and the Antelope Valley.

As can be seen in **Figure 4.8-7**, Existing Transit Services, the fixed route bus system provides service throughout the Santa Clarita Valley, as well as commuter service to downtown Los Angeles via the I-5 freeway. Metrolink stations are located along the rail corridor just east of San Fernando Road, and convenient transfer service is offered between the bus and rail systems.

4.8.5 TRAFFIC PROJECTIONS

The Los Angeles and Ventura County areas are projected to have substantial growth over the next 20 years or more, and this anticipated growth is reflected in the city of Santa Clarita General Plan, the Los Angeles County General Plan, the Santa Clarita Valley Area Plan, and the Ventura County General Plan. Accompanying that growth will be additions to the existing circulation system in the form of new roads and widening of existing facilities. The following subsections describe the anticipated land use and highway system changes.

4.8.5.1 Land Use

The build-out traffic models used for this analysis are based on cumulative development and build-out of the general plans of each applicable agency. A summary of the land use and trip generation data used by the models, as well as the corresponding amount of traffic generation, is shown on **Table 4.8-4** (Los Angeles County/Santa Clarita Valley) and **Table 4.8-4A** (Ventura County). At build-out, the tables show how the traffic generation for the Los Angeles County/Santa Clarita Valley area is projected to increase from 1.6 million ADT to 3.2 million ADT, an increase of 1.6 million ADT. The traffic generation for Ventura County is projected to increase from 5.1 million ADT to 6.7 million ADT, an increase of 1.6 million ADT.

4.8.5.2 Highway System

The analysis of long-range cumulative conditions for the arterial highways is based on build-out of each respective jurisdiction's highway plan. For the I-5 and SR-14 freeways, the analysis of long-range cumulative conditions is based on the current roadway configuration.

The current long-range highway plans for the Los Angeles County/Santa Clarita Valley and Ventura County portions of the study area are illustrated in **(Revised) Figures ~~4.8-8~~**, and **Figure 4.8-9**. Build-out of the Los Angeles County/Santa Clarita Valley highway plan, as it specifically relates to the Project site, is shown in **Figure 4.8-10**.

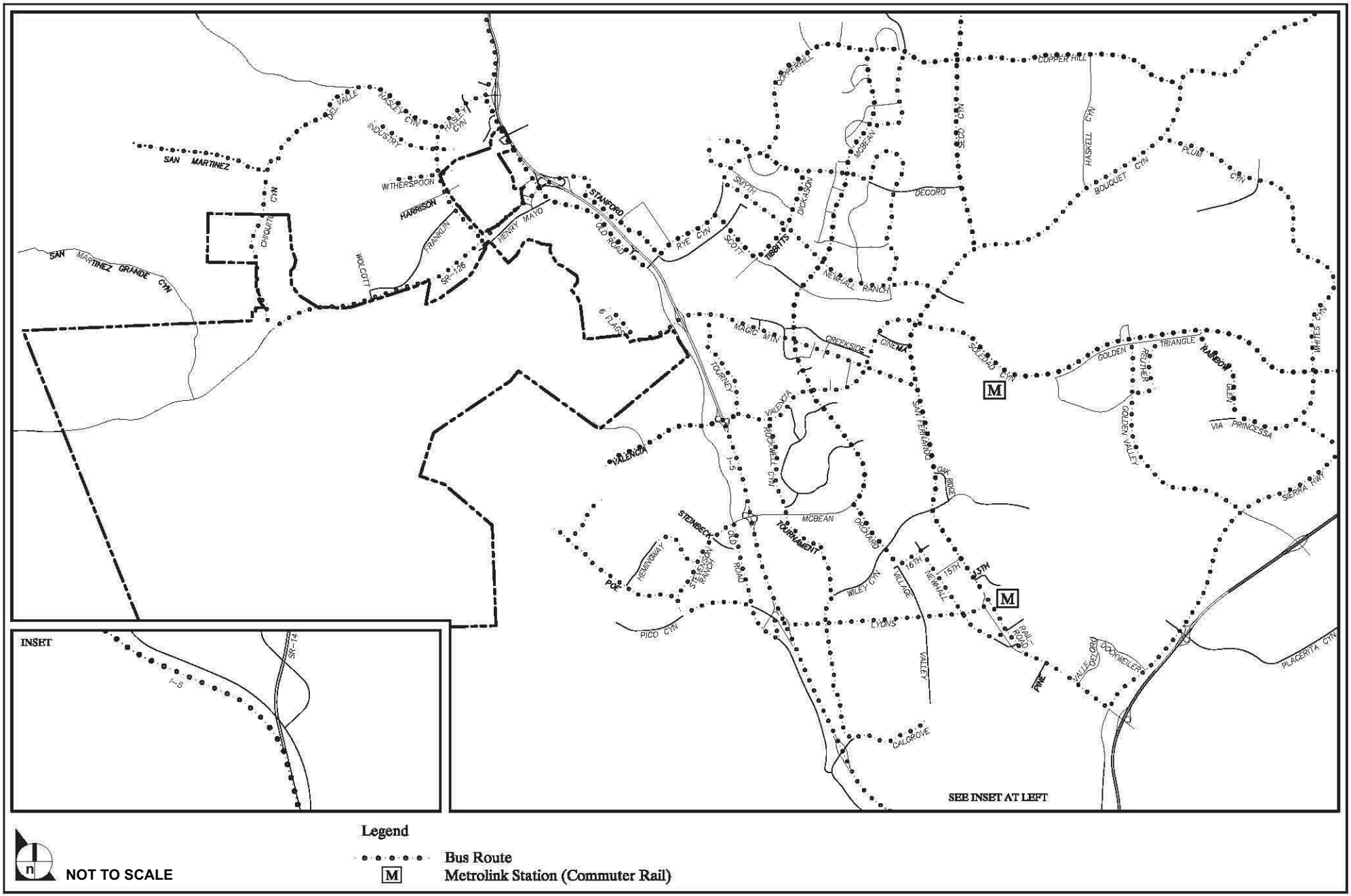
Under the Bridge & Thoroughfare District mechanism, the adoption of a specific area of benefit permits the county and city to levy a fee against future development located within the area of benefit for the improvement of arterial highways. This funding method assesses developments, which create the need for additional improvements, for the additional costs associated with constructing the necessary roadway improvements. The charge is levied in proportion to the estimated number of trips generated by the development. Thus, the proposed Project (and each alternative), as well as all other cumulative development within the respective districts, would be required to pay for or construct its fair share of the roadway improvements made necessary by development in the Santa Clarita Valley. The Bridge & Thoroughfare Districts ensure that the proposed Project (and each alternative), in addition to cumulative development in the Santa Clarita Valley, would be required to contribute to the costs necessary to construct all planned roadway improvements.

Further, each of the existing Bridge & Thoroughfare Districts within the study area, with the exception of the Castaic District, is considered a full-improvement district, which means that the collected Bridge & Thoroughfare fees, combined with other funding sources, have been calculated to cover all improvements necessary to construct the arterial roadway network as described in the respective county and city General Plan Circulation Elements, including intersections and interchanges. (The Castaic Bridge & Thoroughfare District is currently in the process of converting to a full-improvement district.)

4.8.5.3 Transit

The local Santa Clarita Valley and Ventura County bus systems are anticipated to expand as additional development occurs over the long-term. Typically, bus route plans are evaluated on a regular basis, and routes are added and/or modified as appropriate. As the Project area develops, service to the area ~~will~~ would be added ~~accordingly,~~ at the discretion of Los Angeles and Ventura Counties.

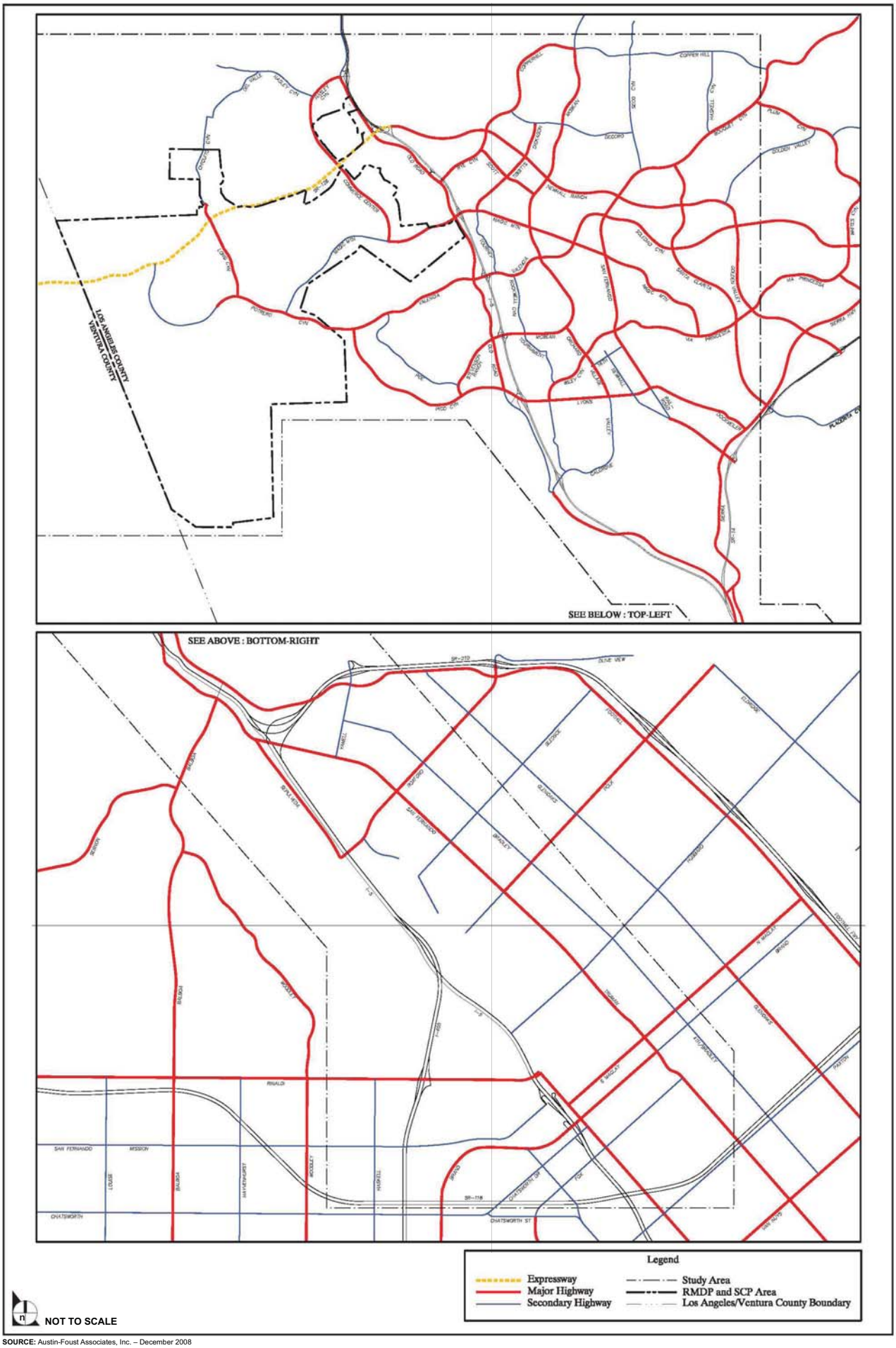
The MTA oversees transit planning in the Los Angeles County area, and has a long-range plan for future rail transit, including additional service to this area. An eventual Metrolink extension along the SR-126 corridor to Ventura County is part of long-range transit plans prepared by Ventura County.



SOURCE: Austin-Foust Associates, Inc. – April 2007

FIGURE 4.8-7

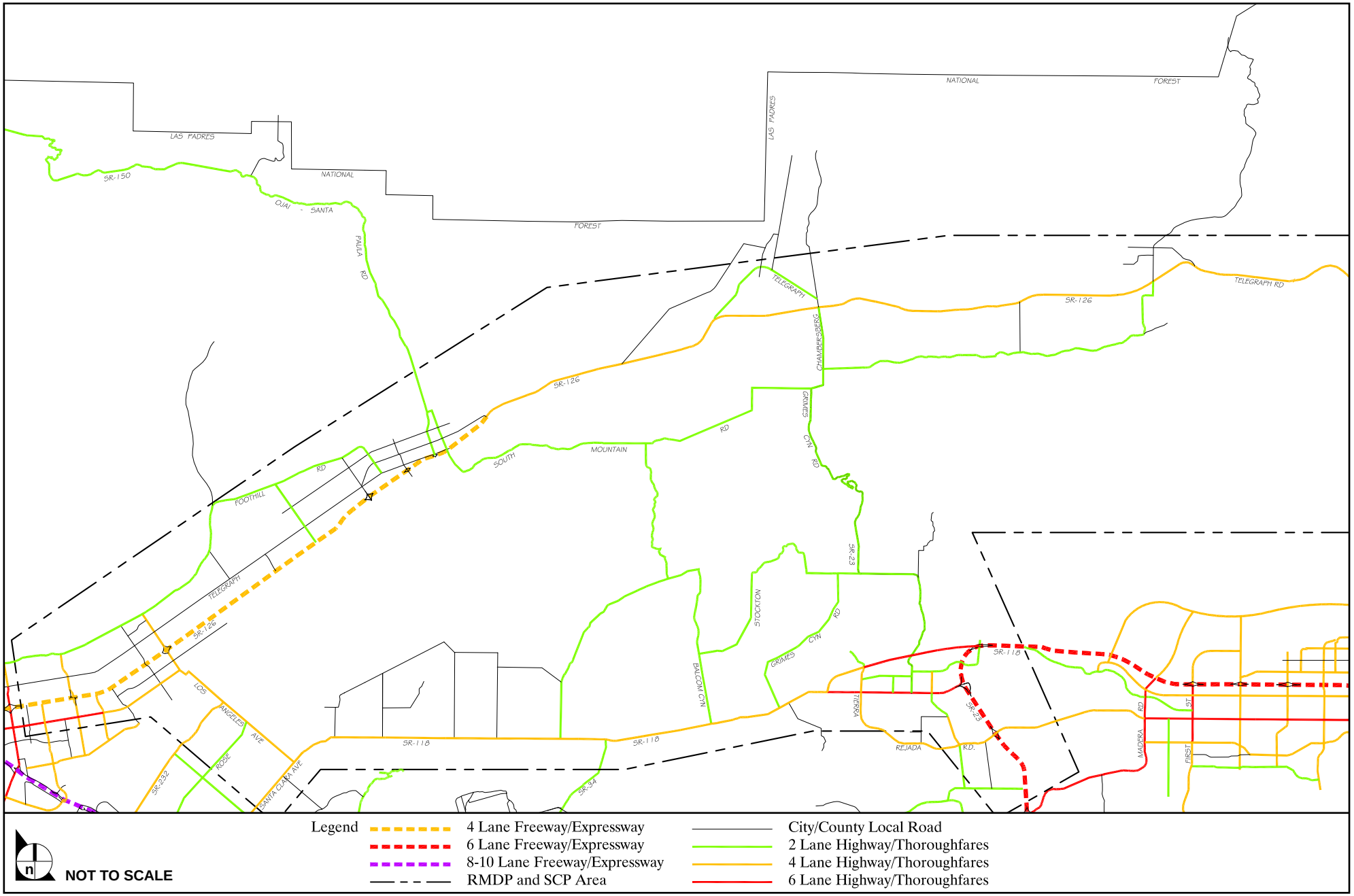
Existing Transit Services



SOURCE: Austin-Foust Associates, Inc. – December 2008

(Revised) FIGURE 4.8-8

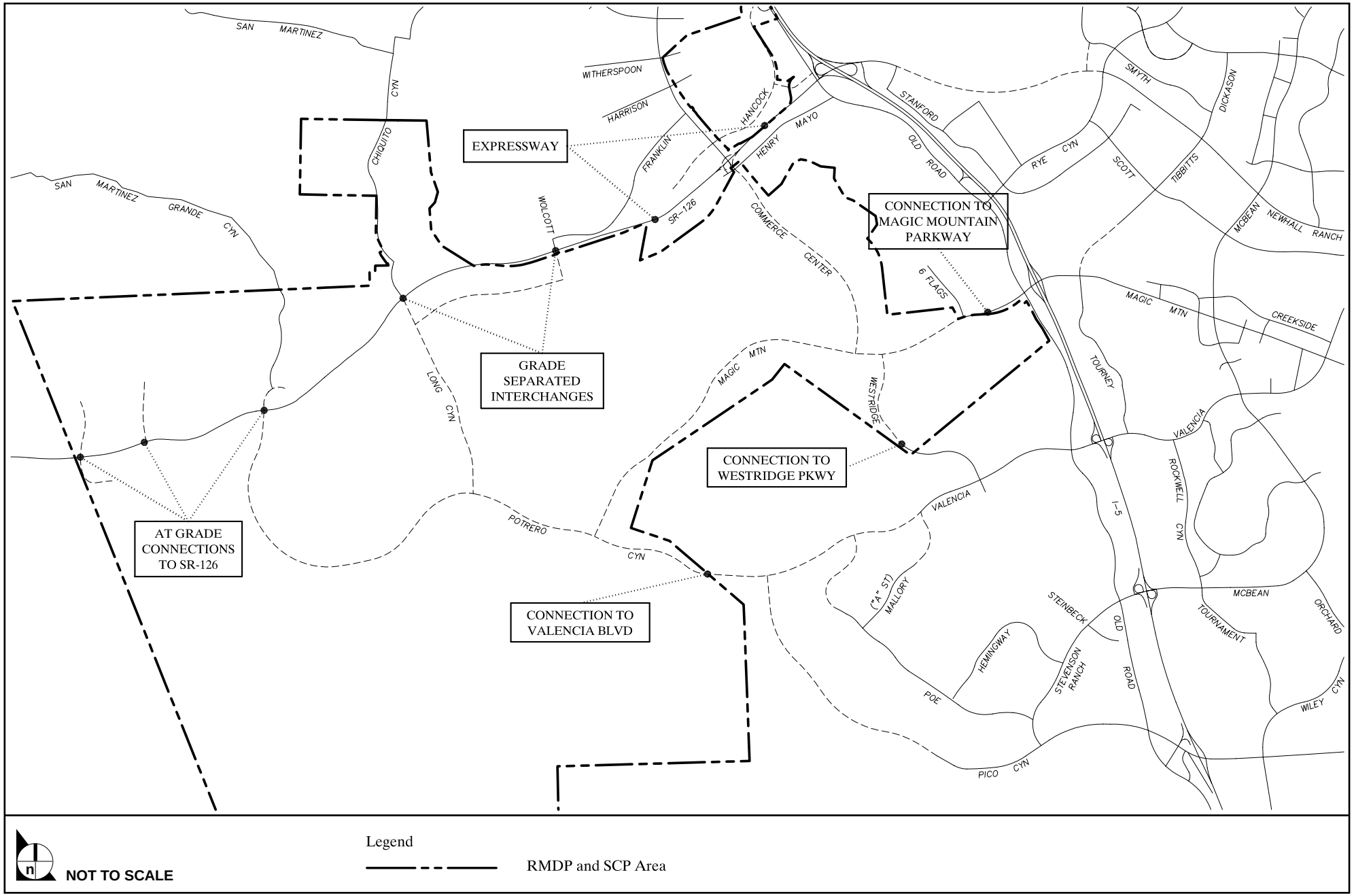
Buildout Highway Plan for the Los Angeles County/Santa Clarita Valley Area



SOURCE: Austin-Foust Associates, Inc. – April 2007

FIGURE 4.8-9

Buildout Highway Plan for Ventura County Area



SOURCE: Austin-Foust Associates, Inc. – September 2007

FIGURE 4.8-10

Project Area Proposed Arterial Highway System

Table 4.8-4
Los Angeles County/Santa Clarita Valley Land Use and Trip Generation Comparison - Existing to Build-Out

#	Land Use	Units	2004 Amount	2004 ADT	Build-Out Amount	Build-Out ADT	Increase Amount	Increase ADT
1	SF Residential	DU	51,307	500,554	86,352	847,203	35,045	346,649
2	MF Residential	DU	25,627	202,697	61,651	475,874	36,024	273,177
3	Commercial Retail	TSF	9,613	540,032	21,556	1,153,465	11,942	613,433
4	Commercial Office	TSF	2,322	28,489	15,541	178,924	13,218	150,435
5	Industrial Park	TSF	18,252	106,975	41,272	243,233	23,020	136,258
6	Hotel	Room	985	8,107	1,606	13,218	621	5,111
7	Elementary/Middle School	Stu	32,506	47,140	50,491	73,220	17,985	26,080
8	High School	Stu	13,228	23,678	23,444	41,965	10,216	18,287
9	Other	--	--	112,362	--	165,984	--	53,622
	TOTAL			**1,570,034**		**3,193,086**		**1,623,052**

Note: Numbers shown in table have been rounded.

Source: Santa Clarita Valley Consolidated Traffic Model (SCVCTM)

Table 4.8-4A
Ventura County Land Use and Trip Generation Comparison - Existing to Build-Out

#	Land Use	Units	2004 Amount	2004 ADT	Build-Out Amount	Build-Out ADT	Increase Amount	Increase ADT
1	Low Density Households	DU	163,624	1,799,888	200,033	2,200,363	36,409	400,475
2	High Density Households	DU	74,849	523,962	99,027	693,189	24,178	169,227
3	Mobile Homes	DU	10,927	54,633	12,741	63,705	1,815	9,072
4	Retirement Housing	DU	5,294	15,884	6,331	18,993	1,037	3,109
5	Hotel/Motel	Room	7,353	69,865	9,700	92,159	2,347	22,294
6	High Retail	TSF	4,511	405,974	4,737	426,348	226	20,374
7	Medium Retail	TSF	20,724	828,938	30,484	1,219,343	9,760	390,405
8	Low Retail	TSF	6,571	144,567	10,937	240,611	4,366	96,044
9	Recreational	TSF	858	25,737	1,423	42,691	565	16,954
10	Office	TSF	15,609	234,144	28,124	421,880	12,515	187,736
11	Government Office	TSF	4,297	214,866	3,943	197,144	-354	-17,722
12	Industrial/Manufacturing	TSF	61,015	335,584	107,491	591,203	46,476	255,619
13	School	Stu	126,492	164,448	153,053	198,977	26,560	34,529
14	College	Stu	33,545	46,963	40,545	56,763	7,000	9,800
15	Parks	Acre	6,717	38,966	9,419	54,630	2,702	15,664
16	Agriculture	Acre	37,551	3,756	32,456	3,243	-5,094	-513
17	Retail Employment	Emp	4,383	78,894	4,493	80,874	110	1,980
18	Total Employment	Emp	29,319	99,685	35,102	119,343	5,783	19,658
	TOTAL			**5,086,754**		**6,721,459**		**1,634,705**

Note: Numbers shown in table have been rounded.

Sources: Ventura County Traffic Model (VCTM), Ventura Traffic Analysis Model (VTAM), and the Moorpark Traffic Analysis Model

4.8.6 TRAFFIC-RELATED CHARACTERISTICS OF PROJECT ALTERNATIVES

This section describes each of the Project alternatives in terms of their traffic-related characteristics. This includes Project area trip generation and distribution, and the proposed on-site roadway system designed to serve Project traffic.

4.8.6.1 Land Use and Trip Generation

The Specific Plan was adopted by the Los Angeles County Board of Supervisors in May 2003, and authorizes the development of ~~includes 20,885~~ approximately 21,000 dwelling units and approximately 5.5 million square feet (msf) of nonresidential land uses. The land use plan also includes schools, parks, a library, two fire stations, the WRP, and a golf course. Much of the Specific Plan area located on the south end of the site (the High Country SMA) ~~will~~ would remain as permanent Open Area. The first phases of development within the Specific Plan area are currently going through the county's review processes.

The Entrada planning area likewise is going through the local county planning and review process. The portion of Entrada included in the proposed Project ~~area is to~~ would include approximately 1,725 dwelling units, and 450,000 square feet (sf) of nonresidential uses. The VCC planning area is an established Industrial Park and Business Park area, and the portion of VCC included in the proposed Project ~~area is to~~ would include approximately 3.4 msf of nonresidential uses.

Six distinct development alternatives, as well as the No Action/No-Project Alternative, have been identified for detailed analysis. These alternatives, which are identified as Alternatives 1 through 7, are described below.

Alternative 1 -- The No Action/No Project Alternative represents no development occurring within the Project area. Alternative 1 would result in no new roadways within the Project area and would not generate any new traffic.

Alternative 2 -- This development alternative, the proposed Project alternative, represents the adopted Specific Plan for that portion of the RMDP component area, plus the planned land uses for the Entrada and VCC portions of the area. Alternative 2 consists of 22,610 residential dwelling units and approximately 9.40 msf of nonresidential uses (20,885 units and 5.55 msf in the Specific Plan area and 1,725 units and 3.85 msf for Entrada and VCC). The nonresidential uses consist of a mixture of commercial, retail, office, and business park uses. This alternative is forecast to generate approximately 409,000 ADT.

The on-site transportation network for Alternative 2 consists of the current County Master Plan of Highways for arterial highways relative to the number of roadways, the number of miles and general alignment of the roadways, the number of river crossings, and the overall resulting traffic distribution patterns. The County Master Plan of Highways is consistent with the designations found in the Specific Plan, which includes connections to Magic Mountain Parkway, Valencia Boulevard, Pico Canyon Road, and three bridge crossings over the Santa Clara River. The three bridge crossings allow for connections to SR-126 at Commerce Center Drive, Long Canyon Road, and Potrero Canyon Road, as shown in **Figure 4.8-10**.

Alternative 3 -- This alternative represents a reduction in the overall amount of development in comparison to Alternative 2. Alternative 3 consists of 21,558 residential dwelling units and approximately 9.33~~3~~ msf of

~~nonresidential~~ commercial uses (20,433 units and 5.48 msf in the Specific Plan area and 1,125 units and 3.85 msf for Entrada and VCC).[4] This alternative is forecast to generate approximately 399,000 ADT, which is 2.4 percent less ADT than Alternative 2.

The on-site transportation network for Alternative 3 differs from the current County Master Plan of Highways by removing the Potrero Canyon Road bridge crossing over the Santa Clara River.

Alternative 4 -- This alternative also represents a reduction in the amount of overall development in comparison to Alternative 2. Alternative 4 consists of 21,846 residential dwelling units and approximately 5.933 msf of nonresidential uses (20,721 units and 5.483 msf in the Specific Plan area and 1,125 units and 0.45 msf for Entrada). This alternative is forecast to generate approximately 369,000 ADT, which is 9.7 percent less ADT than Alternative 2.

The on-site transportation network for Alternative 4 is comparable to the Alternative 3 network; it also would remove the Potrero Canyon Road bridge crossing over the Santa Clara River.

Alternative 5 -- This alternative represents a reduction in the amount of overall development in comparison to Alternative 2. Alternative 5 consists of 21,155 residential dwelling units and approximately 5.865 msf of nonresidential uses (20,196 units and 5.42 msf in the Specific Plan area and 959 units and 0.45 msf for Entrada). This alternative is forecast to generate approximately 361,000 ADT, which is 11.7 percent less ADT than Alternative 2.

The on-site transportation network for Alternative 5 is similar to the Alternative 2 network (the County Master Plan of Highways), but with slight changes to certain roadway alignments through the Project area.

Alternative 6 -- This alternative represents a reduction in the amount of development in comparison to Alternative 2. Alternative 6 consists of 20,212 residential dwelling units and approximately 5.784 msf of nonresidential uses (19,787 units and 5.33 msf in the Specific Plan area and 425 units and 0.45 msf for Entrada). This alternative is forecast to generate approximately 350,000 ADT, which is 14.2 percent less ADT than Alternative 2.

The on-site transportation network for Alternative 6 differs from the current County Master Plan of Highways by removing the Commerce Center Drive bridge crossing over the Santa Clara River.

Alternative 7 -- This alternative represents a reduction in the amount of development in comparison to Alternative 2. Alternative 7 consists of 17,323 residential dwelling units and approximately 3.815 msf of nonresidential uses (16,471 units and 3.76 msf in the Specific Plan area and 852 units and 0.05 msf for Entrada. This alternative is forecast to generate approximately 266,000 ADT, which is 35.0 percent less ADT than Alternative 2.

[4] The Draft LEDPA, which is analyzed in **Appendix F1.0** of the Final EIS/EIR, is similar to the overall development characteristics of Alternative 3; however, the Draft LEDPA would facilitate development within the RMDP area (*i.e.*, Specific Plan area) of 19,812 residential units and 5.41 msf of commercial/industrial/business park floor area, which is 621 fewer residential units and 0.07 fewer msf of commercial uses than Alternative 3. The Draft LEDPA would result in a corresponding reduction in ADT when compared to Alternative 3.

The on-site transportation network for Alternative 7 differs from the current County Master Plan of Highways by removing both the Potrero Canyon Road and the Commerce Center Drive bridges crossing over the Santa Clara River.

Detailed land use and trip generation data for each of the development alternatives is provided in the Draft EIS/EIR, **Appendix 4.8**, December 2008 Traffic Report.

A comparison of the land use and related trip generation characteristics of Alternative 2 (proposed Project), as compared to the land uses and trip generation characteristics of the other development alternatives, Alternatives 3 through 7, is provided in **Table 4.8-5**, Development Alternatives -- Land Use and Trip Generation Comparison.

4.8.6.2 Trip Distribution

Future travel patterns in relation to the Project are a function of the Project land uses as described above for each of the Project alternatives, and the land uses surrounding the Project site, particularly centers of employment or commercial activity. This geographic context can be seen from **Figure 4.8-11**, which shows the major activity centers surrounding the Project area. In addition to the VCC, which is estimated to provide approximately 30,500 jobs upon build-out, making the VCC a major source of employment for Specific Plan and other area residents, just east of I-5 is the Valencia Industrial Center and the Valencia Corporate Center, which, together, are expected to provide approximately 27,500 jobs. The Six Flags Magic Mountain Amusement Park provides around 3,360 full-time and part-time jobs. Other centers in the vicinity of the Project site include California Institute of the Arts and the Valencia Town Center, the latter providing a major regional shopping center for the Valley.

The geographic distribution of trips to and from the Project area are shown in **(Revised) Figure 4.8-12**, Project Distribution Patterns, which shows the percent of Project trips on each major roadway serving the Project area.[5] As expected, there is a high orientation to the VCC area adjacent to the Specific Plan area with 12 percent of the trips attracted there. East of the I-5, trips disperse into areas such as Valencia Industrial Center and the Town Center area. **(Revised) Figure 4.8-12** also shows an internal daily capture rate of 47 percent, which is the percentage of total daily vehicle tripends generated by the Project attributable to trips beginning and ending on the Project site. The trip distribution patterns, and the corresponding internal capture rate, were derived using the SCVCTM, which, as previously noted, is a computerized travel demand model in which future land uses are quantified and corresponding traffic volumes are estimated based on standardized modeling techniques. Trip lengths, used to determine vehicle miles traveled, also are calculated by the SCVCTM based on the calibrated trip distribution functions. For additional information, please see Final EIS/EIR, **Topical Response 10**: Vehicle Trip Distribution Methodology.

[5] **(Revised) Figure 4.8-12** was revised from the Draft EIS/EIR source figure appearing in the Austin-Foust Associates, Inc. December 2008 traffic analysis to correct typographical errors in the external project traffic distribution percentages and provide additional detail.

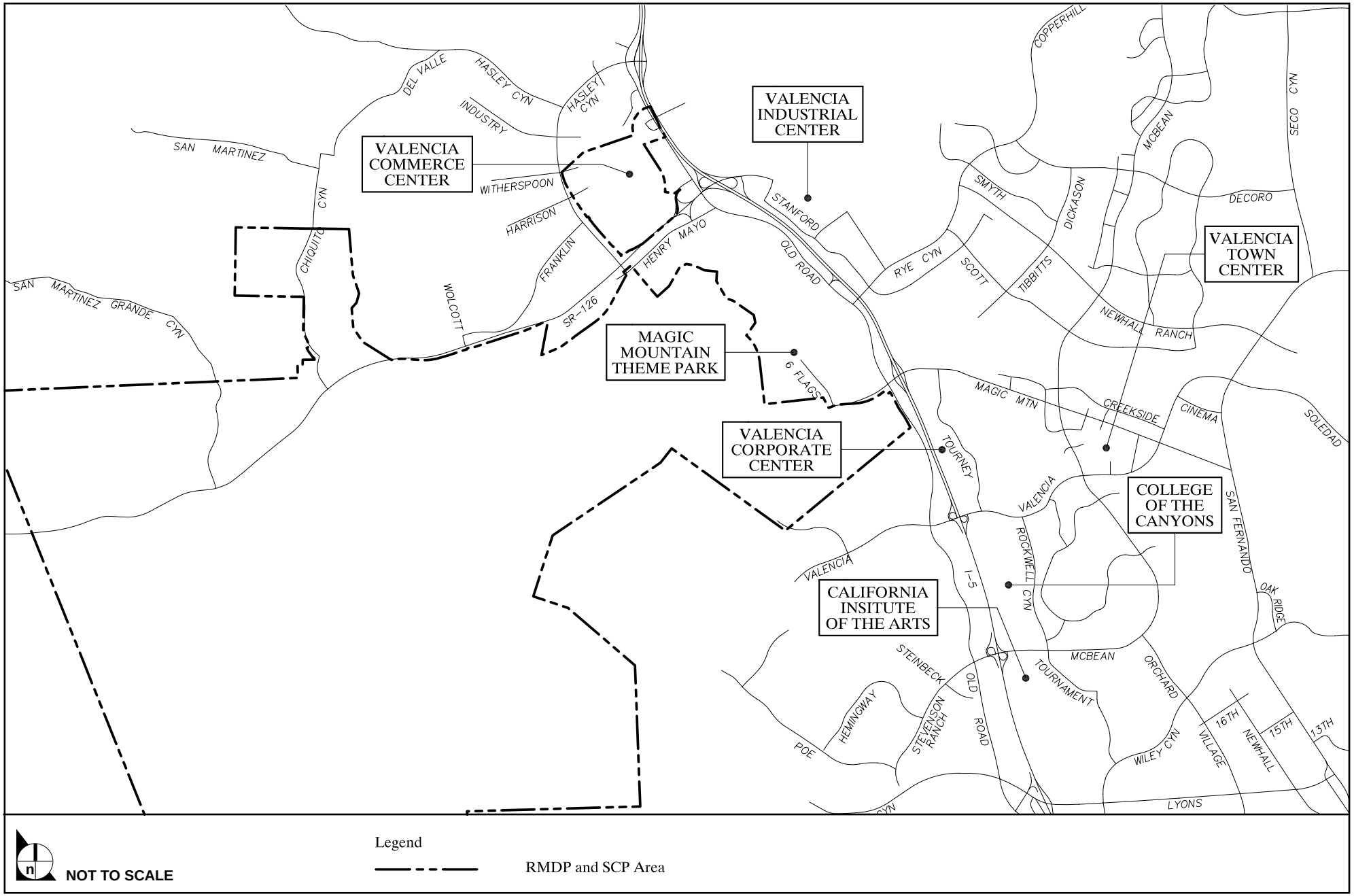
Table 4.8-5
Development Alternatives - Land Use and Trip Generation Comparison

	Alternative 2[1]		Alternative 3		Alternative 4		Alternative 5		Alternative 6		Alternative 7	
	Amount	**ADT**	**Amount**	**ADT**	**Amount**	**ADT**	**Amount**	**ADT**	**Amount**	**ADT**	**Amount**	**ADT**
Residential Units	22,610	198,949	21,558	190,385	21,846	192,773	21,155	186,650	20,212	178,723	17,323	153,234
Nonresidential (msf)	9.40	196,272	9.333	194,940	5.933	162,776	5.865	161,315	5.784	158,786	3.815	99,000
Schools/Parks	--	13,497	--	13,497	--	13,497	--	12,976	--	12,976	--	13,497
ADT	--	408,718	--	398,822	--	369,046	--	360,941	--	350,485	--	265,731
ADT % Change	--	--	--	-2.4%	--	-9.7%	--	-11.7%	--	-14.2%	--	-35.0%

Note: ADT = Average Daily Traffic; msf=million square feet
Alternative 1 represents no-Project conditions and does not generate new traffic.

[1] The Specific Plan approved land uses, plus proposed developed areas within portions of the Entrada and VCC planning areas.

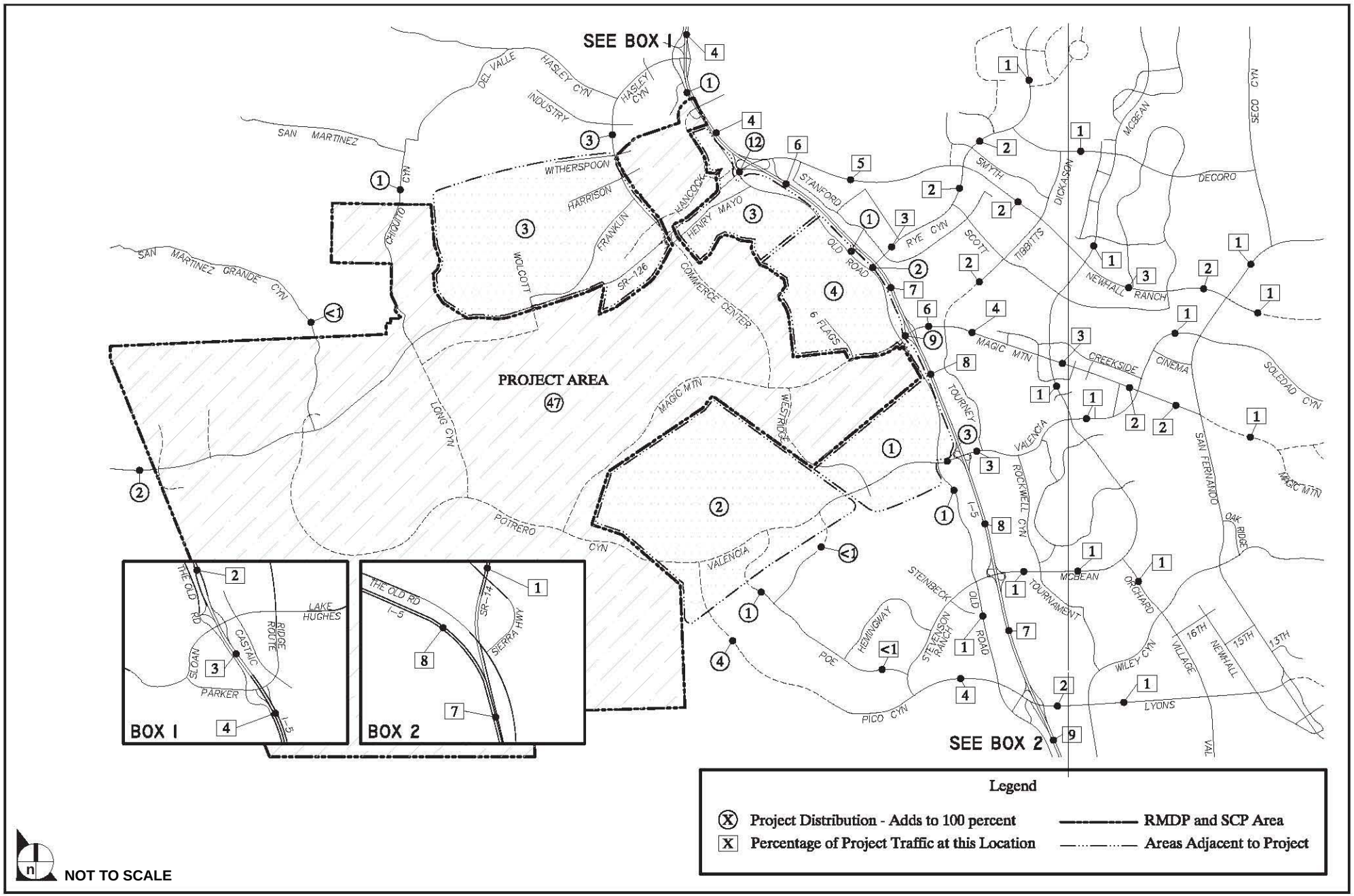
Source: Austin-Foust Associates, Inc. - December 2008



SOURCE: Austin-Foust Associates, Inc. – April 2007

FIGURE 4.8-11

Employment and Colleges Centers and Colleges Surrounding the Project Site



SOURCE: Austin-Foust Associates, Inc. – January 2010

(Revised) FIGURE 4.8-12

Project Distribution Patterns

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The Project's impact is determined through a comparison of long-range traffic volumes for specific roadway links with and without the Project; the difference in the with- and without-Project volumes is the value used to analyze the Project's traffic impacts. However, the difference in the with- and without-Project volumes may differ from the absolute Project volume due to variations in travel patterns that occur as a result of the Project. In other words, in assessing impacts, Project trips are not simply added to a no-Project trip distribution scenario, but rather the trip distribution for each alternative must be estimated independently using a traffic model. The resulting model runs show that when introducing the Project trips into the model, the trip patterns change as compared to the without-Project scenario as some of these trips are re-directed to the Project site and other without-Project trips are redirected to take their place. As part of this "redistribution," trips to or from the Project area will use many of the same roadways, thereby not actually adding "new" trips to those roadways.

4.8.6.3 Project On-Site Circulation System

There are currently no public roadways on the Specific Plan site apart from SR-126, which passes through the northern portion of the Specific Plan site; Chiquito Canyon Road, which extends north from SR-126 into the community of Val Verde; and San Martinez Grande Road, which extends north of SR-126. As the Specific Plan site develops, a complete circulation system will be constructed to serve the proposed on-site land uses and to provide ingress and egress to Newhall Ranch. Access to and from the Entrada planning area is from The Old Road, Henry Mayo Drive, Commerce Center Drive, and Magic Mountain Parkway. Access to and from the VCC planning area is *via* The Old Road to the east, which parallels I-5; Henry Mayo Drive and SR-126 to the south; Hasley Canyon Road to the north; and Hasley Road/Franklin to the west. The intersection of SR-126 and Chiquito Canyon Road form the most westerly boundary of the VCC planning area.

The on-site circulation system for the proposed Project (Alternative 2), including the Specific Plan, is illustrated in **Figure 4.8-13**, Project On-Site Circulation. It features three crossings of the Santa Clara River within the Specific Plan site: one at Potrero Canyon Road, one at Long Canyon Road, and one at Commerce Center Drive. The combination of Potrero Valley Road and Magic Mountain Parkway serve as a backbone roadway through the Specific Plan site, allowing for east-west on-site circulation. Long Canyon Road would provide a direct connection to SR-126 from the central part of the Specific Plan site.

As noted, the on-site transportation network for the proposed Project (Alternative 2) is based on the current County Master Plan of Highways for arterial highways, which is consistent with the designations found within the Specific Plan. This transportation network includes three Santa Clara River bridge crossings from the Specific Plan site to SR-126: at Commerce Center Drive, Long Canyon Road, and Potrero Canyon Road.

Alternatives 3 through 7 differ from Alternative 2 in numerous respects, including the number of Santa Clara River crossings. Below is a brief description of the differences between the on-site transportation network for each alternative relative to the current County Master Plan of Highways and the respective Santa Clara River crossings. Revised **Section 3.0**, Description of Alternatives, of the Final EIS/EIR contains **Figures 3.0-11, 3.0-18, 3.0-23, 3.0-30, 3.0-37, 3.0-46 and (New) Figure 3.0-55**, which depict the circulation system for each alternative:

Alternative 3 -- removes the Potrero Canyon Road bridge crossing over the Santa Clara River.

Alternative 4 -- also removes the Potrero Canyon Road bridge crossing over the Santa Clara River.

Alternative 5 -- includes slight changes to the roadway alignment through portions of the proposed Project site. All three bridge crossings over the Santa Clara River are part of this alternative.

Alternative 6 -- removes the Commerce Center Drive bridge crossing over the Santa Clara River.

Alternative 7 -- removes both the Potrero Canyon Road and the Commerce Center Drive bridge crossings over the Santa Clara River.

4.8.7 IMPACT SIGNIFICANCE CRITERIA

This subsection describes the applicable significance threshold criteria based upon the traffic analysis performed for this EIS/EIR. **Subsection 4.8.8** presents an analysis of the impacts of each of the Project alternatives on the surrounding circulation system for the build-out time frame. Long-range traffic volumes and resulting levels of service are compared for the No Action/No-Project condition (Alternative 1) against the with-Project condition for each development alternative, and impacts are identified accordingly. To maintain consistency in the impact analysis, the Corps has agreed to use the CEQA criteria presented below for purposes of this EIS/EIR. The Corps also has applied federal criteria to assess impacts as appropriate in the EIS/EIR.

In transportation planning, it is common to translate v/c ratios into LOS designations. These are labeled "A" through "F," with "A" indicating free flow conditions (*i.e.*, minimal traffic) and "F" indicating congested conditions. As previously noted, the County of Los Angeles considers a roadway link "deficient" if the ADT volume exceeds the capacity for LOS E. In Ventura County, the deficiency standard is LOS D. Subsequently, for purposes of this analysis, v/c calculations are based on LOS E capacities for Los Angeles County roadways and LOS D capacities for Ventura County roadways so that a v/c ratio greater than 1.0 uniformly represents deficient conditions.

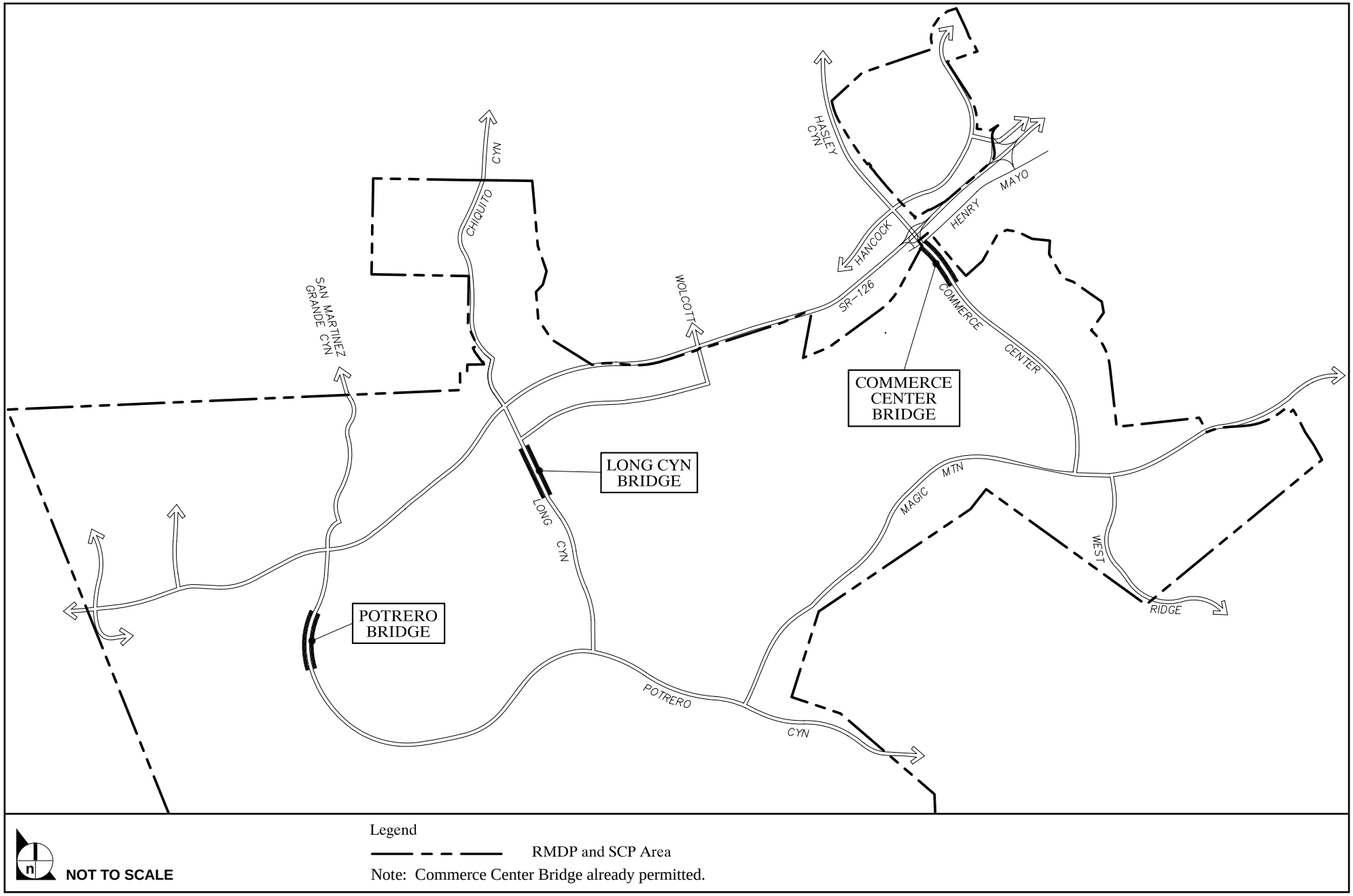
Based on the criteria noted above, a project alternative would result in a significant impact if the addition of project traffic would cause a roadway segment to go from acceptable to deficient conditions, or if the project alternative would increase the v/c ratio at an existing deficient location by .01 or more.

In the case of Los Angeles County roadways, a project alternative would result in a significant impact

- if the project traffic would cause a roadway segment to go from an LOS A-E to LOS F, or
- if the project alternative worsens LOS F conditions by increasing the v/c ratio by .01 or more.

In the case of Ventura County roadways, a project alternative would result in a significant impact:

- if the project traffic would cause a roadway segment to go from an LOS A-D to LOS E, or
- if the project alternative worsens LOS E conditions by increasing the v/c ratio by .01 or more.



SOURCE: Austin-Foust Associates, Inc. – April 2007

FIGURE 4.8-13

Project On-Site Circulation

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In the case of Caltrans freeways, a project alternative would result in a significant impact

- if the project traffic would cause a freeway segment to go from an LOS A-E to LOS F (*i.e.*, the segment would have a v/c greater than 1.0, or a volume density greater than 45.0 passenger cars per mile per lane) and the project traffic increases the v/c ratio by .020 or more; or

- if the project traffic worsens LOS F conditions by increasing the v/c ratio by .020 or more.

The following discussion presents an analysis of the potential significant traffic impacts of Alternative 1 (No Action/No Project Alternative) and each of the development alternatives, Alternatives 2 through 7. Direct, indirect, and secondary impacts relating to each development alternative are addressed separately below.

4.8.8 IMPACTS OF THE PROPOSED PROJECT AND ALTERNATIVES

4.8.8.1 Impacts of Alternative 1 (No Action/No Project)

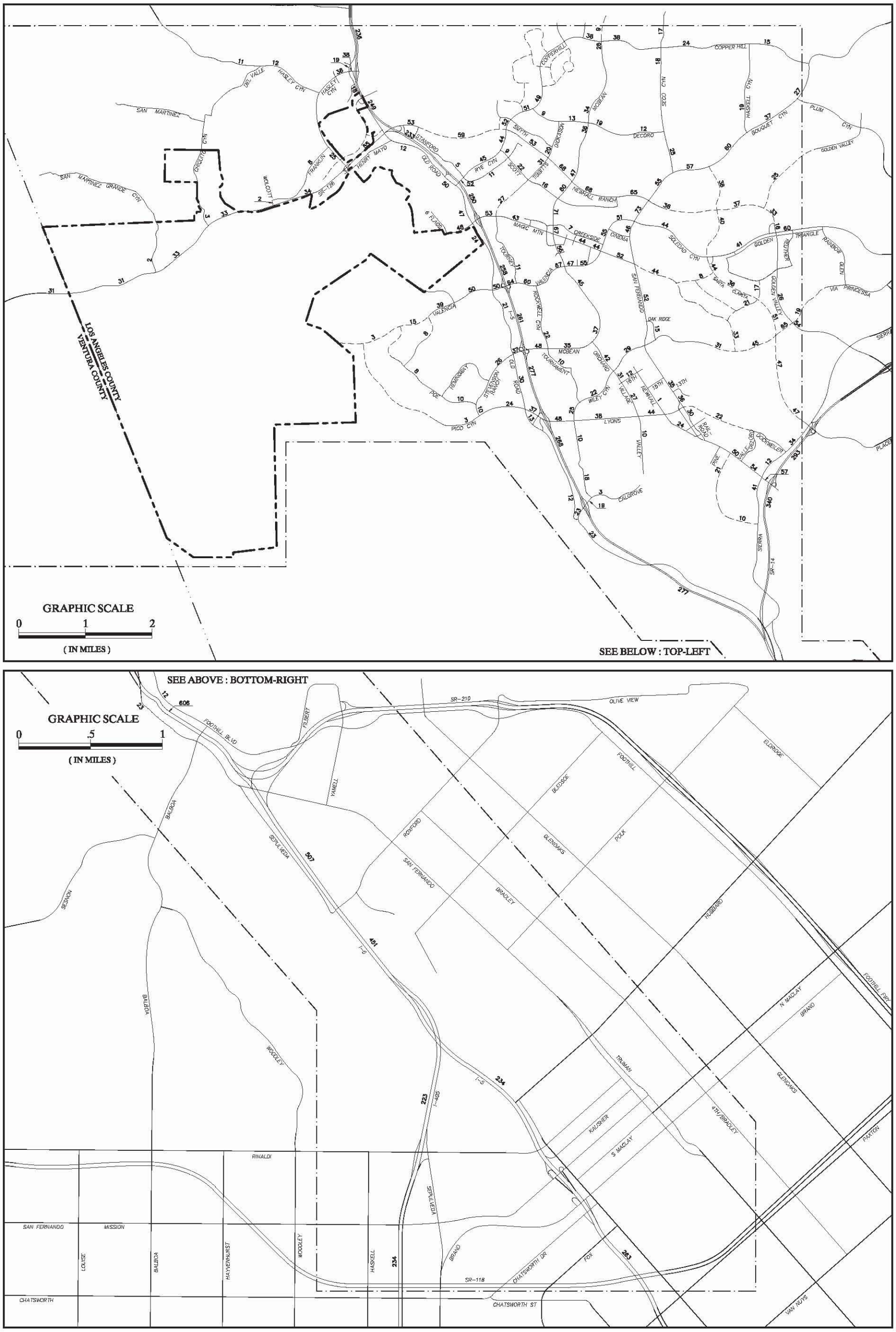
Under Alternative 1, no action would be taken and no Project would be developed. Therefore, under this alternative, there would be no construction of bridges, bank stabilization, grade control structures, detention basins, storm drains, or WRP. Consequently, Alternative 1 would not result in any direct impacts to the environment. Similarly, with respect to indirect and secondary impacts, under Alternative 1, no infrastructure would be built and no federal or state permits issued to facilitate development within the Specific Plan, the VCC planning area, or portions of the Entrada planning area. Therefore, Alternative 1 would not generate any vehicle trips, indirectly or otherwise, and, consequently, this alternative would not result in any traffic-related impacts associated with development and implementation of the Project alternatives. **(Revised)** **Figure 4.8-14**, ADT Volumes -- Long Range Cumulative - Alternative 1 (Los Angeles County Area) and **Figure 4.8-15**, ADT Volumes -- Long Range Cumulative - Alternative 1 (Ventura County), depict forecasted future volumes under the No Action/No Project Alternative.

While Alternative 1 would not generate any vehicle trips, indirectly or otherwise, as depicted in **Table 4.8-6**, Alternative 1 Deficient Roadway Segments, one arterial roadway segment and eleven freeway segments would operate under deficient conditions based on applicable level of service standards as a result of cumulative background traffic.

Table 4.8-6
Alternative 1 Deficient Roadway Segments

Location/County/On-site-Off-site	Lanes	V/C
Via Princessa east of Santa Clarita/Los Angeles/Off-site	6	1.20
I-5 south of Hasley (SB)/Los Angeles/Off-site	8	1.070
I-5 south of SR-126 (SB)/Los Angeles/Off-site	8	1.068
I-5 south of Rye Canyon (SB)/Los Angeles/Off-site	8	1.200
I-5 south of Magic Mountain (SB)/Los Angeles/Off-site	8	1.163
I-5 south of Valencia (NB)/Los Angeles/Off-site	8	1.024
I-5 south of Valencia (SB)/Los Angeles/Off-site	8	1.176
I-5 south of McBean (NB)/Los Angeles/Off-site	8	1.035
I-5 south of McBean (SB)/Los Angeles/Off-site	8	1.130
I-5 south of Lyons (NB)/Los Angeles/Off-site	8	1.013
I-5 south of Lyons (SB)/Los Angeles/Off-site	8	1.021
I-5 south of Calgrove (SB)/Los Angeles/Off-site	8	1.266

Source: Austin-Foust Associates, Inc. - December 2008



SOURCE: Austin-Foust Associates, Inc. – December 2008

(Revised) FIGURE 4.8-14

ADT Volumes - Long Range Cumulative, Alternative 1 (Los Angeles County Area)

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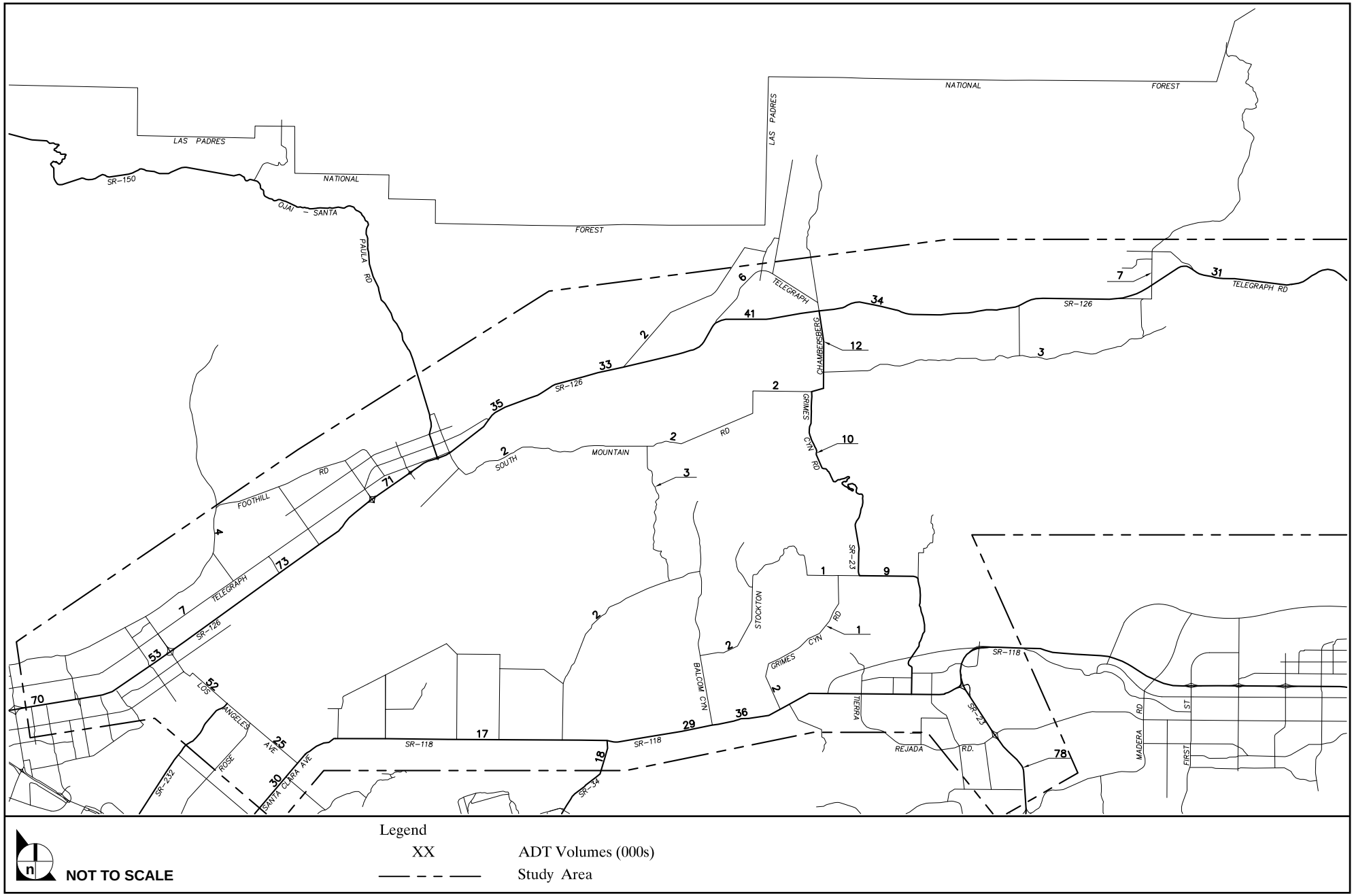

SOURCE: Austin-Foust Associates, Inc. – September 2007

FIGURE 4.8-15

ADT Volumes – Long Range Cumulative Alternative 1 (Ventura County)

4.8.8.2 Impacts of Alternative 2 (Proposed Project)

4.8.8.2.1 Direct Impacts

RMDP Direct Impacts. The Alternative 2 development scenario includes the construction of bridges, bank stabilization, grade control structures, detention basins, storm drains, and a WRP outfall, as well as various restoration and maintenance activities in and around jurisdictional waters and streambeds within the Specific Plan site. These activities would require construction workers and equipment to access the site during the period of construction.

To determine the potential impacts associated with RMDP construction activities, the number of average daily worker vehicle and equipment trips was estimated for each year of Project construction based on the URBEMIS model land use and air emission program. Construction operations associated with the RMDP under Alternative 2 are anticipated to occur over a period of 97 months (8.1 years). (See **Subsection 4.7.4.5.1**.) The URBEMIS model estimates the number of vehicle trips that would be generated by construction activities based on multiple factors, including the number of construction equipment vehicles to be utilized, overall equipment hours, and the unit of development (*e.g.*, 1,000 sf of development). (See the Draft EIS/EIR, **Appendix 4.8**, December 2008 Traffic Report; and **Subsection 4.7.4.2**.) In this case, the model determined that the peak year for trip generation associated with RMDP construction would be 2009, during which time approximately 88 construction-related ADT would be generated (this is approximately 0.2 percent of Specific Plan ADT).[6] (Draft EIS/EIR, **Appendix 4.8**, December 2008 Traffic Report.) These trips would be dispersed throughout the Project site and surrounding roadways, thereby resulting in a negligible amount of increased traffic on any given roadway. Due to the relatively low number of trips that would be generated by such activities, the additional vehicle trips associated with RMDP construction under Alternative 2 would not result in significant direct impacts on traffic or circulation.

SCP Direct Impacts. The SCP is a conservation plan that would establish spineflower preserves within the Project area. The only construction activities associated with the preserves would be the installation of split-rail fences around the preserve perimeter. Any construction-related trips associated with these activities would be extremely limited in nature and, consequently, would have a negligible effect on traffic conditions. The SCP component of Alternative 2, therefore, would not result in significant direct impacts on traffic or circulation.

4.8.8.2.2 Indirect Impacts

RMDP Indirect Impacts. For purposes of the traffic analysis, the analysis of indirect impacts (*i.e.*, on-site impacts) was conducted by assessing impacts based on the combined total of vehicle trips attributable to the development that would be facilitated by both the proposed RMDP and SCP.[37] Therefore, rather than

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[6] Although the reference date 2009 has passed, the underlying assumption that peak construction trips would occur at Project outset remains valid and, accordingly, the analysis conclusions also remain valid.

[37] In general, the EIS/EIR distinguishes between the development that would be facilitated by the RMDP, which is the previously adopted Specific Plan, and the development that would be facilitated by the SCP,

conducting two separate traffic analyses, each with reduced vehicle trips and reduced impacts, the analysis of indirect impacts associated with Alternative 2, for example, combines the vehicle trips attributable to the adopted Specific Plan (with the exception of the added spineflower preserves at Potrero Canyon, San Martinez Grande Canyon, and Airport Mesa), the completion of the VCC, comprising an additional 3.40 msf of nonresidential uses, and development of a portion of the Entrada development, consisting of approximately 1,725 residential dwelling units, and 450,000 sf of nonresidential uses. Specific to Alternative 2, the alternative would facilitate the construction of approximately 22,610 residential dwelling units and approximately 9.40 msf of nonresidential uses. The nonresidential uses consist of a mixture of commercial retail, office, and business park uses. This alternative is forecast to generate approximately 409,000 ADT.

As previously noted, the on-site transportation network for Alternative 2 consists of build-out of the current County Master Plan of Highways for arterial highways. This includes connections to Magic Mountain Parkway, Valencia Boulevard, Pico Canyon Road, and three bridge crossings over the Santa Clara River. The three bridge crossings allow for connections to SR-126 at Commerce Center Drive, Long Canyon Road, and Potrero Canyon Road. As shown on **Table 4.8-7**, Alternative 2 Significantly Impacted Roadway Segments, although this alternative would result in significant impacts at multiple *off-site* locations, no *on-site* roadway segments were identified as significantly impacted under this alternative. The v/c calculations for all study area roadway segments, which are presented in the Draft EIS/EIR, **Appendix 4.8** of this EIS/EIR, December 2008 Traffic Report, illustrate that under this alternative all on-site roadways would operate at LOS D or better conditions. Therefore, the on-site transportation network developed under Alternative 2 would provide adequate roadway capacity to accommodate the traffic generated under this alternative, and the RMDP component of Alternative 2 would not result in significant indirect on-site impacts.

SCP Indirect Impacts. Implementation of the SCP component of Alternative 2, like the RMDP component, would indirectly facilitate previously approved urban development (VCC) and proposed development (Entrada) within the Alternative 2 planning areas. As noted above, the analysis of indirect impacts presented under the heading RMDP Indirect Impacts includes vehicle trips attributable to the VCC planning area and portions of the Entrada planning area. There would be no indirect impacts attributable to the SCP component of Alternative 2 beyond those discussed above. Therefore, the on-site transportation network developed under Alternative 2 would provide adequate roadway capacity to accommodate the traffic generated under this alternative, and the SCP component of Alternative 2 would not result in significant indirect on-site impacts.

which is the previously approved VCC planning area, and the proposed development of portions of the Entrada planning area.

(Revised) Table 4.8-7
Alternative 2 Significantly Impacted Roadway Segments

Location/County/On-Off-Site	Lanes	V/C	Volume Density[6]	LOS
The Old Road north of Magic Mtn/Los Angeles/Off-site	6	1.02[1]		F
Rye Cyn east of The Old Road/Los Angeles/Off-site	6	1.07[1]		F
Via Princessa east of Santa Clarita/Los Angeles/Off-site	6	1.22[2]		F
I-5 south of Parker (NB)/Los Angeles/Off-site[3]	8	1.025[4]	<45.0	F
I-5 south of Hasley (SB)/Los Angeles/Off-site	8	1.138[5]	>45.0	F
I-5 south of SR-126 (SB)/Los Angeles/Off-site	8	1.150[5]	>45. 0	F
I-5 south of Rye Canyon (SB)/Los Angeles/Off-site	8	1.263[5]	>45.0	F
I-5 south of Magic Mtn (SB)/Los Angeles/Off-site	8	1.225[5]	>45.0	F
I-5 south of Valencia (SB)/Los Angeles/Off-site	8	1.250[5]	>45.0	F
I-5 south of McBean (SB)/Los Angeles/Off-site	8	1.200[5]	>45.0	F
I-5 south of Lyons (NB)/Los Angeles/Off-site	8	1.050[5]	>45.0	F
I-5 south of Lyons (SB)/Los Angeles/Off-site	8	1.113[5]	>45.0	F
I-5 south of Calgrove (NB)/Los Angeles/Off-site	8	1.025[4]	>45.0	F
I-5 south of Calgrove (SB)/Los Angeles/Off-site	8	1.375[5]	>45.0	F

[1] Project results in a v/c > 1.0

[2] Project contributes to a v/c > 1.0

[3] Southbound (SB); Northbound (NB)

[4] Project results in a v/c > 1.0 and increases v/c by .020 or more

[5] Project contributes to a v/c > 1.0 and increases v/c by .020 or more

[6] Volume density levels reflect the highest directional density (northbound or southbound) for the geographic segment. [A volume density greater than 45.0 passenger cars per mile per lane results in a deficient service level.]

Source: Austin-Foust Associates, Inc. - December 2008

4.8.8.2.3 Secondary Impacts

RMDP Secondary Impacts. To assess the potential off-site traffic impacts (*i.e.*, secondary impacts) associated with development of Alternative 2, a cumulative impact scenario was analyzed, which contemplates build-out of all lands under the current land use designations indicated in the Los Angeles County Santa Clarita Valley Area Plan and the city of Santa Clarita General Plan, plus active pending General Plan Amendment requests for additional urban development in the unincorporated area of the Santa Clarita Valley and the city of Santa Clarita. Likewise, for the Ventura County portion of the study area, the traffic forecasts assume build-out of the Ventura County General Plan, as well as the General Plans for the nearby cities of Fillmore, Ventura, and Moorpark. As with indirect impacts, the analysis of secondary impacts attributable to Alternative 2 and all of the development alternatives was conducted by assessing impacts based on the combined total of vehicle trips attributable to the development that would be facilitated by both the proposed RMDP and SCP.

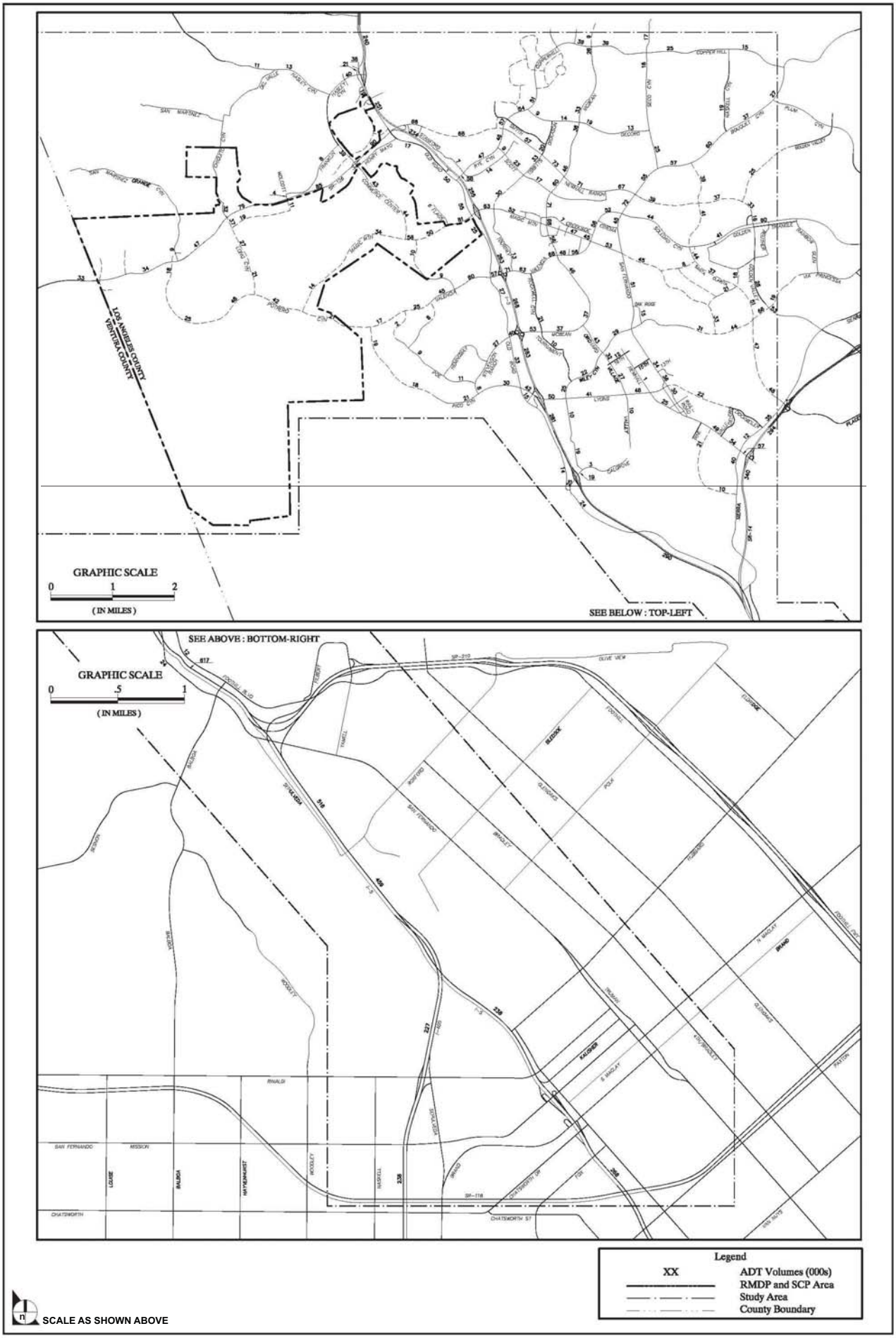
(Revised) Figure 4.8-16, ADT Volumes - Long-Range Cumulative, Alternative 2 (Los Angeles County Area), and **Figure 4.8-17**, ADT Volumes - Long-Range Cumulative, Alternative 2 (Ventura County Area), show the long-range Alternative 2 ADT volumes with the addition of the cumulative projects for the Los Angeles County and Ventura County areas, respectively.

As shown on **Table 4.8-7**, Alternative 2 Significantly Impacted Roadway Segments, under Alternative 2, several study area arterial roadway segments in the Santa Clarita Valley are forecast to exceed the roadway's ADT capacity (roadways with a v/c greater than 1.0), and several freeway segments in the Valley are forecast to exceed acceptable thresholds (project increases v/c by .020 or more resulting in or contributing to a v/c greater than 1.0) and volume densities (greater than 45.0 passenger cars per mile per lane) under long-range cumulative conditions. In contrast, none of the study area roadway segments in Ventura County or south of the I-5/SR-14 confluence are forecast to exceed the roadway capacity threshold. (Draft EIS/EIR, **Appendix 4.8**, December 2008 Traffic Report.). Specifically, and as shown on **Table 4.8-7**, Alternative 2 would cause significant impacts on two Santa Clarita Valley arterial roadway segments and two freeway segments, and it would contribute to already deficient conditions on one additional arterial segment and nine freeway segments, thereby resulting in significant impacts at these locations.[8] As discussed below in **Subsections 4.8.9** and **4.8.10**, with implementation of the following Mitigation Measures, in combination with the mitigation measures previously adopted in connection with approval of the Specific Plan and VCC, the identified potentially significant impacts would be reduced to less than significant: TR-5, TR-7, TR-8, TR-10, TR-11, TR-12, TR-13, TR-14, TR-15, TR-16, TR-17, and TR-18. **Table 4.8-7** depicts the significantly impacted roadway segments, and the resulting v/c ratios and volume densities. The v/c and volume density calculations for all study area roadway segments are presented in **Appendix 4.8** of ~~this~~the Draft EIS/EIR, December 2008 Traffic Report.[49]

With respect to the impacts attributable to construction activities, the number of average daily worker trips associated with construction of the Specific Plan, the completion of the VCC, and development of a portion of the Entrada development was estimated based on the URBEMIS model land use and air emission program. (Draft EIS/EIR, **Appendix 4.8**, December 2008 Traffic Report.) The model determined that the peak year for vehicle trips would be 2017, during which time approximately 978 construction-related ADT would be generated. (Draft EIS/EIR, **Appendix 4.8**, December 2008 Traffic Report.) These ADT would be distributed throughout the Project study area, both on- and off-site and, consequently, the dispersed nature of the 978 ADT would result in a negligible increase in the amount of traffic on any given roadway. (Draft EIS/EIR, **Appendix 4.8**, December 2008 Traffic Report.) Moreover, by the year 2017 significant capacity improvements made as part of the proposed Project's mitigation program would be in place on Magic Mountain Parkway, Valencia Boulevard, Commerce Center Drive, and Long Canyon Road. Specifically, each of the roadways would be six lanes in width (with the exception of Magic Mountain Parkway, which

[8] The long-range arterial roadway ADT forecasts and V/C ratios for all road segments analyzed as part of this study, including both significantly impacted segments and segments not significantly impacted, are presented in Draft EIS/EIR **Appendix 4.8**, December 2008 Traffic Report, Appendix C.

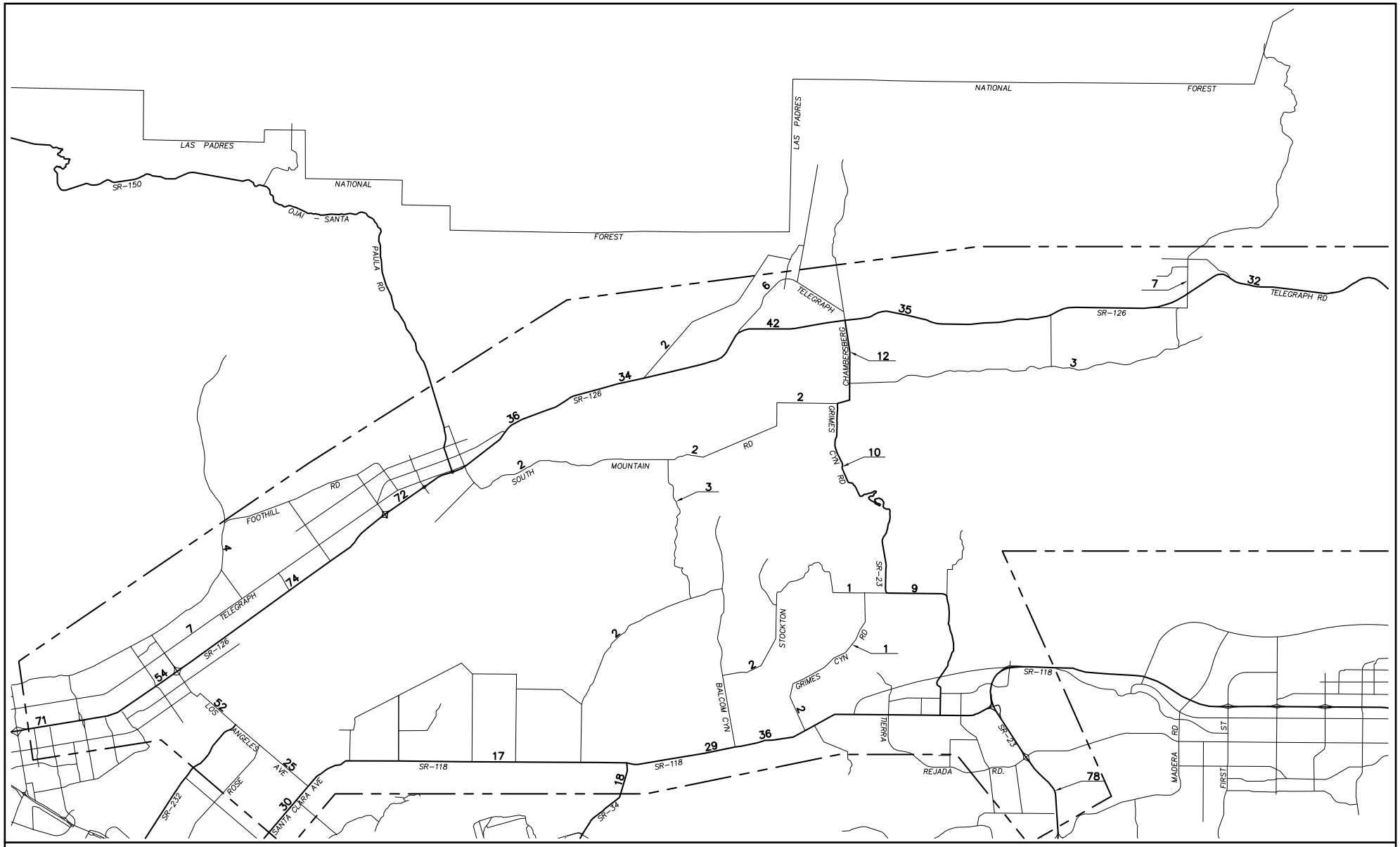
[49] The freeway v/c impact analysis assessed potential impacts at a directional level of review. That is, impacts were identified separately for northbound and southbound directional flows. For purposes of this EIS/EIR, the number of freeway "segments" reported as significantly impacted by any given alternative is determined by adding each significantly impacted directional flow segment such that one geographic segment (*e.g.*, I-5 south of Lyons) that is significantly impacted in the northbound and southbound direction, is reported as two significantly impacted segments.



SOURCE: Austin-Foust Associates, Inc. – December 2008

(Revised) FIGURE 4.8-16

ADT Volumes - Long Range Cumulative, Alternative 2 (Los Angeles County Area)



SOURCE: Austin-Foust Associates, Inc. – September 2007

FIGURE 4.8-17

ADT Volumes – Long-Range Cumulative Alternative 2 (Ventura County Area)

would range between 4-10 lanes in width) and each would be extended into the Specific Plan site, with a collective capacity to accommodate 180,000 ADT; the Project construction traffic would utilize approximately 0.5 percent of that capacity. (Draft EIS/EIR, **Appendix 4.8**, December 2008 Traffic Report.) Therefore, due to the relatively low number of construction-related trips, the additional vehicle trips associated with construction activities under Alternative 2 would not result in significant indirect or secondary impacts on traffic or circulation.

Development of Alternative 2 would result in the need for additional transit services to serve the newly developed area. As discussed in **Subsection 4.8.4.2**, the study area is served primarily by two major transit carriers, the Santa Clarita Valley Transit System and Metrolink. SCT recently completed a Transportation Development Plan for the years through 2015. (See Draft EIS/EIR, **Appendix 4.8**, December 2008 Traffic Report.) The Plan identifies the need to provide future services to the Project areas, and includes the following bus route recommendations for the medium-term timeframe, defined as five to 10 years in the future:

Routes 3/7: Extend route west on Magic Mountain Parkway and Valencia Boulevard; and

Route 11: Establish a potential hybrid route[10] to serve the Newhall Ranch Landmark Village along Henry Mayo Drive/SR-126, Commerce Center Drive, and Magic Mountain Parkway.

As the Project site is developed further over the years, periodic adjustments to the availability of transit service will be required to serve the subsequently developed areas. While neither the County of Los Angeles nor the County of Ventura has adopted significance thresholds for transit service performance or safety, there is no indication that these adjustments would not occur or that future transit services would be deficient; therefore, Alternative 2 would not result in significant impacts relative to the provision of transit service.

SCP Secondary Impacts. The analysis of secondary impacts associated with the RMDP component of Alternative 2 presented above includes vehicle trips attributable to the VCC planning area and portions of the Entrada planning area, the two other development areas that would be facilitated by implementation of the SCP component of Alternative 2. There would be no additional secondary impacts attributable to the SCP component of Alternative 2 beyond those already identified above under the RMDP discussion. Additionally, within the VCC planning area, impacts associated with build-out of the previously approved development were analyzed in the certified VCC EIR (April 1990).

Table 4.8-8 summarizes the number of roadway segments significantly impacted as a result of the direct, indirect, and secondary impacts of Alternative 2.

[10] A hybrid bus route is a route that incorporates fixed stops (same stops) and flexible stops (differing stops) to respond to varying levels of passenger demand.

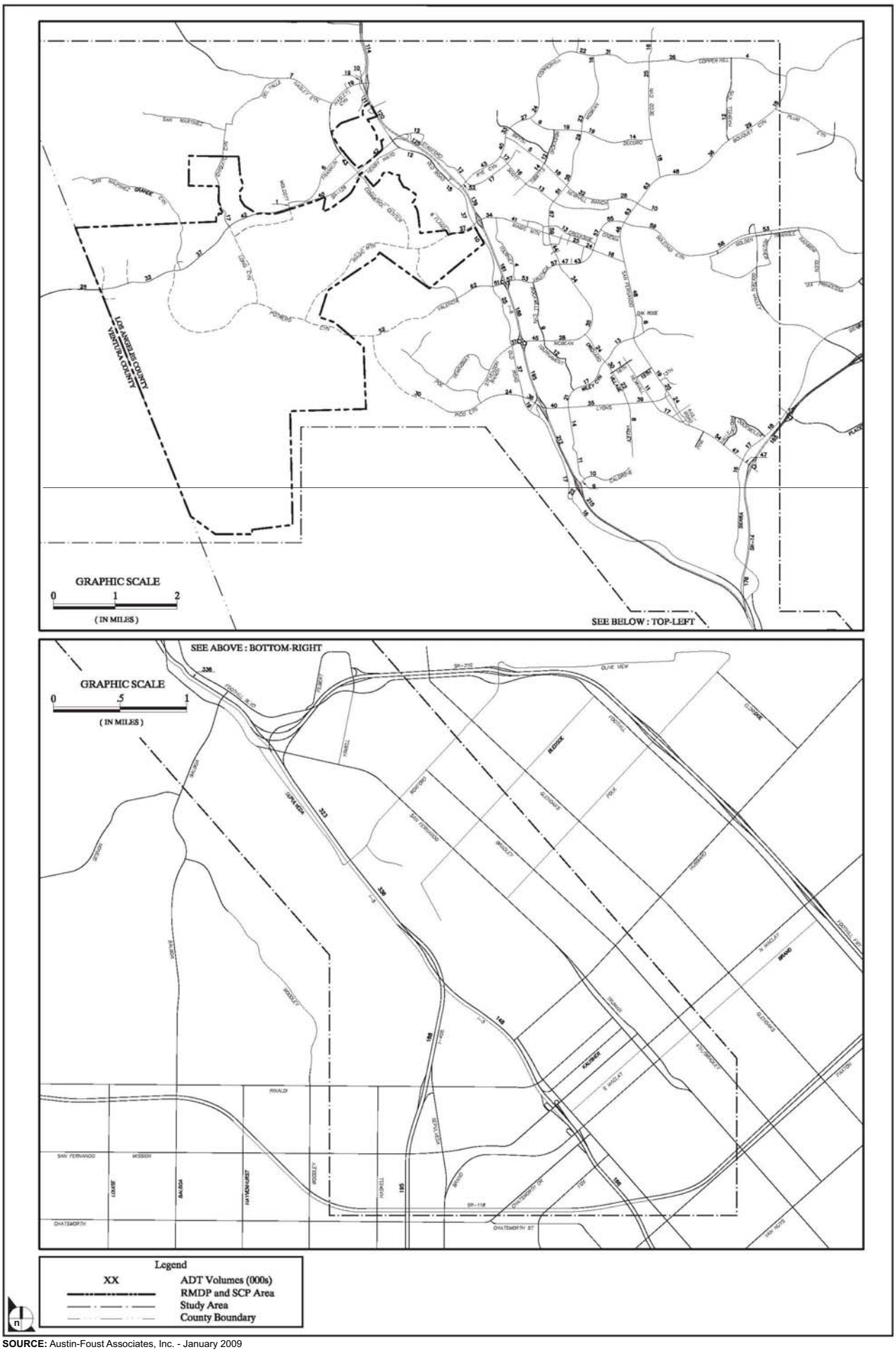
Table 4.8-8
Alternative 2 Direct/Indirect/Secondary Significant Impacts
Aggregate Totals

Type of Impact	Number of Roadway Segments
Direct	0
Indirect	0
Secondary	14
Total	**14**

Source: Austin-Foust Associates, Inc. - December 2008

Existing Plus Project Analysis. As previously discussed in **Subsection 4.8.2**, Methodology, the potential traffic impacts associated with the proposed Project and alternatives were analyzed under an existing plus project scenario. However, as previously noted, this method of assessing impacts is regarded as hypothetical when utilized in connection with a long-range development project such as Alternative 2. This is because, with the exception of changes resulting directly from Project implementation, the existing plus project analysis presumes, incorrectly, that the existing environment will not change over the approximate 25-year build-out of the proposed Project. The analysis does not account for other approved, planned, and anticipated projects that will be adding new traffic to the study area in addition to the Project, and it also does not include the multiple new roadways planned for future construction by the County of Los Angeles and city of Santa Clarita, which will have the effect of changing traffic patterns over the project build-out timeframe. Thus, under this scenario, impacts are both *understated* in that future (*i.e.*, cumulative) traffic is not considered in the analysis, and impacts are *overstated* in that future roadway improvements are not considered. For these reasons, the existing plus project analysis that follows is presented for information purposes only; the EIS/EIR determinations of significance for Alternative 2, and each of the Project alternatives, are based on the long-range impacts analysis presented above.

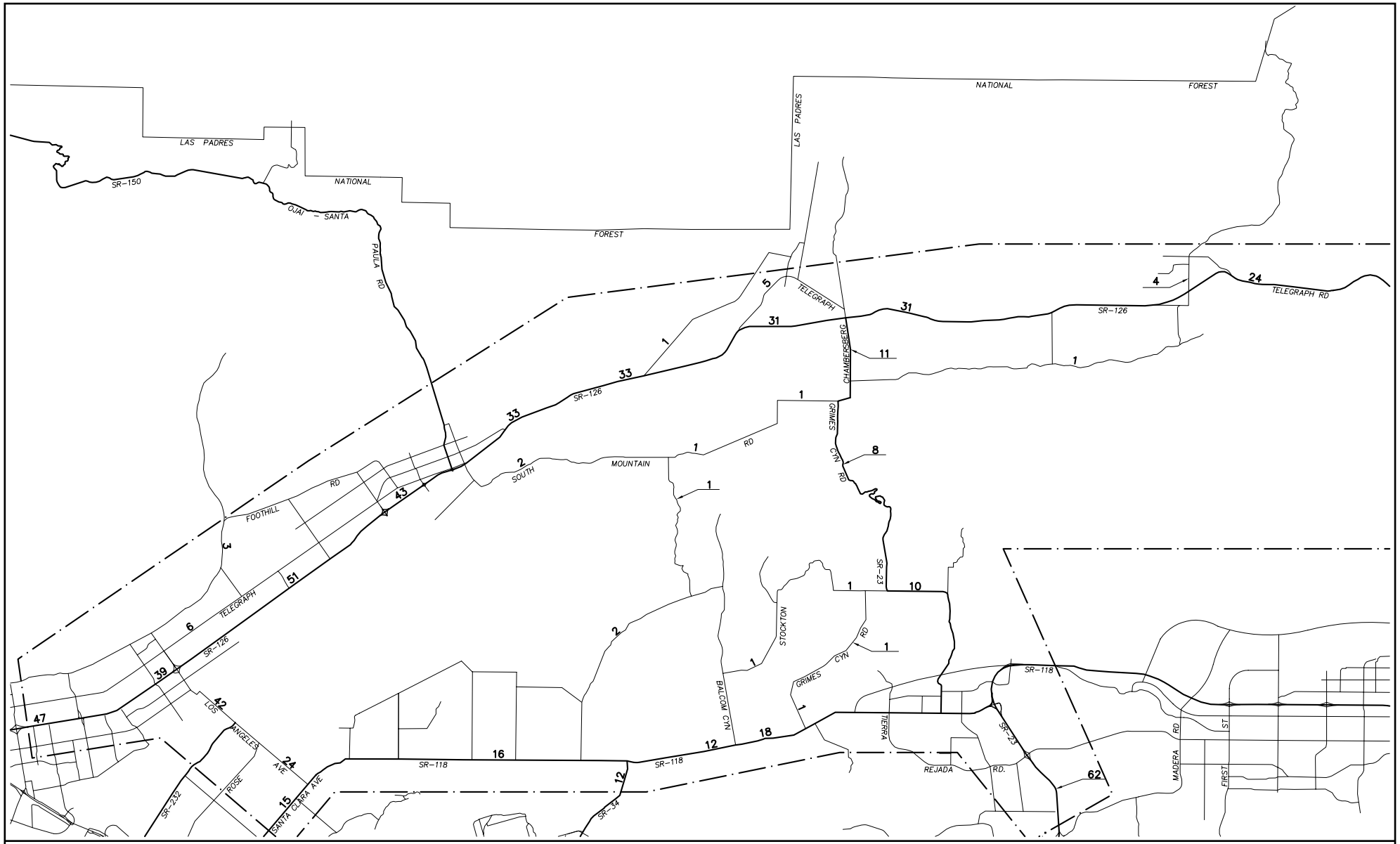
Figure 4.8-18, ADT Volumes - Existing Plus Project, Alternative 2 (Los Angeles County Area), and **Figure 4.8-19**, ADT Volumes - Existing Plus Project, Alternative 2 (Ventura County Area), show the existing ADT volumes with the addition of Alternative 2 ADT volumes on the existing roadway network for the Los Angeles County and Ventura County areas, respectively.



SOURCE: Austin-Foust Associates, Inc. - January 2009

FIGURE 4.8-18

ADT Volumes - Existing Plus Project, Alternative 2 (Los Angeles County Area)



SOURCE: Austin-Foust Associates, Inc. – January 2009

FIGURE 4.8-19

ADT Volumes - Existing Plus Project, Alternative 2 (Ventura County Area)

As shown on **Table 4.8-9**, Alternative 2 Significantly Impacted Roadway Segments (Existing Plus Project Analysis), under Alternative 2, several study area arterial roadway segments in the Santa Clarita Valley are forecast to exceed the roadway's ADT capacity (roadways with a v/c greater than 1.0), and one freeway segment in the Valley is forecast to exceed acceptable thresholds (project increases v/c by .020 or more resulting in or contributing to a v/c greater than 1.0). In contrast, none of the study area roadway segments in Ventura County or south of the I-5/SR-14 confluence are forecast to exceed the roadway capacity threshold (Draft EIS/EIR, **Appendix 4.8**, December 2008 Traffic Report). Specifically, and as shown on **Table 4.8-9**, Alternative 2 would cause significant impacts on nine Santa Clarita Valley arterial roadway segments, and it would contribute to already deficient conditions on four additional arterial segments and one freeway segment, thereby resulting in significant impacts at these locations. **Table 4.8-9** depicts the significantly impacted roadway segments, and the resulting v/c ratios. The v/c calculations for all study area roadway segments are presented in **Appendix 4.8** of ~~this~~ the Draft EIS/EIR, December 2008 Traffic Report.

Table 4.8-9
Alternative 2 Significantly Impacted Roadway Segments (Existing Plus Project Analysis)

Location/County/On-Off-Site	Lanes	V/C	LOS
Chiquito Canyon Road north of SR-126/Los Angeles/Off-site	2	1.06[1]	F
The Old Road north of Hasley/Los Angeles/Off-site	2	1.19[1]	F
The Old Road north of Magic Mtn Pky/Los Angeles/Off-site	4	1.16[1]	F
The Old Road south of McBean Pky/Los Angeles/Off-site	4	1.16[1]	F
SR-126 east of Chiquito Canyon Road/Los Angeles/Off-site	4M	1.17[1]	F
SR-126 west of Commerce Center Drive/Los Angeles/Off-site	4M	1.11[1]	F
SR-126 east of Commerce Center Drive/Los Angeles/Off-site	4M	1.17[1]	F
San Fernando Road south of Magic Mtn Pky/Los Angeles/Off-site	4	1.50[2]	F
Soledad Canyon Road east of Bouquet Canyon Road/Los Angeles/Off-site	6	1.09[2]	F
Soledad Canyon Road west of Golden Valley Road/Los Angeles/Off-site	6	1.07[2]	F
Pico Canyon Road west of I-5/Los Angeles/Off-site	4	1.13[1]	F
Valencia Boulevard west of Soledad Canyon Road/Los Angeles/Off-site	6	1.02[1]	F
Bouquet Canyon Road south of Soledad Canyon Road/Los Angeles/Off-site	4	1.44[2]	F
I-5 south of Calgrove (SB)[4]/Los Angeles/Off-site	8	1.123[3]	F

Notes:

1 Project results in a v/c > 1.0

2 Project contributes to a v/c > 1.0

3 Project contributes to a v/c > 1.0 and increases v/c by .020 or more

4 Southbound (SB)

Source: Austin-Foust Associates, Inc. - December 2008

4.8.8.3 Impacts of Alternative 3 (Elimination of Planned Potrero Bridge and Additional Spineflower Preserves)

4.8.8.3.1 Direct Impacts

RMDP Direct Impacts. The Alternative 3 development scenario would be similar, generally, to Alternative 2, and, therefore, would require workers and equipment to access the site. The primary difference between the two alternatives is that under Alternative 3 there would be one less bridge and approximately 3,200 less linear feet of bank stabilization constructed along the Santa Clara River than under Alternative 2. (See **Section 3.0**, Description of Alternatives.) However, it is expected that construction activities under each of the alternatives would be similar in character on a daily basis; that is, a particular level of construction would occur on a given day regardless of the magnitude of the ultimate build-out under each alternative. The only distinction would be the duration of the construction activities. Accordingly, it is expected that RMDP construction-related activities under Alternative 3 would generate approximately 88 ADT during the peak construction period, as under Alternative 2, although under Alternative 3 the duration of the trips would be for approximately 95 months (approximately two fewer months than Alternative 2). (See **Subsection 4.7.4.6.1**.) Moreover, as with Alternative 2, the relatively small number of additional vehicle trips associated with RMDP construction activities under Alternative 3 would be dispersed throughout the Project site and surrounding roadways, thereby resulting in a negligible amount of increased traffic on any given roadway. Accordingly, Alternative 3 would not result in significant direct impacts to traffic or circulation.

SCP Direct Impacts. The SCP component of Alternative 3 is a conservation plan that would establish spineflower preserves within the Project area. The only construction activities associated with the preserves would be installation of fencing around the preserve perimeter. Any construction-related trips associated with these activities would be extremely limited in nature and, consequently, would have a negligible effect on traffic conditions. Therefore, the SCP component of Alternative 3 would not result in significant direct impacts on traffic or circulation.

4.8.8.3.2 Indirect Impacts

RMDP Indirect Impacts. Alternative 3 represents a reduction in the amount of development that would be facilitated in comparison to Alternative 2. Alternative 3 would facilitate 21,558 residential dwelling units and approximately 9.33 msf of nonresidential uses. This alternative is forecast to generate approximately 399,000 ADT, which is 2.4 percent less ADT than Alternative 2. The on-site transportation network for Alternative 3 differs from the current County Master Plan of Highways in that it removes the Potrero Canyon Road bridge crossing over the Santa Clara River. However, the redistribution of on-site traffic resulting from removal of the bridge under this alternative would not result in significant impacts on any of the on-site roadway segments because the segments have adequate carrying capacity. As shown on **Table 4.8-10**, Alternative 3 Significantly Impacted Roadway Segments, although this alternative would result in significant impacts at multiple off-site locations, no on-site roadway segments were identified as significantly impacted under this alternative. The v/c calculations for all study area roadway segments, which are presented in **Appendix 4.8** of ~~this~~ the Draft EIS/EIR, December 2008 Traffic Report, illustrate that under this alternative all on-site roadways would operate at conditions of LOS E or better.

SCP Indirect Impacts. Implementation of the SCP component of Alternative 3, like the RMDP component, would indirectly facilitate previously approved urban development (VCC) and proposed development (Entrada) within the Alternative 3 planning area. As noted in **Subsection 4.8.8.2.2**, the analysis of indirect impacts presented above under the heading RMDP Indirect Impacts includes vehicle trips attributable to the proposed VCC and Entrada planning areas. There would be no indirect impacts attributable to the SCP component of Alternative 3 beyond those discussed above. As such, the on-site transportation network developed under Alternative 3 would provide adequate roadway capacity to accommodate the traffic generated under this alternative. Therefore, the SCP component of Alternative 3 would not result in significant indirect on-site impacts.

Table 4.8-10
Alternative 3 Significantly Impacted Roadway Segments

Location/County/On-Off-Site	Lanes	V/C	Volume Density[6]	LOS
The Old Road north of Magic Mtn/Los Angeles/Off-site	6	1.02[1]		F
Rye Cyn east of The Old Road/Los Angeles/Off-site	6	1.07[1]		F
Via Princessa east of Santa Clarita/Los Angeles/Off-site	6	1.22[2]		F
I-5 south of Parker (NB)/Los Angeles/Off-site[3]	8	1.024[4]	<45.0	F
I-5 south of Hasley (SB)/Los Angeles/Off-site	8	1.138[5]	>45.0	F
I-5 south of SR-126 (SB)/Los Angeles/Off-site	8	1.156[5]	>45.0	F
I-5 south of Rye Canyon (SB)/Los Angeles/Off-site	8	1.265[5]	>45.0	F
I-5 south of Magic Mtn (SB)/Los Angeles/Off-site	8	1.226[5]	>45.0	F
I-5 south of Valencia (SB)/Los Angeles/Off-site	8	1.250[5]	>45.0	F
I-5 south of McBean (SB)/Los Angeles/Off-site	8	1.199[5]	>45.0	F
I-5 south of Lyons (NB)/Los Angeles/Off-site	8	1.049[5]	>45.0	F
I-5 south of Lyons (SB)/Los Angeles/Off-site	8	1.111[5]	>45.0	F
I-5 south of Calgrove (NB)/Los Angeles/Off-site	8	1.024[4]	>45.0	F
I-5 south of Calgrove (SB)/Los Angeles/Off-site	8	1.375[5]	>45.0	F

[1] Project results in a v/c > 1.0

[2] Project contributes to a v/c > 1.0

[3] Southbound (SB); Northbound (NB)

[4] Project results in a v/c>1.0 and increases v/c by .020 or more

[5] Project contributes to a v/c>1.0 and increases v/c by .020 or more

[6] Volume density levels reflect the highest directional density (northbound or southbound) for the geographic segment

Source: Austin-Foust Associates, Inc. - December 2008

4.8.8.3.3 Secondary Impacts

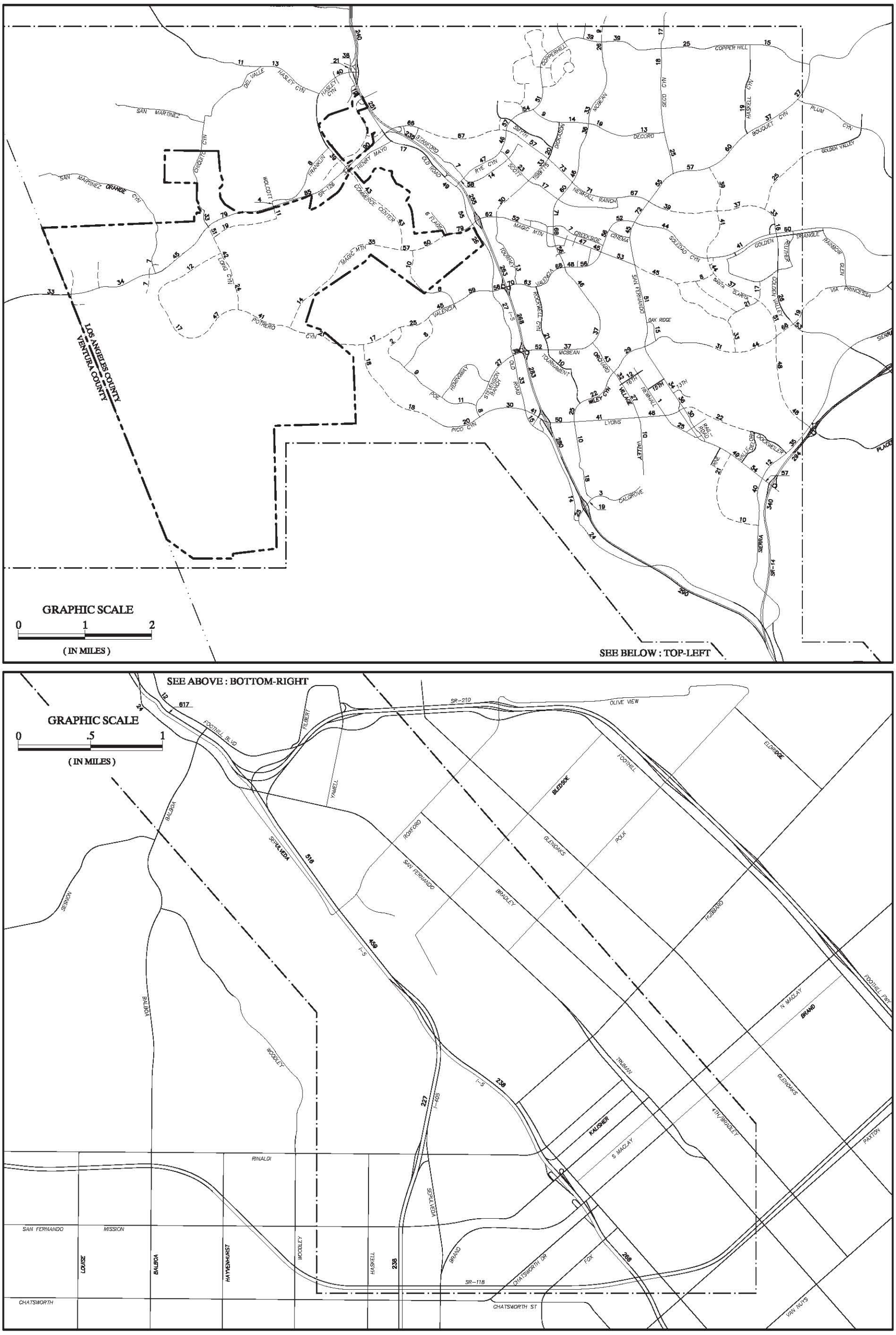
RMDP Secondary Impacts. (Revised) **Figure 4.8-20**, ADT Volumes - Long-Range Cumulative, Alternative 3 (Los Angeles County Area), and **Figure 4.8-21**, ADT Volumes - Long-Range Cumulative, Alternative 3 (Ventura County Area), show the long-range Alternative 3 ADT volumes with the addition of the cumulative projects for the Los Angeles County and Ventura County areas, respectively.

As shown on **Table 4.8-10**, Alternative 3 Significantly Impacted Roadway Segments, several study area arterial roadway segments in the Santa Clarita Valley are forecast to exceed the roadway's ADT capacity (roadways with a v/c greater than 1.0), and several freeway segments in the Valley are forecast to exceed acceptable thresholds (project increases v/c by .020 or more resulting in or contributing to a v/c greater than 1.0) and volume densities (greater than 45.0 passenger cars per mile per lane) under long-range cumulative conditions. In contrast, none of the study area roadway segments in Ventura County or south of the I-5/SR-14 confluence are forecast to exceed the roadway capacity threshold. Specifically, Alternative 3 would cause significant impacts at two Santa Clarita Valley arterial segments and two freeway segments, and it would contribute to already deficient conditions on one additional arterial segment and nine freeway segments, thereby resulting in significant impacts at these locations. As discussed below in **Subsections 4.8.9** and **4.8.10**, with implementation of the following Mitigation Measures, in combination with the mitigation measures previously adopted in connection with approval of the Specific Plan and VCC, the identified potentially significant impacts would be reduced to less than significant: TR-5, TR-7, TR-8, TR-10, TR-11, TR-12, TR-13, TR-14, TR-15, TR-16, TR-17, and TR-18.

Table 4.8-10 depicts the significantly impacted roadway segments, and the resulting v/c ratios and volume densities. When compared with Alternative 2, under this alternative the same number of locations would operate under deficient conditions before mitigation. The v/c and volume density calculations for all study area roadway segments are presented in **Appendix 4.8** of ~~this~~ the Draft EIS/EIR, December 2008 Traffic Report.

With respect to impacts attributable to construction activities, under Alternative 3 there would be approximately 1,000 fewer residential units and 67,000 less square feet of non-residential development constructed than under Alternative 2. (See **Section 3.0**, Description of Alternatives.) However, construction activities under each of the alternatives would be similar in character on a daily basis and, therefore, a particular level of construction would occur on a given day regardless of the magnitude of the ultimate build-out; the only distinction would be the duration of the construction activities. Accordingly, it is expected that construction-related activities under Alternative 3 would generate approximately 978 ADT during the peak construction period, as under Alternative 2, although under Alternative 3 the duration of the trips would be for approximately one month less than Alternative 2. (See **Subsection 4.7.4.6.2**) As with Alternative 2, the relatively small number of additional vehicle trips associated with construction activities under Alternative 3 would be dispersed throughout the Project site and surrounding roadways, thereby resulting in a negligible amount of increased traffic on any given roadway. Moreover, as discussed in **Subsection 4.8.8.2.3**, significant capacity improvements made as part of the proposed Project's mitigation program would be in place on the area roadways during the peak construction period providing substantial additional roadway capacity. Consequently, the additional construction-related trips generated under this alternative would not result in significant indirect or secondary impacts on traffic or circulation.

As to potential impacts to transit services, impacts under Alternative 3 would be similar to those identified under Alternative 2, which would be less than significant. See **Subsection 4.8.8.2.3**.



Legend

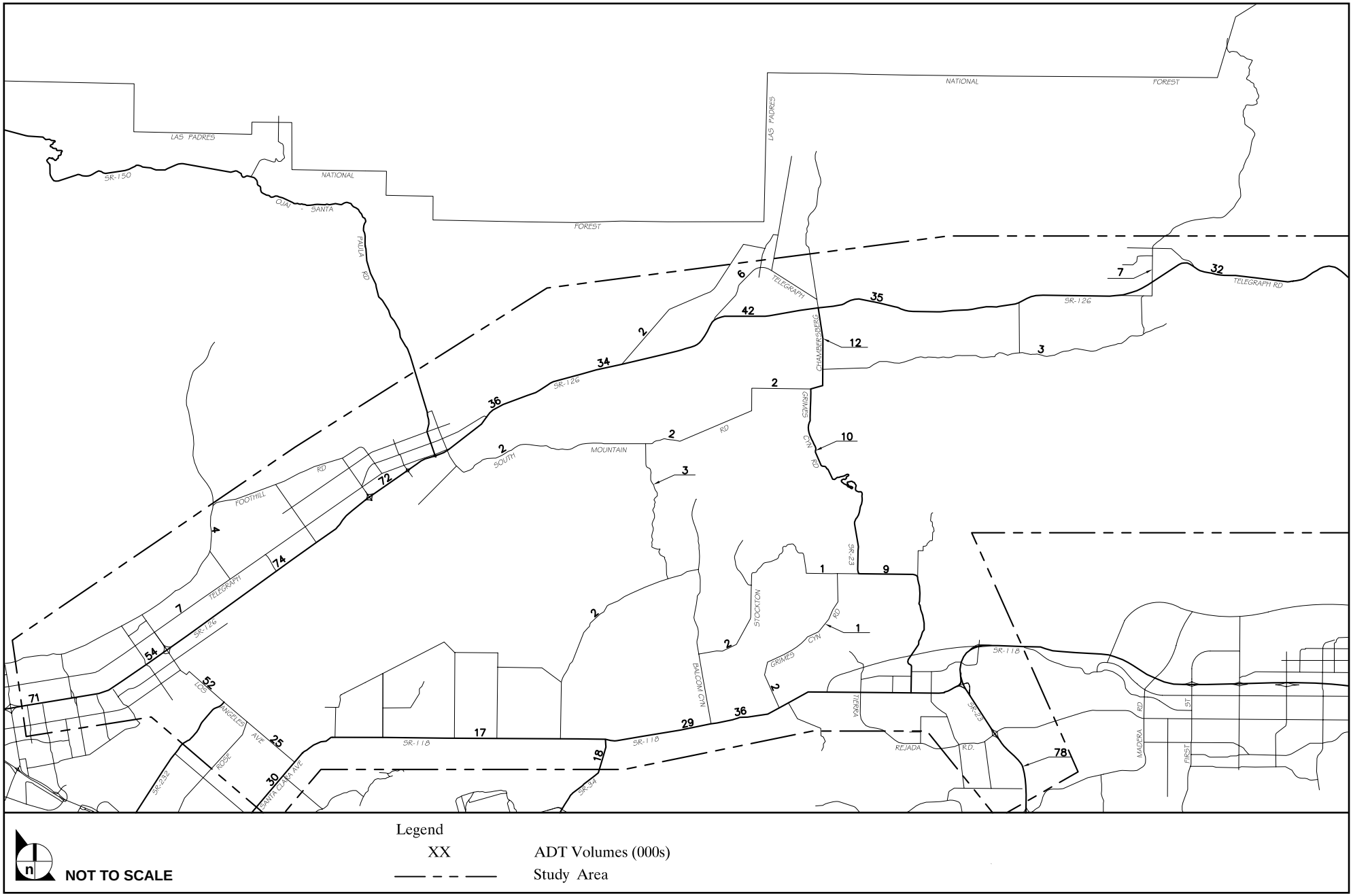
XX	ADT Volumes (000s)
	RMDP and SCP Area
	Study Area
	County Boundary

SCALE AS SHOWN ABOVE

SOURCE: Austin-Foust Associates, Inc. – December 2008

(Revised) FIGURE 4.8-20

ADT Volumes - Long Range Cumulative, Alternative 3 (Los Angeles County Area)



SOURCE: Austin-Foust Associates, Inc. – September 2007

FIGURE 4.8-21

ADT Volumes – Long-Range Cumulative Alternative 3 (Ventura County Area)

SCP Secondary Impacts. The analysis of secondary impacts associated with the RMDP component of Alternative 3 presented above includes vehicle trips attributable to the VCC planning area and portions of the Entrada planning area, the two other development areas that would be facilitated by implementation of the SCP component of Alternative 3. There would be no additional secondary impacts attributable to the SCP component of Alternative 3 beyond those already identified above under the RMDP discussion.

Table 4.8-11 summarizes the number of roadway segments significantly impacted as a result of the direct, indirect, and secondary impacts of Alternative 3.

Table 4.8-11
Alternative 3 Direct/Indirect/Secondary Significant Impacts
Aggregate Totals

Type of Impact	Number of Roadway Segments
Direct	0
Indirect	0
Secondary	14
Total	**14**

Source: Austin-Foust Associates, Inc. - December 2008

Existing Plus Project Analysis. As previously discussed in **Subsection 4.8.2**, Methodology, the potential traffic impacts associated with the proposed Project and alternatives were analyzed under an existing plus project scenario. However, as previously noted, this method of assessing impacts is regarded as hypothetical when utilized in connection with a long-range development project such as Alternative 3. Therefore, for the reasons previously discussed, the existing plus project analysis that follows is presented for information purposes only; the EIS/EIR determinations of significance for Alternative 3, and each of the Project alternatives, are based on the long-range impacts analysis presented above.

Figure 4.8-22, ADT Volumes - Existing Plus Project, Alternative 3 (Los Angeles County Area), and **Figure 4.8-23**, ADT Volumes - Existing Plus Project, Alternative 3 (Ventura County Area), show the existing ADT volumes with the addition of Alternative 3 ADT volumes on the existing roadway network for the Los Angeles County and Ventura County areas, respectively.

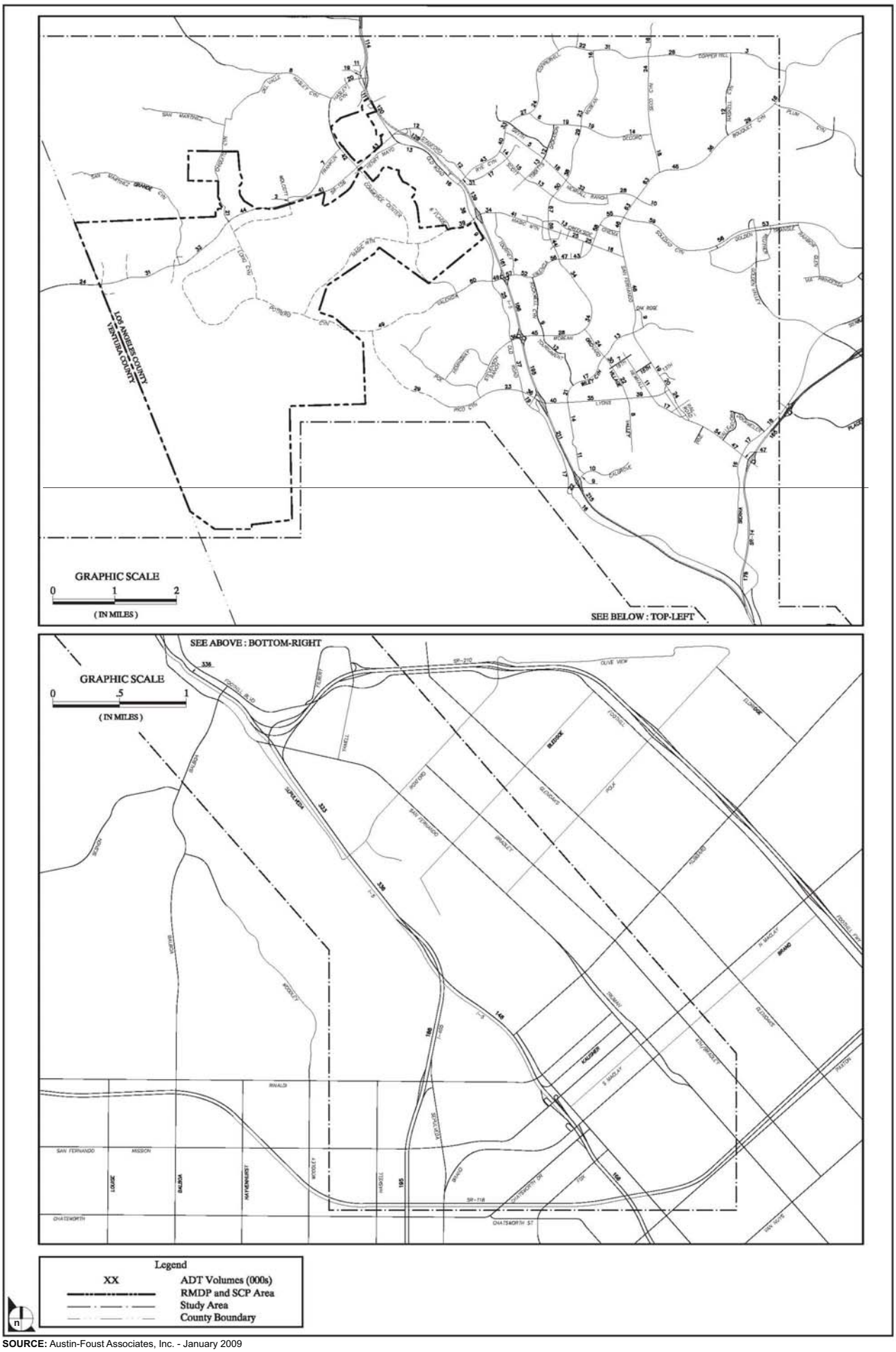
As shown on **Table 4.8-12**, Alternative 3 Significantly Impacted Roadway Segments (Existing Plus Project Analysis), under Alternative 3, several study area arterial roadway segments in the Santa Clarita Valley are forecast to exceed the roadway's ADT capacity (roadways with a v/c greater than 1.0), and one freeway segment in the Valley is forecast to exceed acceptable thresholds (project increases v/c by .020 or more resulting in or contributing to a v/c greater than 1.0). In contrast, none of the study area roadway segments in Ventura County or south of the I-5/SR-14 confluence are forecast to exceed the roadway capacity threshold (Draft EIS/EIR, **Appendix 4.8**, December 2008 Traffic Report). Specifically, and as shown on **Table 4.8-12**, Alternative 3 would cause significant impacts on nine Santa Clarita Valley arterial roadway segments, and it would contribute to already deficient conditions on four additional arterial segments and one freeway segment, thereby resulting in significant impacts at these locations. **Table 4.8-12** depicts the significantly impacted

roadway segments, and the resulting v/c ratios. The v/c calculations for all study area roadway segments are presented in ~~this~~ the Draft **Appendix 4.8** of this EIS/EIR, December 2008 Traffic Report.

Table 4.8-12
Alternative 3 Significantly Impacted Roadway Segments (Existing Plus Project Analysis)

Location/County/On-Off-Site	Lanes	V/C	LOS
Chiquito Canyon Road north of SR-126/Los Angeles/Off-site	2	1.31[1]	F
The Old Road north of Hasley/Los Angeles/Off-site	2	1.19[1]	F
The Old Road north of Magic Mtn Pky/Los Angeles/Off-site	4	1.13[1]	F
The Old Road south of McBean Pky/Los Angeles/Off-site	4	1.16[1]	F
SR-126 east of Chiquito Canyon Road/Los Angeles/Off-site	4M	1.22[1]	F
SR-126 west of Commerce Center Drive/Los Angeles/Off-site	4M	1.14[1]	F
SR-126 east of Commerce Center Drive/Los Angeles/Off-site	4M	1.19[1]	F
San Fernando Road south of Magic Mtn Pky/Los Angeles/Off-site	4	1.50[2]	F
Soledad Canyon Road east of Bouquet Canyon Road/ Los Angeles/Off-site	6	1.09[2]	F
Soledad Canyon Road west of Golden Valley Road/ Los Angeles/Off-site	6	1.07[2]	F
Pico Canyon Road west of I-5/Los Angeles/Off-site	4	1.13[1]	F
Valencia Boulevard west of Soledad Canyon Road/Los Angeles/ Off-site	6	1.02[1]	F
Bouquet Canyon Road south of Soledad Canyon Road/ Los Angeles/Off-site	4	1.44[2]	F
I-5 south of Calgrove (SB)[4]/Los Angeles/Off-site	8	1.117[3]	F

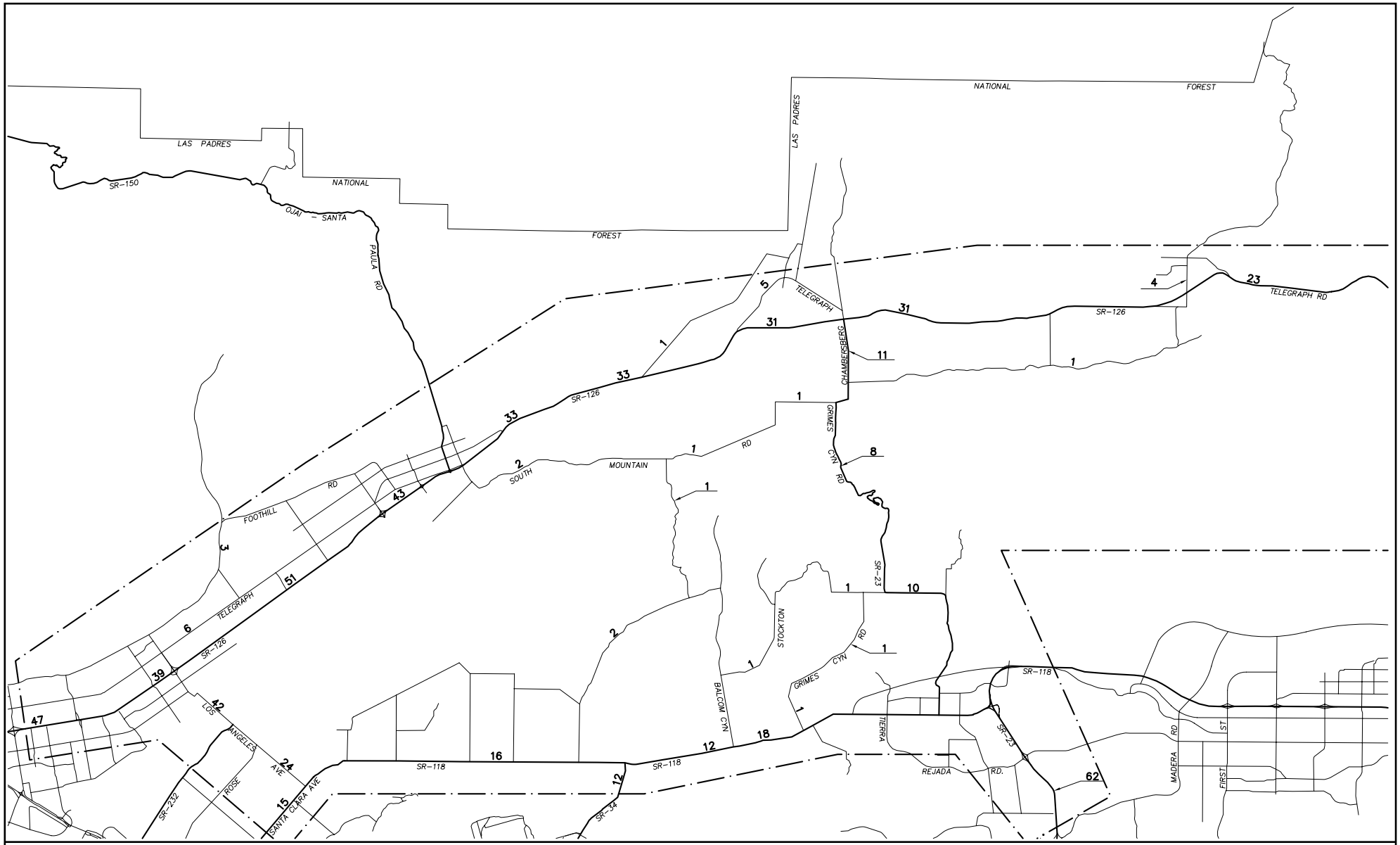
Notes:
1 Project results in a v/c > 1.0
2 Project contributes to a v/c > 1.0
3 Project contributes to a v/c > 1.0 and increases v/c by .020 or more
4 Southbound (SB)
Source: Austin-Foust Associates, Inc. - December 2008



SOURCE: Austin-Foust Associates, Inc. - January 2009

FIGURE 4.8-22

ADT Volumes - Existing Plus Project, Alternative 3 (Los Angeles County Area)



Legend

XX ADT Volumes (000s)

Study Area

NOT TO SCALE

SOURCE: Austin-Foust Associates, Inc. – January 2009

FIGURE 4.8-23

ADT Volumes - Existing Plus Project, Alternative 3 (Ventura County Area)

4.8.8.4 Impacts of Alternative 4 (Elimination of Planned Potrero Bridge and Addition of VCC Spineflower Preserve)

4.8.8.4.1 Direct Impacts

RMDP Direct Impacts. The Alternative 4 development scenario would be similar, generally, to Alternative 2, the proposed Project alternative, and, therefore, would require workers and equipment to access the site. The primary difference between the two alternatives is that under Alternative 4 there would be one less bridge and approximately 3,000 less linear feet of bank stabilization constructed on the Santa Clara River than under Alternative 2. (See **Section 3.0**, Description of Alternatives.) However, it is expected that construction activities under each of the alternatives would be similar in character on a daily basis; that is, a particular level of construction would occur on a given day regardless of the magnitude of the ultimate build-out under each alternative. The only distinction would be the duration of the construction activities. Accordingly, it is expected that RMDP construction-related activities under Alternative 4 would generate approximately 88 ADT during the peak construction period, as under Alternative 2, although under Alternative 4 the duration of the trips would be for approximately two fewer months than Alternative 2. (See **Subsection 4.7.4.7.1**) Moreover, as with Alternative 2, the relatively small number of additional vehicle trips associated with RMDP construction activities under Alternative 4 would be dispersed throughout the Project site and surrounding roadways, thereby resulting in a negligible amount of increased traffic on any given roadway. Accordingly, Alternative 4 would not result in significant direct impacts to traffic or circulation.

SCP Direct Impacts. The SCP component of Alternative 4 is a conservation plan that would establish spineflower preserves within the Project area. The only construction activities associated with the preserves would be the installation of split-rail fences around the preserve perimeter. Any construction-related trips associated with these activities would be extremely limited in nature and, consequently, would have a negligible effect on traffic conditions. Therefore, the SCP component of Alternative 4 would not result in significant direct impacts on traffic or circulation.

4.8.8.4.2 Indirect Impacts

RMDP Indirect Impacts. The Alternative 4 scenario represents a reduction in the amount of development that would be facilitated in comparison to Alternative 2. Alternative 4 would facilitate 21,846 residential dwelling units and approximately 5.93 msf of nonresidential uses. This alternative is forecast to generate approximately 369,000 ADT, which is 9.7 percent less ADT than Alternative 2. The on-site transportation network for Alternative 4 is comparable to the Alternative 3 network in that it differs from the current County Master Plan of Highways by removing the Potrero Canyon Road bridge crossing over the Santa Clara River. As with Alternative 3, the redistribution of on-site traffic resulting from removal of the bridge under this alternative would not result in significant impacts on any of the on-site roadway segments because the segments have adequate carrying capacity. As shown on **Table 4.8-13**, Alternative 4 Significantly Impacted Roadway Segments, although this alternative would result in significant impacts at multiple off-site locations, no on-site roadway segments were identified as significantly impacted under this alternative. The v/c calculations for all study area roadway segments, which are presented in **Appendix 4.8** of ~~this~~ the Draft EIS/EIR, December 2008

Traffic Report, illustrate that under this alternative all on-site roadways would operate at conditions of LOS E or better.

Table 4.8-13
Alternative 4 Significantly Impacted Segments

Location/County/On-Off-Site	Lanes	V/C	Volume Density[6]	LOS
Rye Cyn east of The Old Road/Los Angeles/Off-site	6	1.06[1]		F
Via Princessa east of Santa Clarita/Los Angeles/Off-site	6	1.22[2]		F
I-5 south of SR-126 (SB)/Los Angeles/Off-site[3]	8	1.089[5]	>45.0	F
I-5 south of Valencia (SB)/Los Angeles/Off-site	8	1.204[5]	>45.0	F
I-5 south of McBean (NB)/Los Angeles/Off-site	8	1.056[5]	>45.0	F
I-5 south of McBean (SB)/Los Angeles/Off-site	8	1.156[5]	>45.0	F
I-5 south of Lyons (NB)/Los Angeles/Off-site	8	1.056[5]	>45.0	F
I-5 south of Lyons (SB)/Los Angeles/Off-site	8	1.071[5]	>45.0	F
I-5 south of Calgrove (NB)/Los Angeles/Off-site	8	1.031[4]	>45.0	F
I-5 south of Calgrove (SB)/Los Angeles/Off-site	8	1.328[5]	>45.0	F

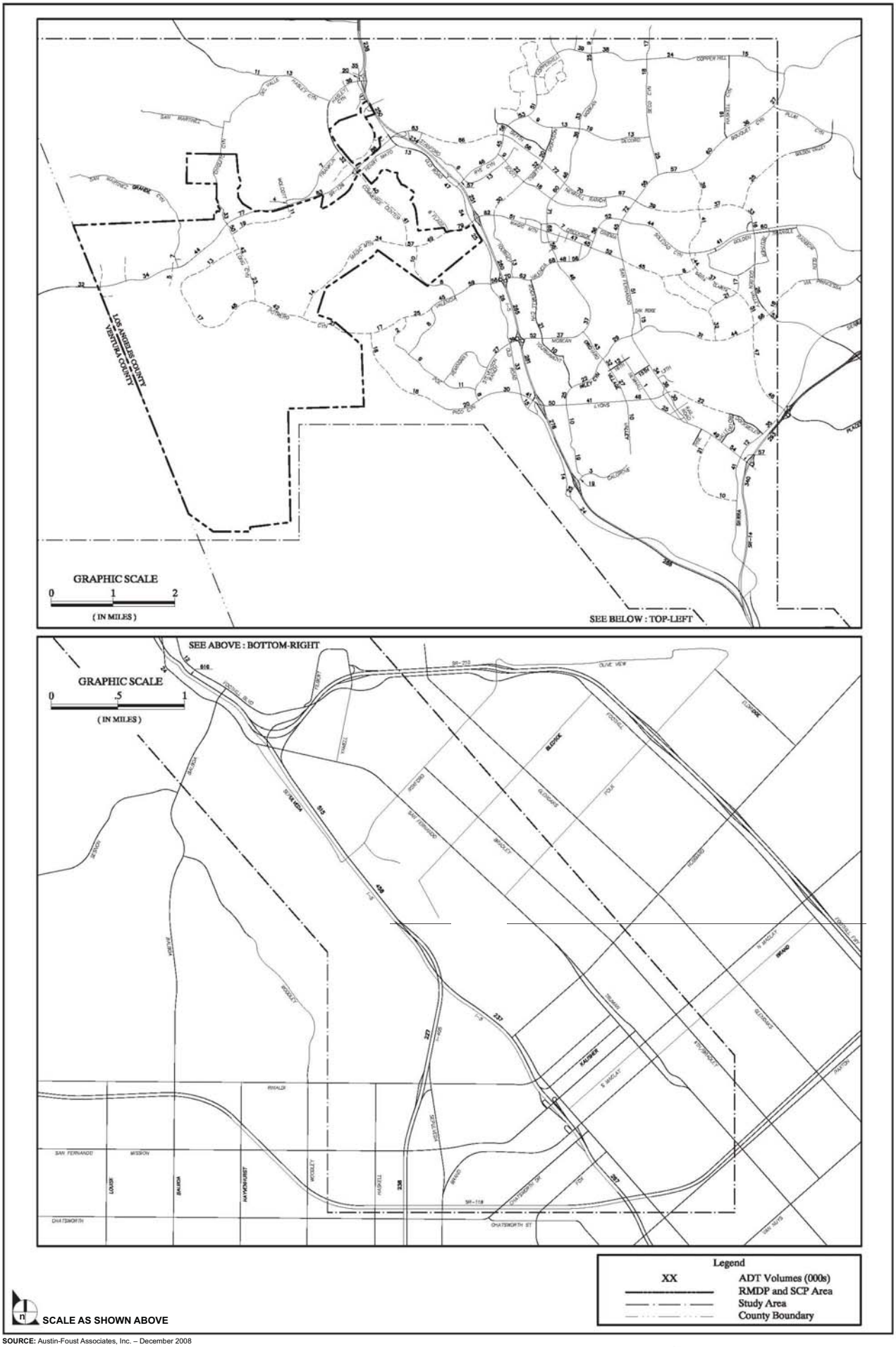
[1] Project results in a v/c > 1.0
[2] Project contributes to a v/c > 1.0
[3] Southbound (SB); Northbound (NB)
[4] Project results in a v/c > 1.0 and increases v/c by .020 or more
[5] Project contributes to a v/c > 1.0 and increases v/c by .020 or more
[6] Volume density levels reflect the highest directional density (northbound or southbound) for the geographic segment

Source: Austin-Foust Associates, Inc. - December 2008

SCP Indirect Impacts. Implementation of the SCP component of Alternative 4, like the RMDP component, would indirectly facilitate previously approved urban development (VCC) and proposed development (Entrada) within the Alternative 4 planning areas. As noted in **Subsection 4.8.8.2.2**, the analysis of indirect impacts presented above under the heading RMDP Indirect Impacts includes vehicle trips attributable to the proposed VCC and Entrada planning areas. There would be no indirect impacts attributable to the SCP component of Alternative 4 beyond those discussed above. Therefore, the on-site transportation network developed under Alternative 4 would provide adequate roadway capacity to accommodate the traffic generated under this alternative, and the SCP component of Alternative 4 would not result in significant indirect on-site impacts.

4.8.8.4.3 Secondary Impacts

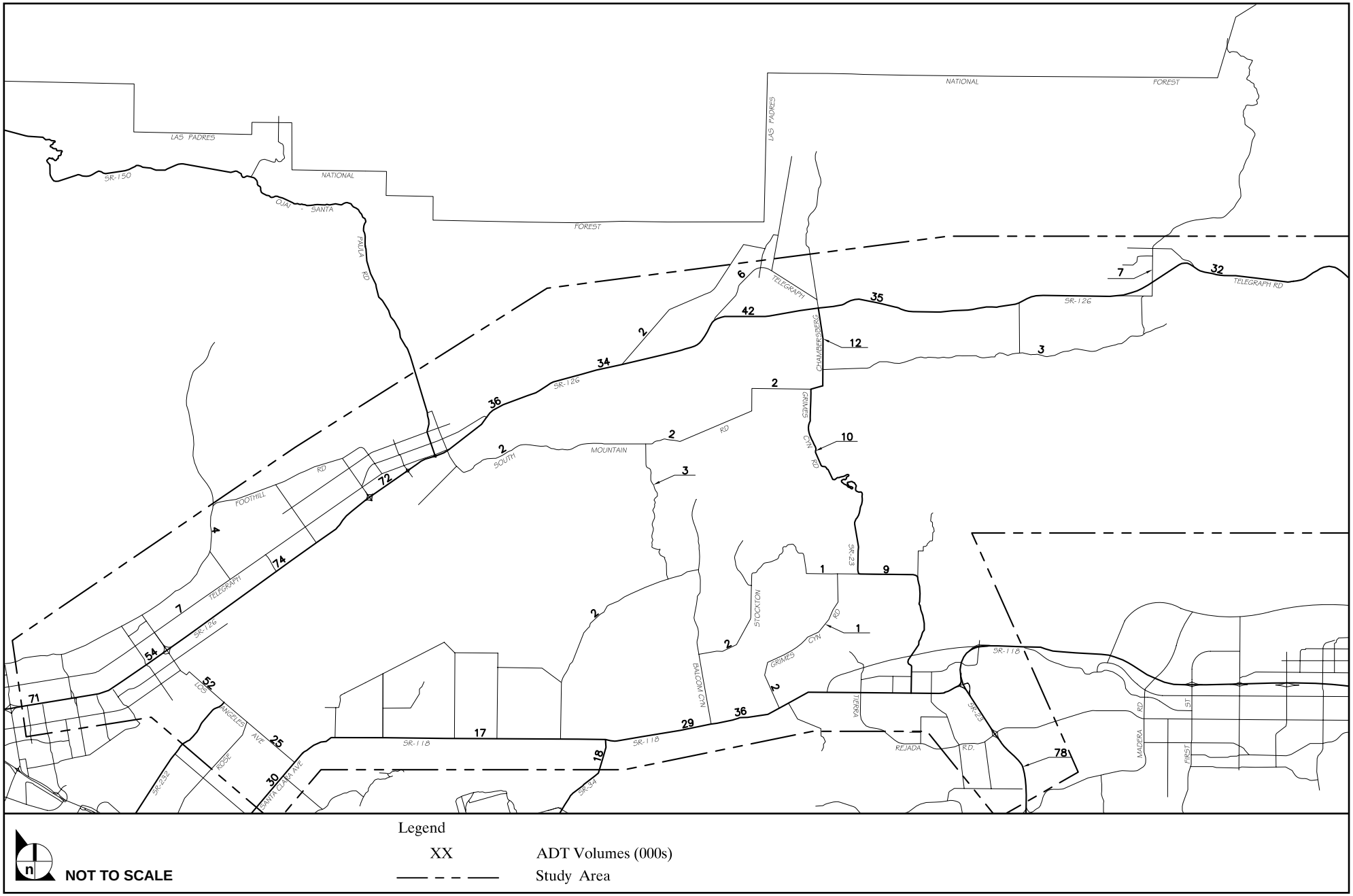
RMDP Secondary Impacts. (Revised) **Figure 4.8-24**, ADT Volumes - Long-Range Cumulative, Alternative 4 (Los Angeles County Area), and **Figure 4.8-25**, ADT Volumes - Long-Range Cumulative, Alternative 4 (Ventura County Area), show the long-range Alternative 4 ADT volumes with the addition of the cumulative projects for the Los Angeles County and Ventura County areas, respectively.



SOURCE: Austin-Foust Associates, Inc. – December 2008

(Revised) FIGURE 4.8-24

ADT Volumes - Long Range Cumulative, Alternative 4 (Los Angeles County Area)



Legend

XX ADT Volumes (000s)

Study Area

NOT TO SCALE

SOURCE: Austin-Foust Associates, Inc. – September 2007

FIGURE 4.8-25

ADT Volumes – Long-Range Cumulative Alternative 4 (Ventura County Area)

As shown on **Table 4.8-13**, Alternative 4 Significantly Impacted Roadway Segments, several study area arterial roadway segments in the Santa Clarita Valley are forecast to exceed the roadway's ADT capacity (roadways with a v/c greater than 1.0), and several freeway segments in the Valley are forecast to exceed acceptable thresholds (project increases v/c by .020 or more resulting in or contributing to a v/c greater than 1.0) and volume densities (greater than 45.0 passenger cars per mile per lane) under long-range cumulative conditions. In contrast, none of the study area roadway segments in Ventura County or south of the I-5/SR-14 confluence are forecast to exceed the roadway capacity threshold. Specifically, Alternative 4 would cause significant impacts at one Santa Clarita Valley arterial roadway segment and one freeway segment, and would contribute to already deficient conditions at one additional arterial segment and seven freeway segments, , thereby resulting in significant impacts at these locations. As discussed below in **Subsections 4.8.9** and **4.8.10**, with implementation of the following Mitigation Measures, in combination with the mitigation measures previously adopted in connection with approval of the Specific Plan and VCC, the identified potentially significant impacts would be reduced to less than significant: TR-7, TR-8, TR-12, TR-15, TR-16, TR-17, and TR-18.

Table 4.8-13 depicts the significantly impacted roadway segments, and the resulting v/c ratios and volume densities. When compared with Alternative 2, with the 9.7 percent reduction in ADT and the removal of the Potrero Canyon Road bridge, this alternative decreases by four the number of segments that would be significantly impacted. The v/c and volume density calculations for all study area roadway segments are presented in **Appendix 4.8** of ~~this~~ the Draft EIS/EIR, December 2008 Traffic Report.

With respect to impacts attributable to construction activities, under Alternative 4, there would be approximately 760 fewer residential units and 3,470,000 less square feet of non-residential development constructed than under Alternative 2. (See **Section 3.0**, Description of Alternatives.) However, construction activities under each of the alternatives would be similar in character on a daily basis and, therefore, a particular level of construction would occur on a given day regardless of the magnitude of the ultimate build-out; the only distinction would be the duration of the construction activities. Accordingly, it is expected that construction-related activities under Alternative 4 would generate approximately 978 ADT during the peak construction period, as under Alternative 2, although under Alternative 4 the duration of the trips would be for approximately one month less than Alternative 2. (See **Subsection 4.7.4.7.2**) As with Alternative 2, the relatively small number of additional vehicle trips associated with construction activities under Alternative 4 would be dispersed throughout the Project site and surrounding roadways, thereby resulting in a negligible amount of increased traffic on any given roadway. Moreover, as discussed in **Subsection 4.8.8.2.3**, significant capacity improvements made as part of the proposed Project's mitigation program would be in place on the area roadways during the peak construction period providing substantial additional roadway capacity. Consequently, the additional construction-related trips generated under this alternative would not result in significant indirect or secondary impacts on traffic or circulation.

As to potential impacts to transit services, impacts under Alternative 4 would be similar to those identified under Alternative 2, which would be less than significant. See **Subsection 4.8.8.2.3**.

SCP Secondary Impacts. The analysis of secondary impacts associated with the RMDP component of Alternative 4 presented above includes vehicle trips attributable to the VCC planning area and portions of the

Entrada planning area, the two other development areas that would be facilitated by implementation of the SCP component of Alternative 4. There would be no additional secondary impacts attributable to the SCP component of Alternative 4 beyond those already identified above under the RMDP discussion.

Table 4.8-14 summarizes the number of roadway segments significantly impacted as a result of the direct, indirect, and secondary impacts of Alternative 4.

Table 4.8-14
Alternative 4 Direct/Indirect/Secondary Significant Impacts
Aggregate Totals

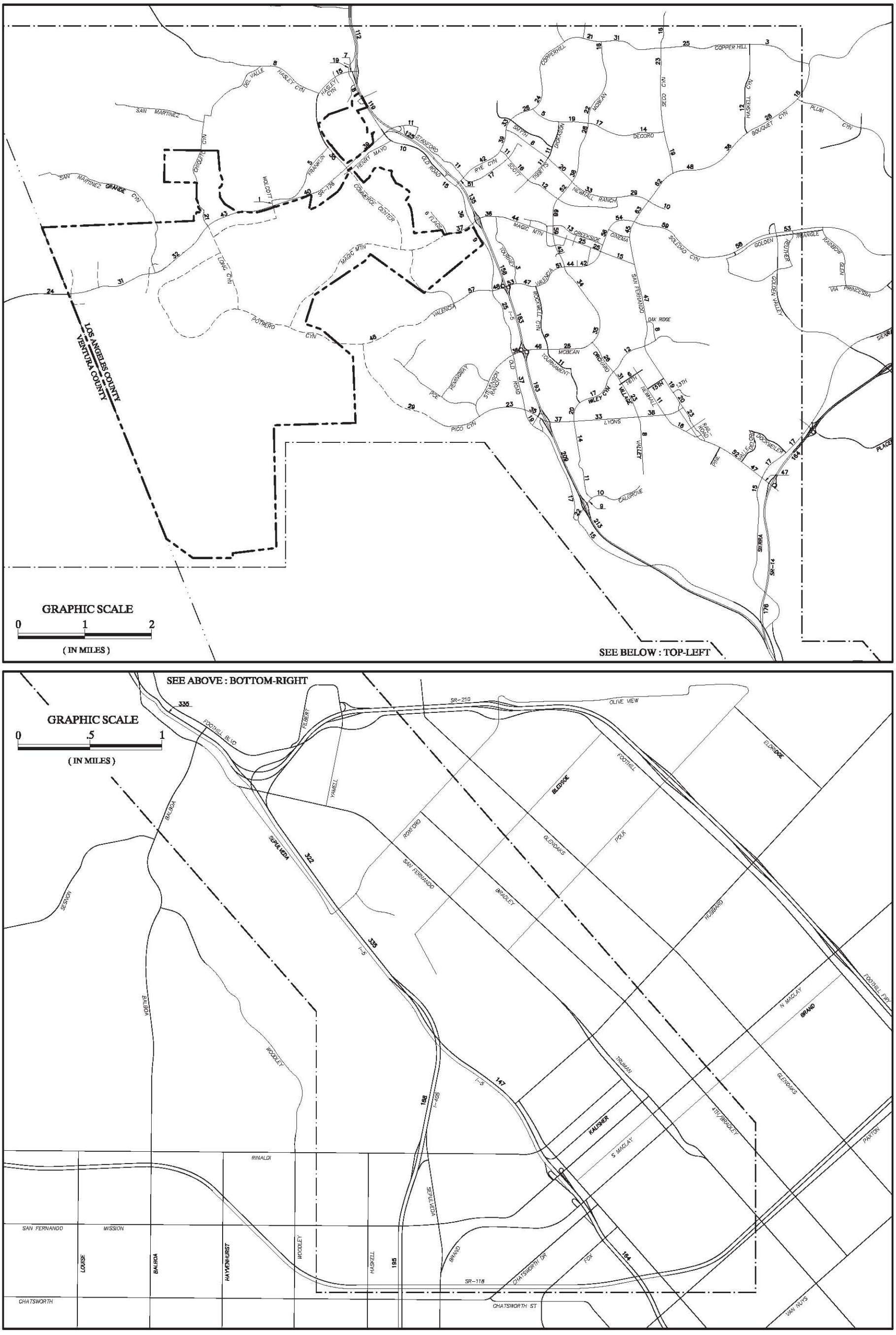
Type of Impact	Number of Roadway Segments
Direct	0
Indirect	0
Secondary	10
Total	**10**

Source: Austin-Foust Associates, Inc. - December 2008

Existing Plus Project Analysis. As previously discussed in **Subsection 4.8.2**, Methodology, the potential traffic impacts associated with the proposed Project and alternatives were analyzed under an existing plus project scenario. However, as previously noted, this method of assessing impacts is regarded as hypothetical when utilized in connection with a long-range development project such as Alternative 4. Therefore, for the reasons previously discussed, the existing plus project analysis that follows is presented for information purposes only; the EIS/EIR determinations of significance for Alternative 4, and each of the Project alternatives, are based on the long-range impacts analysis presented above.

Figure 4.8-26, ADT Volumes - Existing Plus Project, Alternative 4 (Los Angeles County Area), and **Figure 4.8-27**, ADT Volumes - Existing Plus Project, Alternative 4 (Ventura County Area), show the existing ADT volumes with the addition of Alternative 4 ADT volumes on the existing roadway network for the Los Angeles County and Ventura County areas, respectively.

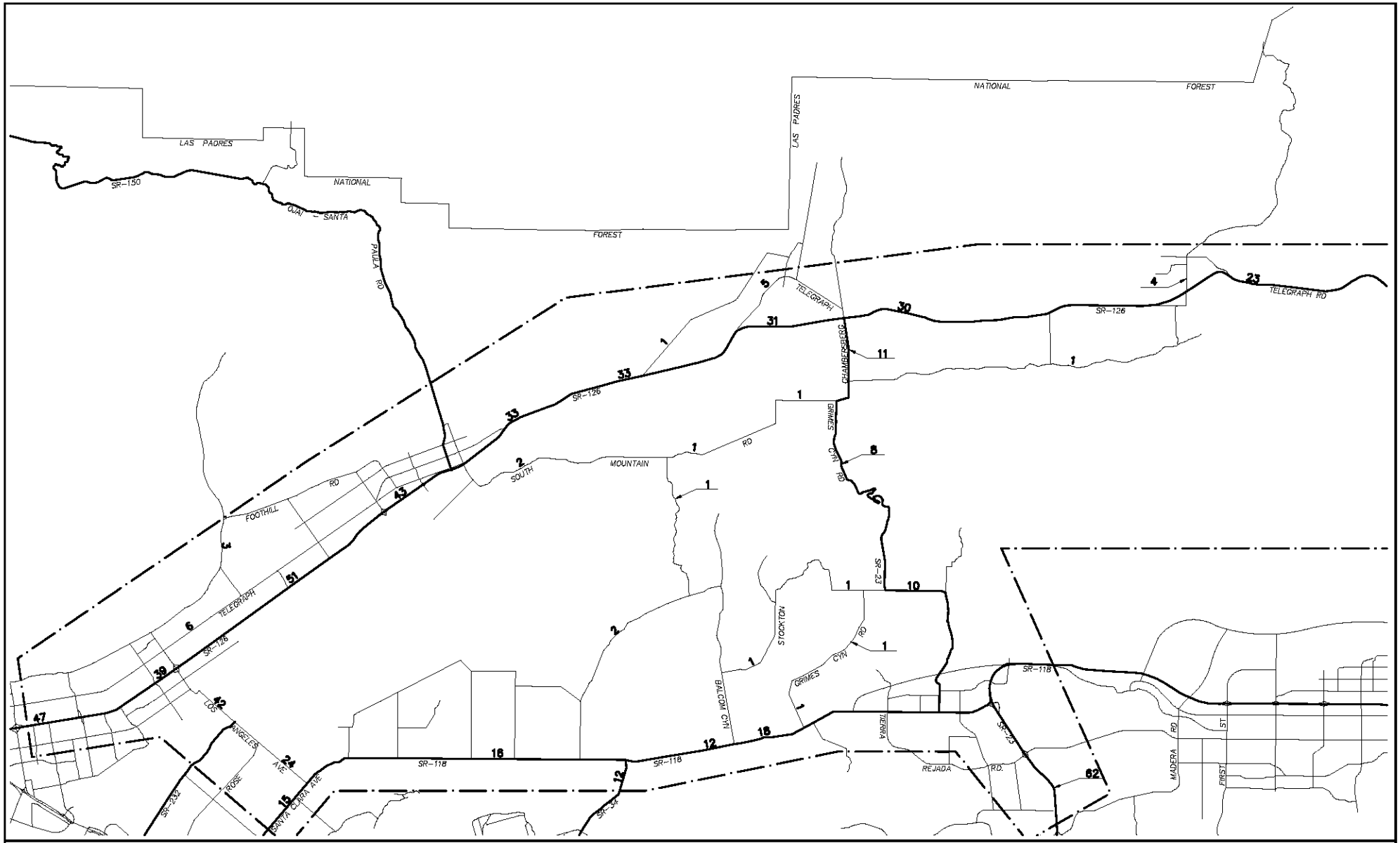
As shown on **Table 4.8-15**, Alternative 4 Significantly Impacted Roadway Segments (Existing Plus Project Analysis), under Alternative 4, several study area arterial roadway segments in the Santa Clarita Valley are forecast to exceed the roadway's ADT capacity (roadways with a v/c greater than 1.0), and one freeway segment in the Valley is forecast to exceed acceptable thresholds (project increases v/c by .020 or more resulting in or contributing to a v/c greater than 1.0). In contrast, none of the study area roadway segments in Ventura County or south of the I-5/SR-14 confluence are forecast to exceed the roadway capacity threshold (Draft EIS/EIR, **Appendix 4.8**, December 2008 Traffic Report). Specifically, and as shown on **Table 4.8-15**, Alternative 4 would cause significant impacts on eight Santa Clarita Valley arterial roadway segments, and it would contribute to already deficient conditions on five additional arterial segments and one freeway segment, thereby resulting in significant impacts at these locations. **Table 4.8-15** depicts the significantly impacted roadway segments, and the resulting v/c ratios. The v/c calculations for all study area roadway segments are presented in **Appendix 4.8** of ~~this~~ the Draft EIS/EIR, December 2008 Traffic Report.



SOURCE: Austin-Foust Associates, Inc. - January 2009

FIGURE 4.8-26

ADT Volumes - Existing Plus Project, Alternative 4 (Los Angeles County Area)



Legend

XX ADT Volumes (000s)

Study Area

NOT TO SCALE

SOURCE: Austin-Foust Associates, Inc. – January 2009

FIGURE 4.8-27

ADT Volumes - Existing Plus Project, Alternative 4 (Ventura County Area)

Table 4.8-15
Alternative 4 Significantly Impacted Roadway Segments (Existing Plus Project Analysis)

Location/County/On-Off-Site	Lanes	V/C	LOS
Chiquito Canyon Road north of SR-126/Los Angeles/Off-site	2	1.31[1]	F
The Old Road north of Hasley/Los Angeles/Off-site	2	1.19[1]	F
The Old Road north of Magic Mtn Pky/Los Angeles/Off-site	4	1.13[1]	F
The Old Road south of McBean Pky/Los Angeles/Off-site	4	1.16[1]	F
SR-126 east of Chiquito Canyon Road/Los Angeles/Off-site	4M	1.19[1]	F
SR-126 west of Commerce Center Drive/Los Angeles/Off-site	4M	1.11[1]	F
SR-126 east of Commerce Center Drive/Los Angeles/Off-site	4M	1.08[1]	F
San Fernando Road south of Magic Mtn Pky/Los Angeles/Off-site	4	1.47[2]	F
Soledad Canyon Road east of Bouquet Canyon Road/Los Angeles/Off-site	6	1.09[2]	F
Soledad Canyon Road west of Golden Valley Road/Los Angeles/Off-site	6	1.07[2]	F
Pico Canyon Road west of I-5/Los Angeles/Off-site	4	1.09[1]	F
McBean Pky south of Avenue Scott/Los Angeles/Off-Site	6	1.26[2]	F
Bouquet Canyon Road south of Soledad Canyon Road/Los Angeles/Off-site	4	1.41[2]	F
I-5 south of Calgrove (SB)[4]/Los Angeles/Off-site	8	1.150[3]	F

Notes:
1 Project results in a v/c > 1.0
2 Project contributes to a v/c > 1.0
3 Project contributes to a v/c > 1.0 and increases v/c by .020 or more
4 Southbound (SB)

Source: Austin-Foust Associates, Inc. - December 2008

4.8.8.5 Impacts of Alternative 5 (Widen Tributary Drainages and Addition of VCC Spineflower Preserve)

4.8.8.5.1 Direct Impacts

RMDP Direct Impacts. The Alternative 5 development scenario would be similar, generally, to Alternative 2, and, therefore, would require workers and equipment to access the site. The primary difference between the two alternatives is that under Alternative 5 there would be approximately 2,800 less linear feet of bank stabilization constructed on the Santa Clara River than under Alternative 2. (See **Section 3.0**, Description of Alternatives.) However, it is expected that construction activities under each of the alternatives would be similar in character on a daily basis; that is, a particular level of construction would occur on a given day regardless of the magnitude of the ultimate build-out under each alternative. The only distinction would be the duration of the construction activities. Accordingly, it is expected that RMDP construction-related activities under Alternative 5 would generate approximately 88 ADT during the peak construction period, as under Alternative 2, although under Alternative 5 the duration of the trips would be for approximately two fewer months than Alternative 2. (See **Subsection 4.7.4.8.1**) Moreover, as with Alternative 2, the relatively small

number of additional vehicle trips associated with RMDP construction activities under Alternative 5 would be dispersed throughout the Project site and surrounding roadways, thereby resulting in a negligible amount of increased traffic on any given roadway. Accordingly, Alternative 5 would not result in significant direct impacts to traffic or circulation.

SCP Direct Impacts. The SCP component of Alternative 5 is a conservation plan that would establish spineflower preserves within the Project area. The only construction activities associated with the preserves would be the installation of split-rail fences around the preserve perimeter. Any construction-related trips associated with these activities would be extremely limited in nature and, consequently, would have a negligible effect on traffic conditions. Therefore, the SCP component of Alternative 5 would not result in significant direct impacts on traffic or circulation.

4.8.8.5.2 Indirect Impacts

RMDP Indirect Impacts. Alternative 5 represents a reduction in the amount of development that would be facilitated in comparison to the proposed Project alternative, Alternative 2. Alternative 5 would facilitate 21,155 residential dwelling units and approximately 5.865 msf of nonresidential uses. This alternative is forecast to generate approximately 361,000 ADT, which is 11.7 percent less ADT than Alternative 2. The on-site transportation network for Alternative 5 is similar to the Alternative 2 network (build-out of the current County Master Plan of Highways) with slight changes to certain roadway alignments through the Project site. However, this alternative includes the three bridge crossings over the Santa Clara River. As shown on **Table 4.8-16**, Alternative 5 Significantly Impacted Roadway Segments, although this alternative would result in significant impacts at multiple off-site locations, no on-site roadway segments were identified as significantly impacted under this alternative. The v/c calculations for all study area roadway segments, which are presented in **Appendix 4.8** of ~~this~~ the Draft EIS/EIR, December 2008 Traffic Report, illustrate that under this alternative all on-site roadways would operate at conditions of LOS E or better. Therefore, as with Alternative 2, the on-site transportation network developed under Alternative 5 would provide adequate roadway capacity to accommodate the traffic generated under this alternative, and Alternative 5 would not result in significant indirect on-site impacts.

Table 4.8-16
Alternative 5 Significantly Impacted Roadway Segments

Location/County/On-Off-Site	Lanes	V/C	Volume Density[6]	LOS
Rye Cyn east of The Old Road/Los Angeles/Off-site	6	1.06[1]		F
Via Princessa east of Santa Clarita/Los Angeles/Off-site	6	1.22[2]		F
I-5 south of McBean (SB)/Los Angeles/Off-site[3]	8	1.154[5]	>45.0	F
I-5 south of Lyons (NB)/Los Angeles/Off-site	8	1.054[5]	>45.0	F
I-5 south of Lyons (SB)/Los Angeles/Off-site	8	1.071[5]	>45.0	F
I-5 south of Calgrove (NB)/Los Angeles/Off-site	8	1.029[4]	>45.0	F
I-5 south of Calgrove (SB)/Los Angeles/Off-site	8	1.327[5]	>45.0	F

Notes:

1 Project results in a v/c > 1.0
2 Project contributes to a v/c > 1.0
3 Southbound (SB); Northbound (NB)
4 Project results in a v/c > 1.0 and increases v/c by .020 or more
5 Project contributes to a v/c > 1.0 and increases v/c by .020 or more
6 Volume density levels reflect the highest directional density (northbound or southbound) for the geographic segment

Source: Austin-Foust Associates, Inc. - December 2008

SCP Indirect Impacts. Implementation of the SCP component of Alternative 5, like the RMDP component, would indirectly facilitate previously approved urban development (VCC) and proposed development (Entrada) within the Alternative 5 planning area. As noted in **Subsection 4.8.8.2.2**, the analysis of indirect impacts presented above under the heading RMDP Indirect Impacts includes vehicle trips attributable to the proposed VCC and Entrada planning areas. There would be no indirect impacts attributable to the SCP component of Alternative 5 beyond those discussed above. Therefore, the on-site transportation network developed under Alternative 5 would provide adequate roadway capacity to accommodate the traffic generated under this alternative, and the SCP component of Alternative 5 would not result in significant indirect on-site impacts.

4.8.8.5.3 Secondary Impacts

RMDP Secondary Impacts. (Revised) **Figure 4.8-28**, ADT Volumes - Long-Range Cumulative, Alternative 5 (Los Angeles County Area), and **Figure 4.8-29**, ADT Volumes - Long-Range Cumulative, Alternative 5 (Ventura County Area), show the long-range Alternative 5 ADT volumes with the addition of the cumulative projects for the Los Angeles County and Ventura County areas, respectively.

As shown on **Table 4.8-16**, Alternative 5 Significantly Impacted Roadway Segments, several study area arterial roadway segments in the Santa Clarita Valley are forecast to exceed the roadway's ADT capacity (roadways with a v/c greater than 1.0), and several freeway segments in the Valley are forecast to exceed acceptable thresholds (project increases v/c by .020 or more resulting in or contributing to a v/c greater than

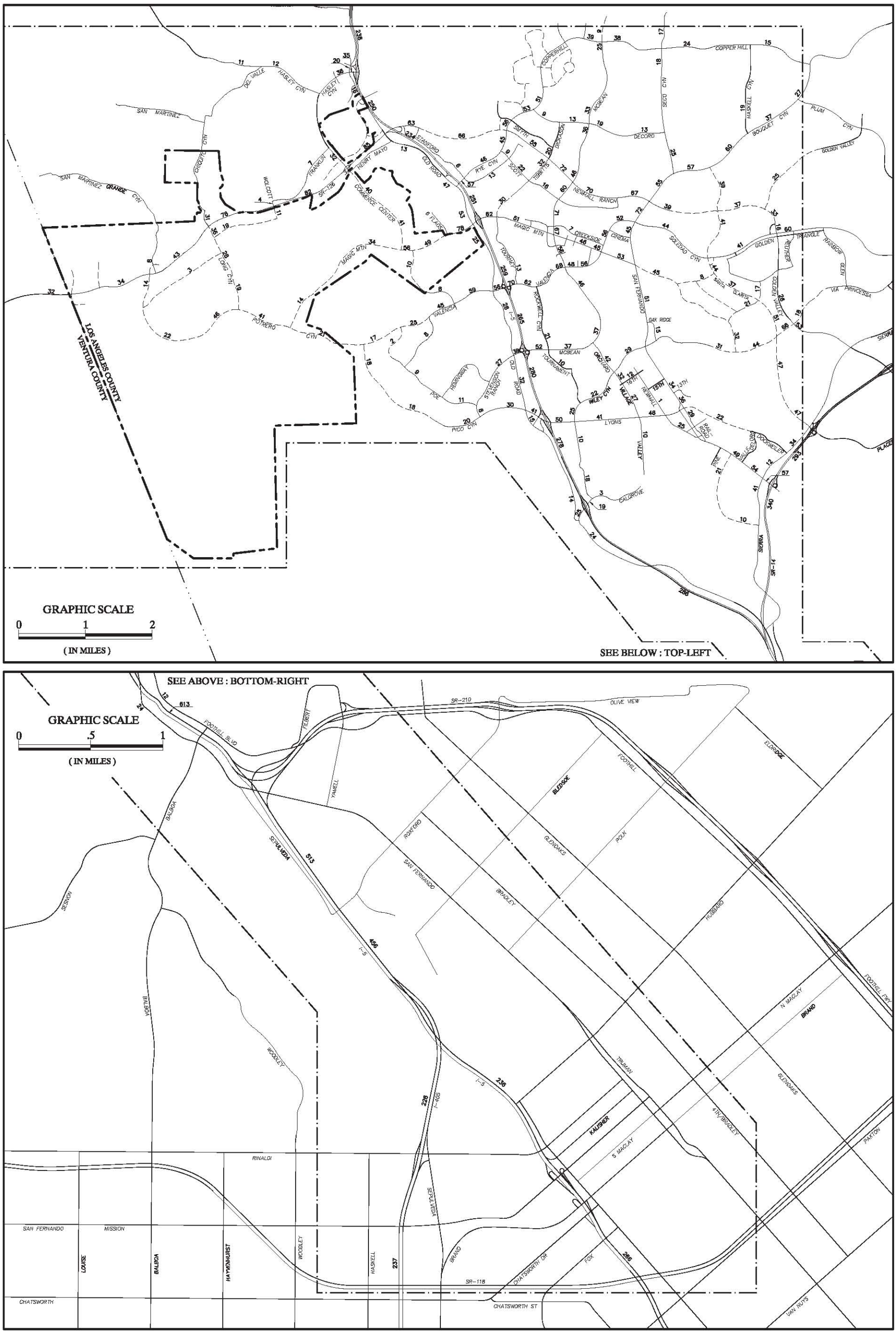
1.0) and volume densities (greater than 45.0 passenger cars per mile per lane) under long-range cumulative conditions. In contrast, none of the study area roadway segments in Ventura County or south of the I-5/SR-14 confluence are forecast to exceed the roadway capacity threshold. Specifically, Alternative 5 would cause significant impacts on one Santa Clarita Valley arterial roadway segment and one freeway segment, and would contribute to already deficient conditions on one additional arterial segment and four freeway segments, thereby resulting in significant impacts at these locations. As discussed below in **Subsections 4.8.9** and **4.8.10**, with implementation of the following Mitigation Measures, in combination with the mitigation measures previously adopted in connection with approval of the Specific Plan and VCC, the identified potentially significant impacts would be reduced to less than significant: TR-7, TR-8, TR-16, TR-17, and TR-18.

Table 4.8-16 depicts the significantly impacted roadway segments, and the resulting v/c ratios and volume densities. As shown, when compared with Alternative 2, with an 11.7 percent reduction in ADT, this alternative decreases by seven the number of segments that would be significantly impacted. The v/c and volume density calculations for all study area roadway segments are presented in **Appendix 4.8** of ~~this~~ the Draft EIS/EIR, December 2008 Traffic Report.

With respect to impacts attributable to construction activities, under Alternative 5, there would be approximately 1,450 fewer residential units and 3,540,000 less square feet of non-residential development constructed than under Alternative 2. (See **Section 3.0**, Description of Alternatives.) However, construction activities under each of the alternatives would be similar in character on a daily basis and, therefore, a particular level of construction would occur on a given day regardless of the magnitude of the ultimate build-out; the only distinction would be the duration of the construction activities. Accordingly, it is expected that construction-related activities under Alternative 5 would generate approximately 978 ADT during the peak construction period, as under Alternative 2, although under Alternative 5 the duration of the trips would be for approximately two months less than Alternative 2. (See **Subsection 4.7.4.8.2**.) As with Alternative 2, the relatively small number of additional vehicle trips associated with construction activities under Alternative 5 would be dispersed throughout the Project site and surrounding roadways, thereby resulting in a negligible amount of increased traffic on any given roadway. Moreover, as discussed in **Subsection 4.8.8.2.3**, significant capacity improvements made as part of the proposed Project's mitigation program would be in place on the area roadways during the peak construction period providing substantial additional roadway capacity. Consequently, the additional construction-related trips generated under this alternative would not result in significant indirect or secondary impacts on traffic or circulation.

As to potential impacts to transit services, impacts under Alternative 5 would be similar to those identified under Alternative 2, which would be less than significant. See **Subsection 4.8.8.2.3**.

SCP Secondary Impacts. The analysis of secondary impacts associated with the RMDP component of Alternative 5 presented above includes vehicle trips attributable to the VCC planning area and portions of the Entrada planning area, the two other development areas that would be facilitated by implementation of the SCP component of Alternative 5. There would be no additional secondary impacts attributable to the SCP component of Alternative 5 beyond those already identified above under the RMDP discussion.

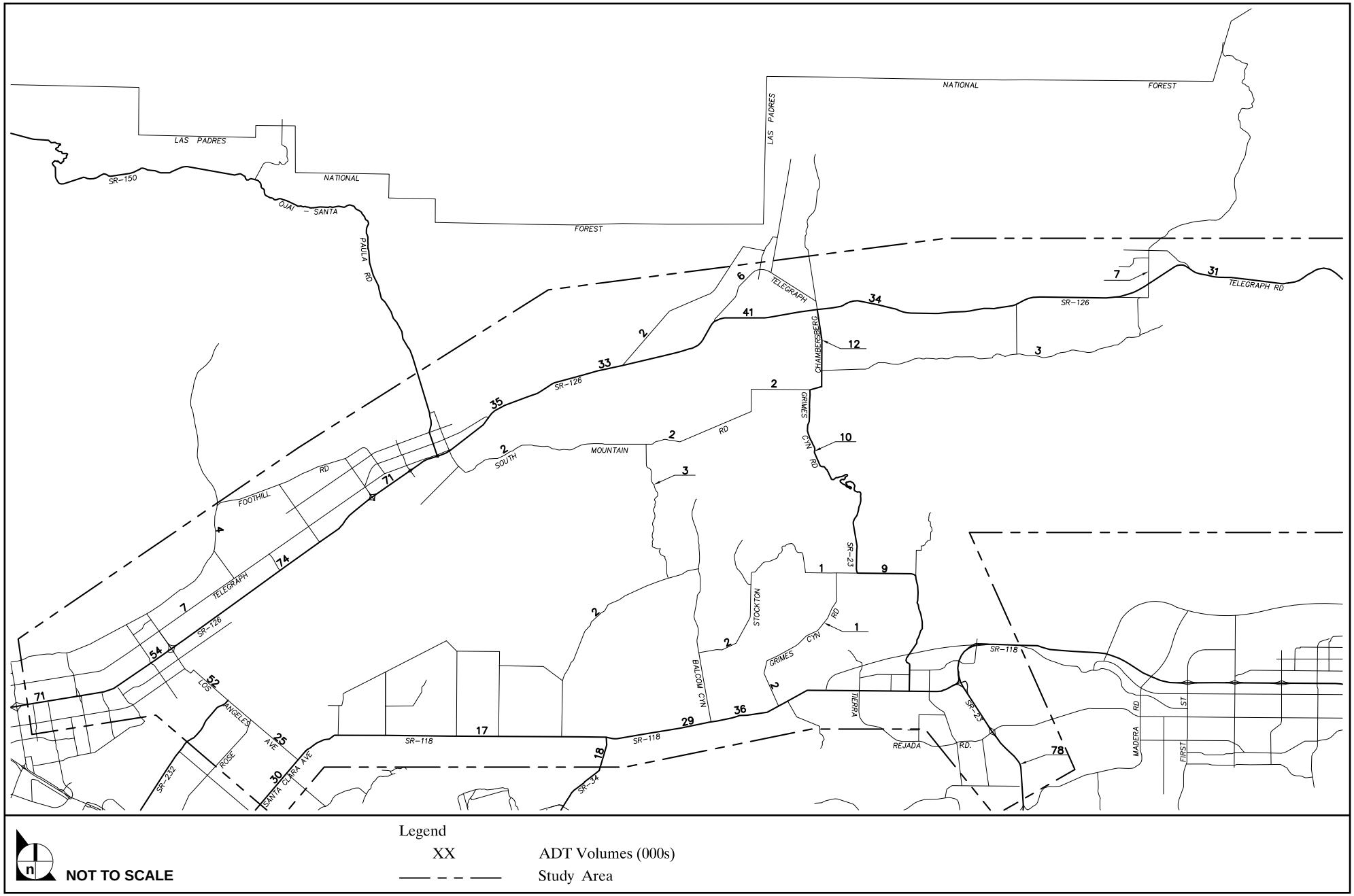


SOURCE: Austin-Foust Associates, Inc. – December 2008

(Revised) FIGURE 4.8-28

ADT Volumes - Long Range Cumulative, Alternative 5 (Los Angeles County Area)

32-214•02/10



SOURCE: Austin-Foust Associates, Inc. – September 2007

FIGURE 4.8-29

ADT Volumes – Long-Range Cumulative Alternative 5 (Ventura County Area)

Table 4.8-17 summarizes the number of roadway segments significantly impacted as a result of the direct, indirect, and secondary impacts of Alternative 5.

Table 4.8-17
Alternative 5 Direct/Indirect/Secondary Significant Impacts
Aggregate Totals

Type of Impact	Number of Roadway Segments
Direct	0
Indirect	0
Secondary	7
Total	**7**

Source: Austin-Foust Associates, Inc. - December 2008

Existing Plus Project Analysis. As previously discussed in **Subsection 4.8.2**, Methodology, the potential traffic impacts associated with the proposed Project and alternatives were analyzed under an existing plus project scenario. However, as previously noted, this method of assessing impacts is regarded as hypothetical when utilized in connection with a long-range development project such as Alternative 5. Therefore, for the reasons previously discussed, the existing plus project analysis that follows is presented for information purposes only; the EIS/EIR determinations of significance for Alternative 5, and each of the Project alternatives, are based on the long-range impacts analysis presented above.

Figure 4.8-30, ADT Volumes - Existing Plus Project, Alternative 5 (Los Angeles County Area), and **Figure 4.8-31**, ADT Volumes - Existing Plus Project, Alternative 5 (Ventura County Area), show the existing ADT volumes with the addition of Alternative 5 ADT volumes on the existing roadway network for the Los Angeles County and Ventura County areas, respectively.

As shown on **Table 4.8-18**, Alternative 5 Significantly Impacted Roadway Segments (Existing Plus Project Analysis), under Alternative 5, several study area arterial roadway segments in the Santa Clarita Valley are forecast to exceed the roadway's ADT capacity (roadways with a v/c greater than 1.0), and one freeway segment in the Valley is forecast to exceed acceptable thresholds (project increases v/c by .020 or more resulting in or contributing to a v/c greater than 1.0). In contrast, none of the study area roadway segments in Ventura County or south of the I-5/SR-14 confluence are forecast to exceed the roadway capacity threshold (Draft EIS/EIR, **Appendix 4.8**, December 2008 Traffic Report). Specifically, and as shown on **Table 4.8-18**, Alternative 5 would cause significant impacts on eight Santa Clarita Valley arterial roadway segments, and it would contribute to already deficient conditions on five additional arterial segments and one freeway segment, thereby resulting in significant impacts at these locations. **Table 4.8-18** depicts the significantly impacted roadway segments, and the resulting v/c ratios. The v/c calculations for all study area roadway segments are presented in **Appendix 4.8** of ~~this~~ the Draft EIS/EIR, December 2008 Traffic Report.

Table 4.8-18
Alternative 5 Significantly Impacted Roadway Segments (Existing Plus Project Analysis)

Location/County/On-Off-Site	Lanes	V/C	LOS
Chiquito Canyon Road north of SR-126/Los Angeles/Off-site	2	1.13[1]	F
The Old Road north of Hasley/Los Angeles/Off-site	2	1.13[1]	F
The Old Road north of Magic Mtn Pky/Los Angeles/Off-site	4	1.16[1]	F
The Old Road south of McBean Pky/Los Angeles/Off-site	4	1.13[1]	F
SR-126 east of Chiquito Canyon Road/Los Angeles/Off-site	4M	1.11[1]	F
SR-126 west of Commerce Center Drive/Los Angeles/Off-site	4M	1.08[1]	F
SR-126 east of Commerce Center Drive/Los Angeles/Off-site	4M	1.08[1]	F
San Fernando Road south of Magic Mtn Pky/Los Angeles/Off-site	4	1.47[2]	F
Soledad Canyon Road east of Bouquet Canyon Road/Los Angeles/Off-site	6	1.09[2]	F
Soledad Canyon Road west of Golden Valley Road/Los Angeles/Off-site	6	1.06[2]	F
Pico Canyon Road west of I-5/Los Angeles/Off-site	4	1.13[1]	F
McBean Pky south of Avenue Scott/Los Angeles/Off-Site	6	1.28[2]	F
Bouquet Canyon Road south of Soledad Canyon Road/Los Angeles/Off-site	4	1.41[2]	F
I-5 south of Calgrove (SB)[4]/Los Angeles/Off-site	8	1.133[3]	F

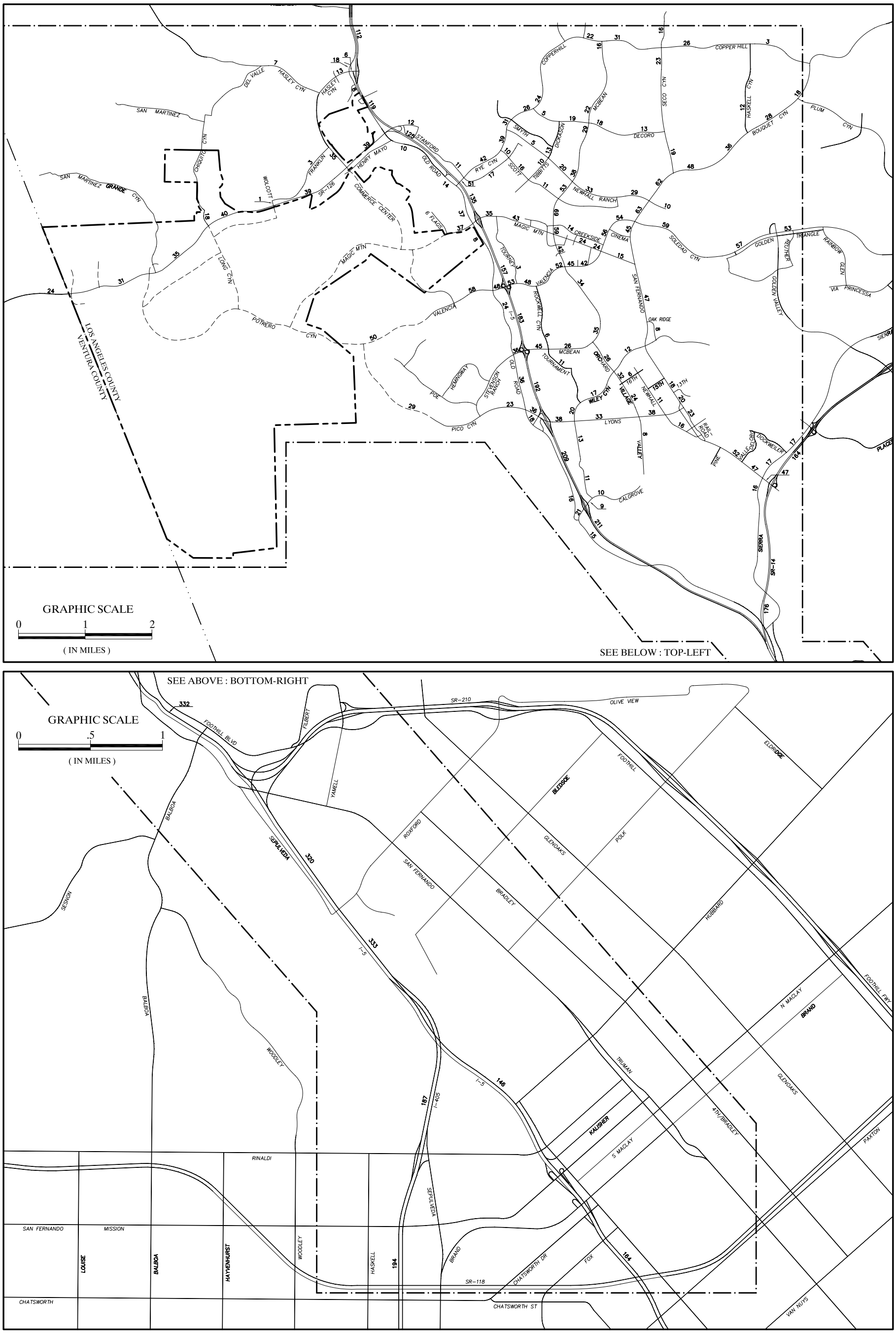
Notes:
1 Project results in a v/c > 1.0
2 Project contributes to a v/c > 1.0
3 Project contributes to a v/c > 1.0 and increases v/c by .020 or more
4 Southbound (SB)

Source: Austin-Foust Associates, Inc. - December 2008

4.8.8.6 Impacts of Alternative 6 (Elimination of Planned Commerce Center Drive Bridge and Maximum Spineflower Expansion/Connectivity)

4.8.8.6.1 Direct Impacts

RMDP Direct Impacts. The Alternative 6 development scenario would be similar, generally, to Alternative 2, and, therefore, would require workers and equipment to access the site. The primary difference between the two alternatives is that under Alternative 6 there would be one less bridge and approximately 3,700 less linear feet of bank stabilization constructed on the Santa Clara River than under Alternative 2. (See **Section 3.0**, Description of Alternatives.) However, it is expected that construction activities under each of the alternatives would be similar in character on a daily basis; that is, a particular level of construction would occur on a given day regardless of the magnitude of the ultimate build-out under each alternative. The only distinction would be the duration of the construction activities. Accordingly, it is expected that RMDP construction-related activities under Alternative 6 would generate approximately 88 ADT during the peak



SOURCE: Austin-Foust Associates, Inc. - January 2009

FIGURE 4.8-30

ADT Volumes - Existing Plus Project, Alternative 5 (Los Angeles County Area)

32-214•02/09

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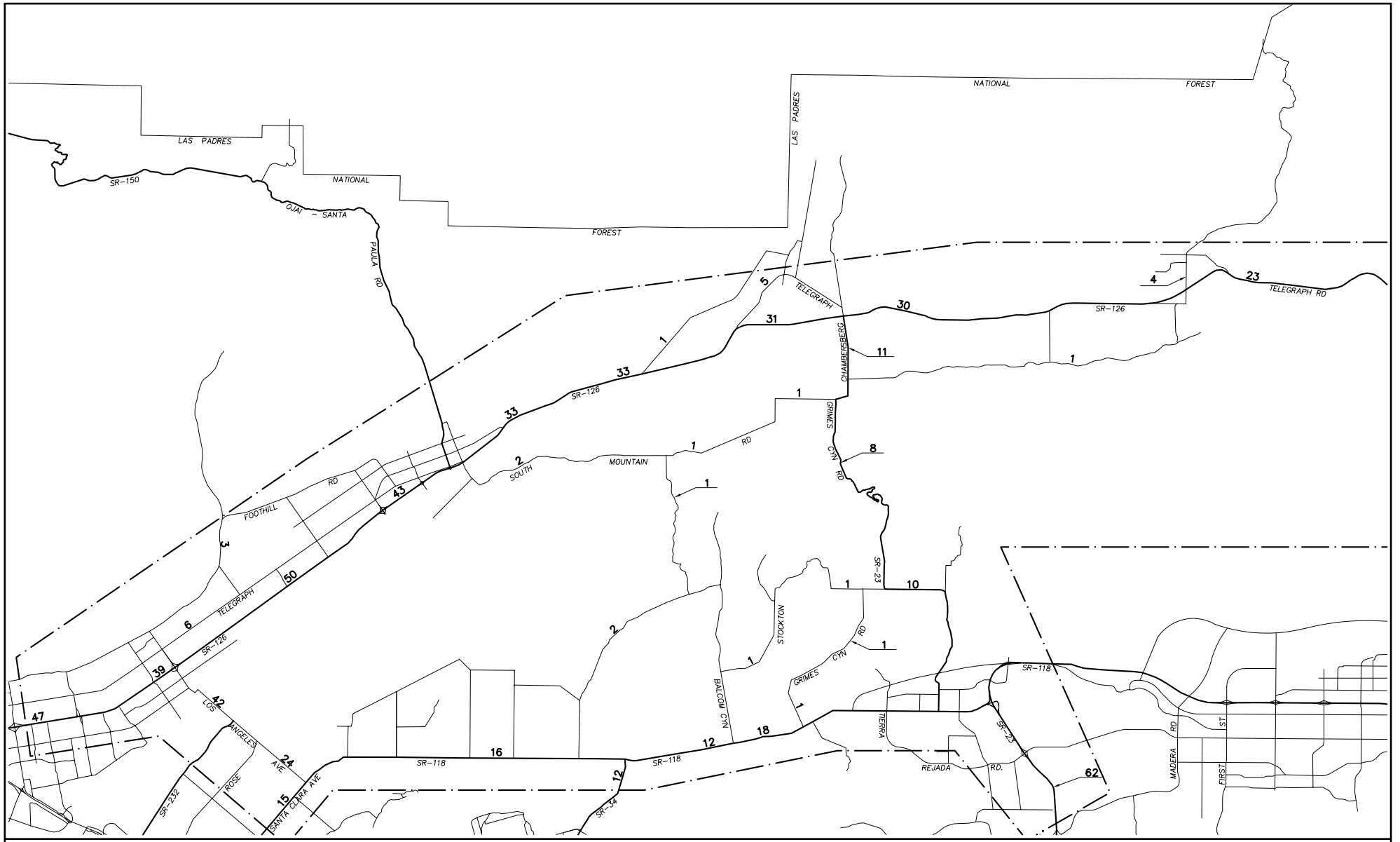


SOURCE: Austin-Foust Associates, Inc. – January 2009

FIGURE 4.8-31

ADT Volumes - Existing Plus Project, Alternative 5 (Ventura County Area)

construction period, as under Alternative 2, although under Alternative 6 the duration of the trips would be for approximately three fewer months than Alternative 2. (See **Subsection 4.7.4.9.1**.) Moreover, as with Alternative 2, the relatively small number of additional vehicle trips associated with RMDP construction activities under Alternative 6 would be dispersed throughout the Project site and surrounding roadways, thereby resulting in a negligible amount of increased traffic on any given roadway. Accordingly, Alternative 6 would not result in significant direct impacts to traffic or circulation.

SCP Direct Impacts. The SCP component of Alternative 6 is a conservation plan that would establish spineflower preserves within the Project area. The only construction activities associated with the preserves would be the installation of split-rail fences around the preserve perimeter. Any construction-related trips associated with these activities would be extremely limited in nature and, consequently, would have a negligible effect on traffic conditions. Therefore, the SCP component of Alternative 6 would not result in significant direct impacts on traffic or circulation.

4.8.8.6.2 Indirect Impacts

RMDP Indirect Impacts. Alternative 6 represents a reduction in the amount of development facilitated in comparison to the proposed Project alternative, Alternative 2. Alternative 6 would facilitate 20,212 residential dwelling units and approximately 5.784 msf of nonresidential uses. This alternative is forecast to generate approximately 350,000 ADT, which is 14.2 percent less ADT than Alternative 2. The on-site transportation network for Alternative 6 differs from the current County Master Plan of Highways in that it removes the Commerce Center Drive bridge crossing over the Santa Clara River. As shown on **Table 4.8-19**, Alternative 6 Significantly Impacted Roadway Segments, the redistribution of on-site traffic resulting from removal of the bridge under this alternative would result in significant impacts on Magic Mountain Parkway west of Westridge Parkway; under Alternative 6, this roadway would operate at LOS F with a v/c ratio of 1.11. The v/c calculations for all study area roadway segments are presented in **Appendix 4.8** of ~~this~~ the Draft EIS/EIR, December 2008 Traffic Report.

SCP Indirect Impacts. Implementation of the SCP component of Alternative 6, like the RMDP component, would indirectly facilitate previously approved urban development (VCC) and proposed development (Entrada) within the Alternative 6 planning area. As noted in **Subsection 4.8.8.2.2**, the analysis of indirect impacts presented above under the heading RMDP Indirect Impacts includes vehicle trips attributable to the proposed VCC and Entrada planning areas. There would be no indirect impacts attributable to the SCP component of Alternative 6 beyond those discussed above.

4.8.8.6.3 Secondary Impacts

RMDP Secondary Impacts. (Revised) Figure 4.8-32, ADT Volumes - Long-Range Cumulative, Alternative 6 (Los Angeles County Area), and **Figure 4.8-33**, ADT Volumes - Long-Range Cumulative, Alternative 6 (Ventura County Area), show the long-range Alternative 6 ADT volumes with the addition of the cumulative projects for the Los Angeles County and Ventura County areas, respectively.

Table 4.8-19
Alternative 6 Significantly Impacted Roadway Segments

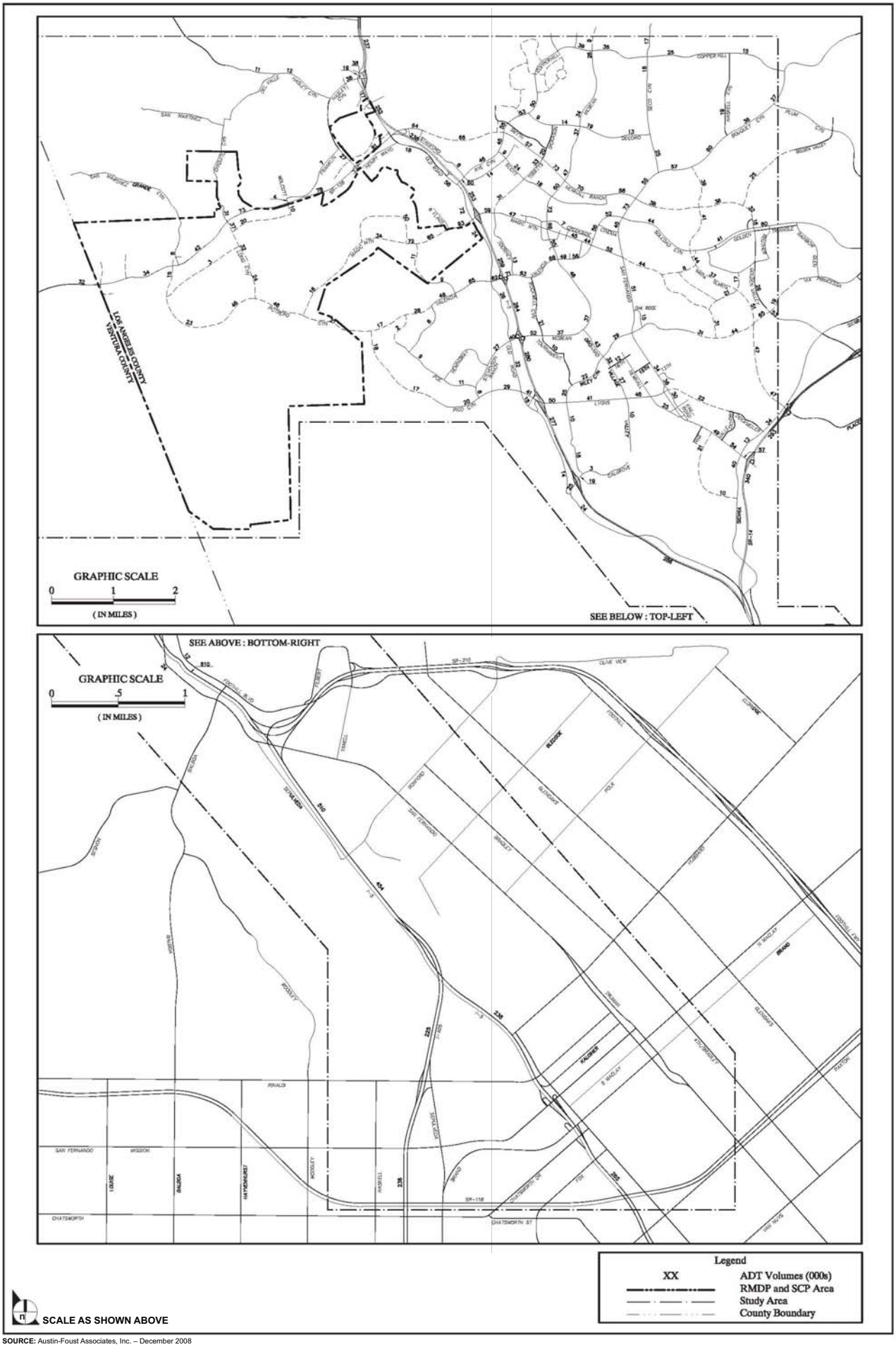
Location/County/On-Off-Site	Lanes	V/C	Volume Density[6]	LOS
Magic Mtn west of Westridge Pky/Los Angeles/On-site	8A	1.11[1]		F
Magic Mtn west of The Old Road/Los Angeles/Off-site	8A	1.08[1]		F
The Old Road north of Rye Cyn/Los Angeles/Off-site	6	1.07[1]		F
The Old Road north of Magic Mtn/Los Angeles/Off-site	6	1.33[1]		F
Rye Cyn east of The Old Road/Los Angeles/Off-site	6	1.11[1]		F
McBean south of Avenue Scott/Los Angeles/Off-site	8	1.01[1]		F
I-5 south of Hasley (SB)/Los Angeles/Off-site[3]	8	1.120[5]	>45.0	F
I-5 south of SR-126 (SB)/Los Angeles/Off-site	8	1.141[5]	>45.0	F
I-5 south of Valencia (SB)/Los Angeles/Off-site	8	1.203[5]	>45.0	F
I-5 south of McBean (SB)/Los Angeles/Off-site	8	1.155[5]	>45.0	F
I-5 south of Lyons (NB)/Los Angeles/Off-site	8	1.044[5]	>45.0	F
I-5 south of Lyons (SB)/Los Angeles/Off-site	8	1.070[5]	>45.0	F
I-5 south of Calgrove (NB)/Los Angeles/Off-site	8	1.019[4]	>45.0	F
I-5 south of Calgrove (SB)/Los Angeles/Off-site	8	1.327[5]	>45.0	F

Notes:

1 Project results in a v/c > 1.0
2 Project contributes to a v/c > 1.0
3 Southbound (SB); Northbound (NB)
4 Project results in a v/c > 1.0 and increases v/c by .020 or more
5 Project contributes to a v/c > 1.0 and increases v/c by .020 or more
6 Volume density levels reflect the highest directional density (northbound or southbound) for the geographic segment

Source: Austin-Foust Associates, Inc. - December 2008

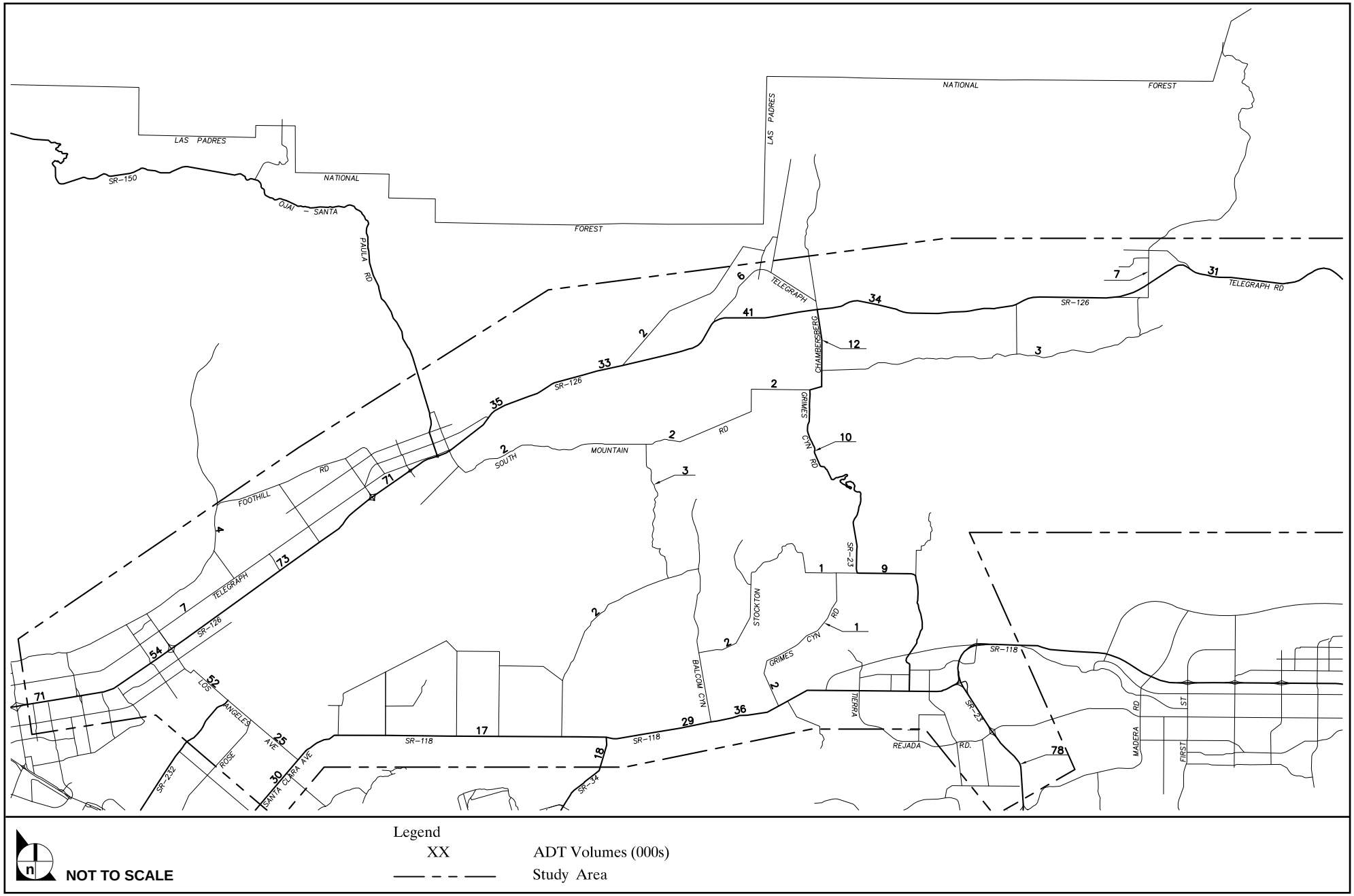
As shown on **Table 4.8-19**, Alternative 6 Significantly Impacted Deficient Roadway Segments, several study area arterial roadway segments in the Santa Clarita Valley are forecast to exceed the roadway's ADT capacity (roadways with a v/c greater than 1.0), and several freeway segments in the Valley are forecast to exceed acceptable thresholds (project increases v/c by .020 or more resulting in or contributing to a v/c greater than 1.0) and volume densities (greater than 45.0 passenger cars per mile per lane) under long-range cumulative conditions. In contrast, none of the study area roadway segments in Ventura County or south of the I-5/SR-14 confluence are forecast to exceed roadway capacity. Specifically, Alternative 6 would cause significant impacts at five Santa Clarita Valley arterial roadway segments and one freeway segment, and would contribute to already deficient conditions on seven freeway segments, thereby resulting in significant impacts at these locations.



SOURCE: Austin-Foust Associates, Inc. – December 2008

(Revised) FIGURE 4.8-32

ADT Volumes - Long Range Cumulative, Alternative 6 (Los Angeles County Area)



SOURCE: Austin-Foust Associates, Inc. – September 2007

FIGURE 4.8-33

ADT Volumes – Long-Range Cumulative Alternative 6 (Ventura County Area)

Table 4.8-19 depicts the significantly impacted roadway segments, and the resulting v/c ratios and volume densities. When compared with Alternative 2, despite a 14.2 percent reduction in ADT, this alternative would result in the same number of significantly impacted off-site segments as Alternative 2, 14 segments. This is due primarily to the removal of the bridge at Commerce Center Drive that would occur with this alternative. Removal of this bridge redistributes traffic and results in the worsening of traffic conditions at the following three additional arterial road locations: Magic Mountain Parkway west of The Old Road; The Old Road north of Rye Canyon; and McBean Parkway south of Avenue Scott. The v/c and volume density calculations for all study area roadway segments are presented in **Appendix 4.8** of ~~this~~ the Draft EIS/EIR, December 2008 Traffic Report. As discussed below in **Subsections 4.8.9** and **4.8.10**, with implementation of the following Mitigation Measures, in combination with the mitigation measures previously adopted in connection with approval of the Specific Plan and VCC, the identified potentially significant impacts would be reduced to less than significant: TR-1, TR-3, TR-4, TR-6, TR-7, TR-9, TR-11, TR-12, TR-15, TR-16, TR-17, and TR-18.

With respect to impacts attributable to construction activities, under Alternative 6, there would be approximately 2,400 fewer residential units and 3,620,000 less square feet of non-residential development constructed than under Alternative 2. (See **Section 3.0**, Description of Alternatives.) However, construction activities under each of the alternatives would be similar in character on a daily basis and, therefore, a particular level of construction would occur on a given day regardless of the magnitude of the ultimate build-out; the only distinction would be the duration of the construction activities. Accordingly, it is expected that construction-related activities under Alternative 6 would generate approximately 978 ADT during the peak construction period, as under Alternative 2, although under Alternative 6 the duration of the trips would be for approximately three months less than Alternative 2. (See **Subsection 4.7.4.9.2**.) As with Alternative 2, the relatively small number of additional vehicle trips associated with construction activities under Alternative 6 would be dispersed throughout the Project site and surrounding roadways, thereby resulting in a negligible amount of increased traffic on any given roadway; removal of the bridge at Commerce Center Drive would not significantly affect that dispersion. Consequently, the additional construction-related trips generated under this alternative would not result in significant indirect or secondary impacts on traffic or circulation.

As to potential impacts to transit services, impacts under Alternative 6 would be similar to those identified under Alternative 2, which would be less than significant. See **Subsection 4.8.8.2.3**.

SCP Secondary Impacts. The analysis of secondary impacts associated with the RMDP component of Alternative 6 presented above includes vehicle trips attributable to the VCC planning area and portions of the Entrada planning area, the two other development areas that would be facilitated by implementation of the SCP component of Alternative 6. There would be no additional secondary impacts attributable to the SCP component of Alternative 6 beyond those already identified above under the RMDP discussion.

Table 4.8-20 summarizes the number of roadway segments significantly impacted as a result of the direct, indirect, and secondary impacts of Alternative 6.

Table 4.8-20
Alternative 6 Direct/Indirect/Secondary Significant Impacts
Aggregate Totals

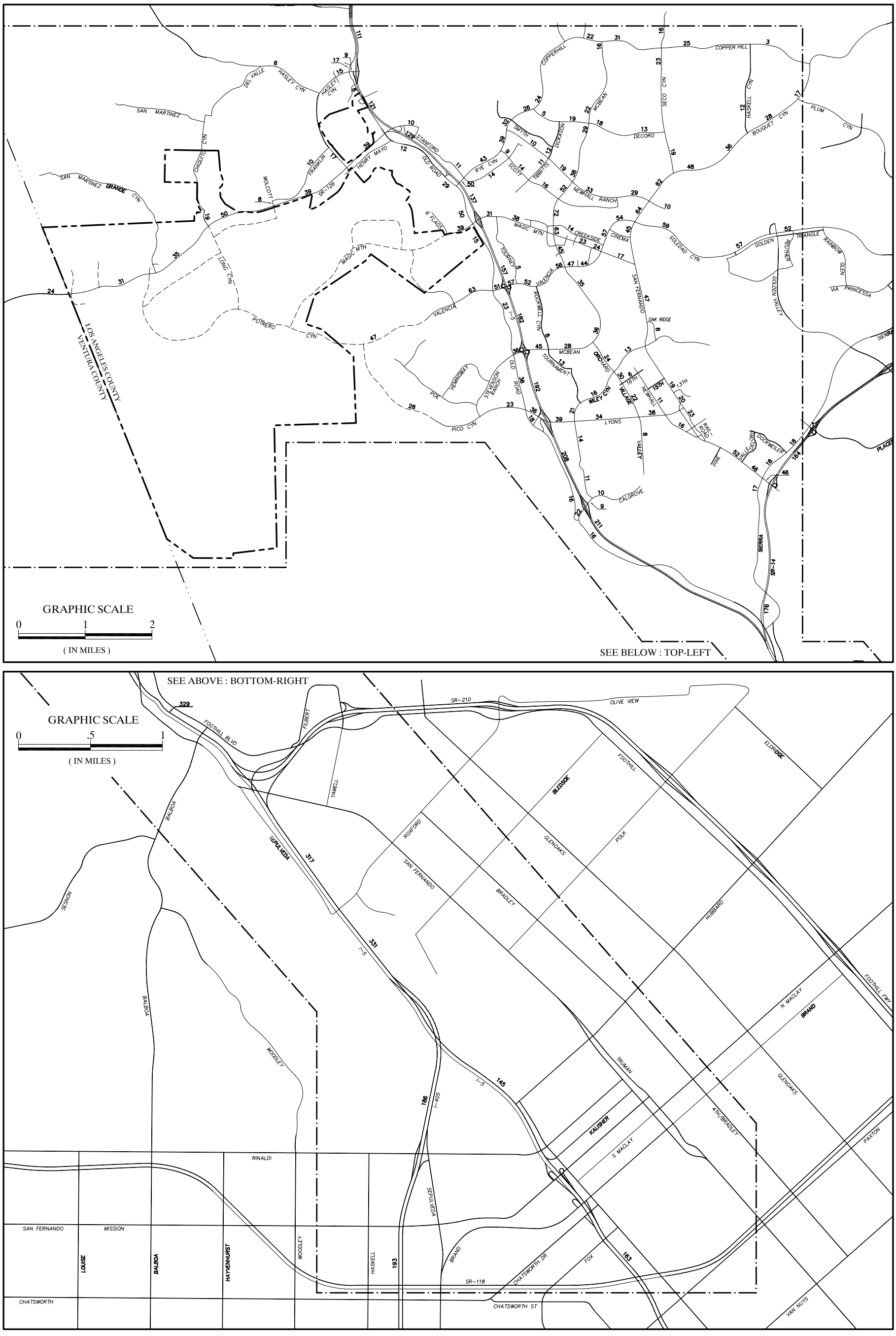
Type of Impact	Number of Roadway Segments
Direct	0
Indirect	1
Secondary	13
Total	**14**

Source: Austin-Foust Associates, Inc. - December 2008

Existing Plus Project Analysis. As previously discussed in **Subsection 4.8.2**, Methodology, the potential traffic impacts associated with the proposed Project and alternatives were analyzed under the existing plus project scenario. However, as previously noted, this method of assessing impacts is regarded as hypothetical when utilized in connection with a long-range development project such as Alternative 6. Therefore, for the reasons previously discussed, the existing plus project analysis that follows is presented for information purposes only; the EIS/EIR determinations of significance for Alternative 6, and each of the Project alternatives, are based on the long-range impacts analysis presented above.

Figure 4.8-34, ADT Volumes - Existing Plus Project, Alternative 6 (Los Angeles County Area), and **Figure 4.8-35**, ADT Volumes - Existing Plus Project, Alternative 6 (Ventura County Area), show the existing ADT volumes with the addition of Alternative 6 ADT volumes on the existing roadway network for the Los Angeles County and Ventura County areas, respectively.

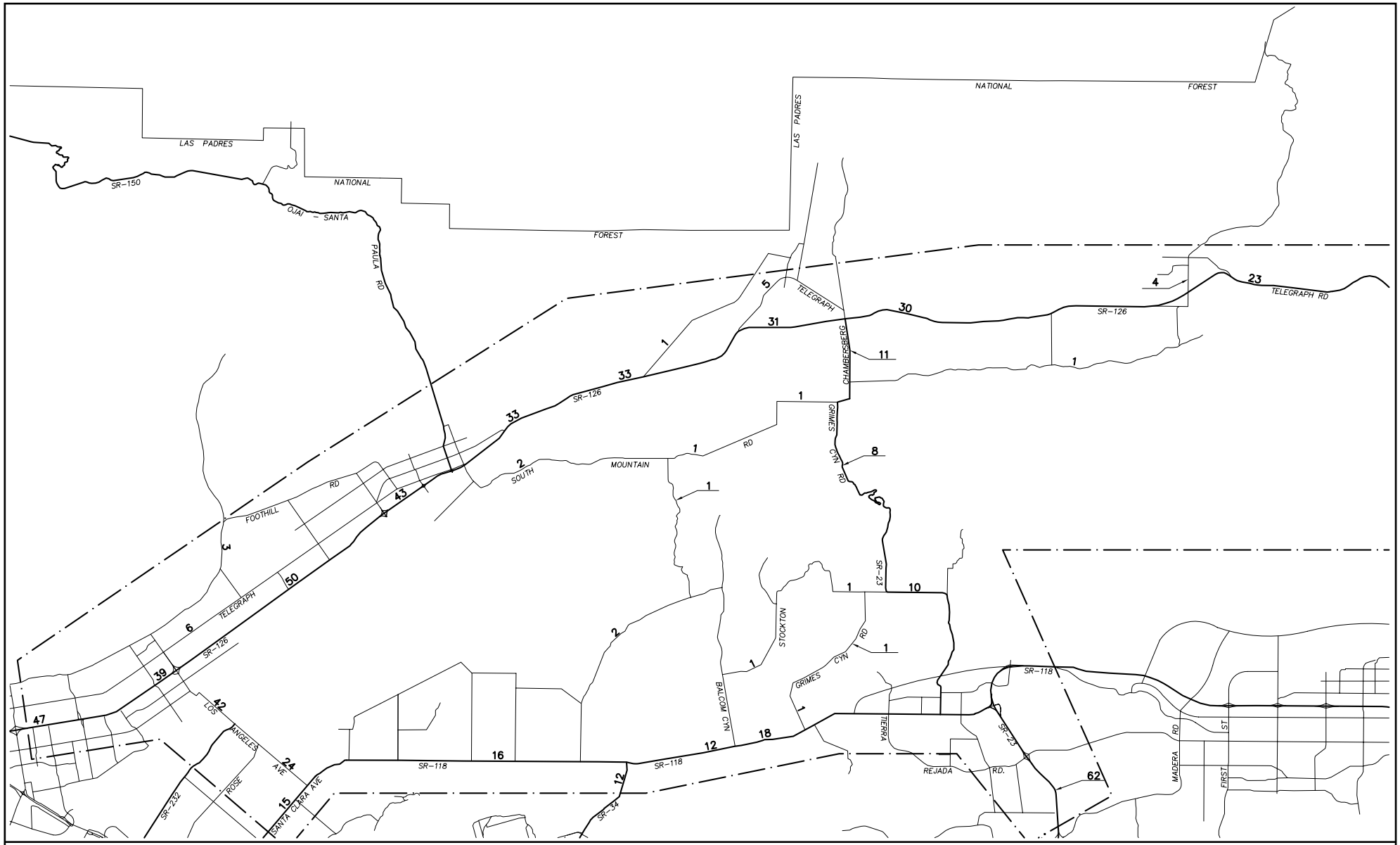
As shown on **Table 4.8-21**, Alternative 6 Significantly Impacted Roadway Segments (Existing Plus Project Analysis), under Alternative 6, several study area arterial roadway segments in the Santa Clarita Valley are forecast to exceed the roadway's ADT capacity (roadways with a v/c greater than 1.0), and one freeway segment in the Valley is forecast to exceed acceptable thresholds (project increases v/c by .020 or more resulting in or contributing to a v/c greater than 1.0). In contrast, none of the study area roadway segments in Ventura County or south of the I-5/SR-14 confluence are forecast to exceed the roadway capacity threshold (Draft EIS/EIR, **Appendix 4.8**, December 2008 Traffic Report). Specifically, and as shown on **Table 4.8-21**, Alternative 6 would cause significant impacts on eight Santa Clarita Valley arterial roadway segments, and it would contribute to already deficient conditions on five additional arterial segments and one freeway segment, thereby resulting in significant impacts at these locations. **Table 4.8-21** depicts the significantly impacted roadway segments, and the resulting v/c ratios. The v/c calculations for all study area roadway segments are presented in **Appendix 4.8** of ~~this~~ the Draft EIS/EIR, December 2008 Traffic Report.



SOURCE: Austin-Foust Associates, Inc. - January 2009

FIGURE 4.8-34

ADT Volumes - Existing Plus Project, Alternative 6 (Los Angeles County Area)



SOURCE: Austin-Foust Associates, Inc. – January 2009

FIGURE 4.8-35

ADT Volumes - Existing Plus Project, Alternative 6 (Ventura County Area)

Table 4.8-21
Alternative 6 Significantly Impacted Roadway Segments (Existing Plus Project Analysis)

Location/County/On-Off-Site	Lanes	V/C	LOS
Chiquito Canyon Road north of SR-126/Los Angeles/Off-site	2	1.19[1]	F
The Old Road north of Hasley/Los Angeles/Off-site	2	1.06[1]	F
The Old Road north of Magic Mtn Pky/Los Angeles/Off-site	4	1.56[1]	F
The Old Road south of McBean Pky/Los Angeles/Off-site	4	1.13[1]	F
SR-126 east of Chiquito Canyon Road/Los Angeles/Off-site	4M	1.39[1]	F
SR-126 west of Commerce Center Drive/Los Angeles/Off-site	4M	1.08[1]	F
SR-126 east of Commerce Center Drive/Los Angeles/Off-site	4M	1.08[1]	F
San Fernando Road south of Magic Mtn Pky/Los Angeles/Off-site	4	1.47[2]	F
Soledad Canyon Road east of Bouquet Canyon Road/Los Angeles/Off-site	6	1.09[2]	F
Soledad Canyon Road west of Golden Valley Road/Los Angeles/Off-site	6	1.06[2]	F
Pico Canyon Road west of I-5/Los Angeles/Off-site	4	1.13[1]	F
McBean Pky south of Avenue Scott/Los Angeles/Off-site	6	1.33[2]	F
Bouquet Canyon Road south of Soledad Canyon Road/Los Angeles/Off-site	4	1.41[2]	F
I-5 south of Calgrove (SB)[4]/Los Angeles/Off-site	8	1.127[3]	F

Notes:

1 Project results in a v/c > 1.0

2 Project contributes to a v/c > 1.0

3 Project contributes to a v/c > 1.0 and increases v/c by .020 or more

4 Southbound (SB)

Source: Austin-Foust Associates, Inc. - December 2008

4.8.8.7 Impacts of Alternative 7 (Avoidance of 100-Year Floodplain, Elimination of Two Planned Bridges, and Avoidance of Spineflower)

4.8.8.7.1 Direct Impacts

RMDP Direct Impacts. As with Alternative 2, the Alternative 7 development scenario involves the construction of bridges, bank stabilization, and other infrastructure and, therefore, would require workers and equipment to access the site. The primary difference between the two alternatives is that under Alternative 7, there would be two less bridges and approximately 4,250 less linear feet of bank stabilization constructed on the Santa Clara River than under Alternative 2. (See **Section 3.0**, Description of Alternatives.) However, it is expected that construction activities under each of the alternatives would be similar in character on a daily basis; that is, a particular level of construction would occur on a given day regardless of the magnitude of the ultimate build-out under each alternative. The only distinction would be the duration of the construction activities. Accordingly, it is expected that RMDP construction-related activities under Alternative 7 would generate approximately 88 ADT during the peak construction period, as under Alternative 2, although under Alternative 7 the duration of the trips would be for approximately three fewer months than Alternative 2. (See

Subsection 4.7.4.9.1.) Moreover, as with Alternative 2, the relatively small number of additional vehicle trips associated with RMDP construction activities under Alternative 7 would be dispersed throughout the Project site and surrounding roadways, thereby resulting in a negligible amount of increased traffic on any given roadway. Accordingly, Alternative 7 would not result in significant direct impacts on traffic or circulation.

SCP Direct Impacts. The SCP component of Alternative 7 is a conservation plan that would establish spineflower preserves within the Project area. The only construction activities associated with the preserves would be the installation of split-rail fences around the preserve perimeter. Any construction-related trips associated with these activities would be extremely limited in nature and, consequently, would have a negligible effect on traffic conditions. Therefore, the SCP component of Alternative 7 would not result in significant direct impacts on traffic or circulation.

4.8.8.7.2 Indirect Impacts

RMDP Indirect Impacts. Alternative 7 represents a reduction in the amount of development that would be facilitated in comparison to the proposed Project alternative, Alternative 2. Alternative 7 would facilitate 17,323 residential dwelling units and approximately 3.815 msf of nonresidential uses. This alternative is forecast to generate approximately 266,000 ADT, which is 35.0 percent less ADT than Alternative 2. The on-site transportation network for Alternative 7 differs from the current County Master Plan of Highways in that it removes both the Potrero Canyon Road and Commerce Center Drive bridge crossings over the Santa Clara River. However, the redistribution of on-site traffic resulting from removal of the two bridges under this alternative would not result in significant impacts on any of the on-site roadway segments due to the 35 percent reduction in ADT under this alternative. As shown on **Table 4.8-22**, Alternative 7 Significantly Impacted Roadway Segments, although this alternative would result in significant impacts at multiple off-site locations, no on-site roadway segments were identified as significantly impacted under this alternative. The v/c calculations for all study area roadway segments, which are presented in **Appendix 4.8** of ~~this~~ the Draft EIS/EIR, December 2008 Traffic Report, illustrate that under this alternative all on-site roadway segments would operate at conditions of LOS E or better.

Table 4.8-22
Alternative 7 Significantly Impacted Roadway Segments

Location/County/On-Off-Site	Lanes	V/C	Volume Density[6]	LOS
Magic Mtn west of The Old Road/Los Angeles/Off-site	8A	1.01[1]		F
The Old Road north of Rye Cyn/Los Angeles/Off-site	6	1.06[1]		F
The Old Road north of Magic Mtn/Los Angeles/Off-site	6	1.19[1]		F
Rye Cyn east of The Old Road/Los Angeles/Off-site	6	1.07[1]		F
I-5 south of Hasley (SB)/Los Angeles/Off-site[3]	8	1.095[5]	>45.0	F
I-5 south of SR-126 (SB)/Los Angeles/Off-site	8	1.103[5]	>45.0	F
I-5 south of Calgrove (NB)/Los Angeles/Off-site	8	1.001[4]	>45.0	F
I-5 south of Calgrove (SB)/Los Angeles/Off-site	8	1.289[5]	>45.0	F

Notes:
[1] Project results in a v/c > 1.0
[2] Project contributes to a v/c > 1.0
[3] Southbound (SB); Northbound (NB)
[4] Project results in a v/c > 1.0 and increases v/c by .020 or more
[5] Project contributes to a v/c > 1.0 and increases v/c by .020 or more
[6] Volume density levels reflect the highest directional density (northbound or southbound) for the geographic segment

Source: Austin-Foust Associates, Inc. - December 2008

SCP Indirect Impacts. Implementation of the SCP component of Alternative 7, like the RMDP component, would indirectly facilitate previously approved urban development (VCC) and proposed development (Entrada) within the Alternative 7 planning area. As noted in **Subsection 4.8.8.2.2**, the analysis of indirect impacts presented above under the heading RMDP Indirect Impacts includes vehicle trips attributable to the proposed VCC and Entrada planning areas. There would be no indirect impacts attributable to the SCP component of Alternative 7 beyond those discussed above. Therefore, the on-site transportation network developed under Alternative 7 would provide adequate roadway capacity to accommodate the traffic generated under this alternative, and the SCP component of Alternative 7 would not result in significant indirect on-site impacts.

4.8.8.7.3 Secondary Impacts

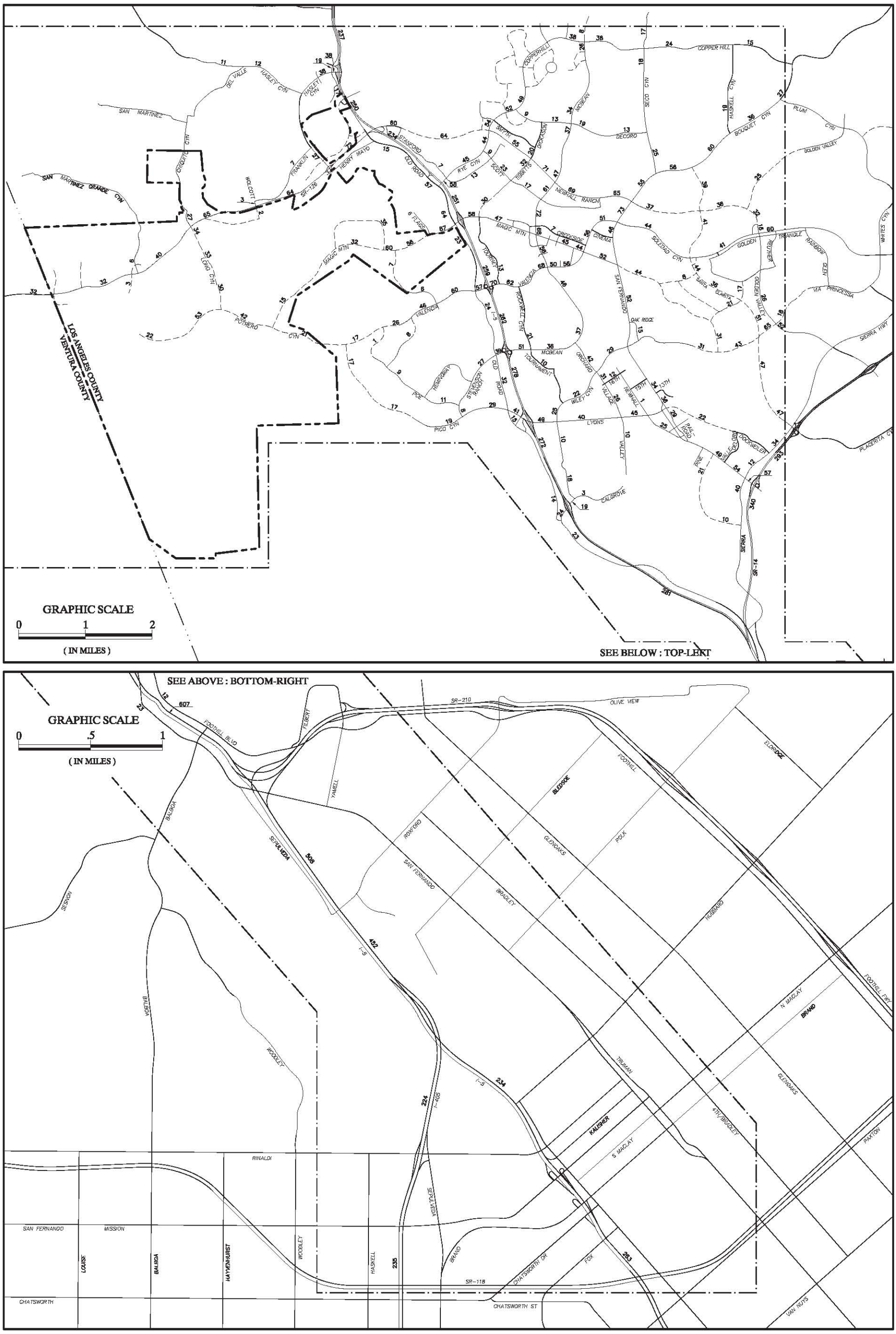
RMDP Secondary Impacts. **(Revised)** **Figure 4.8-36**, ADT Volumes - Long-Range Cumulative, Alternative 7 (Los Angeles County Area), and **Figure 4.8-37**, ADT Volumes - Long-Range Cumulative, Alternative 7 (Ventura County Area), show the long-range Alternative 7 ADT volumes with the addition of the cumulative projects for the Los Angeles County and Ventura County areas, respectively.

As shown on **Table 4.8-22**, Alternative 7 Significantly Impacted Roadway Segments, several study area arterial roadway segments in the Santa Clarita Valley are forecast to exceed the roadway's ADT capacity (roadways with a v/c greater than 1.0), and several freeway segments in the Valley are forecast to exceed

acceptable thresholds (project increases v/c by .020 or more resulting in or contributing to a v/c greater than 1.0) and volume densities (greater than 45.0 passenger cars per mile per lane) under long-range cumulative conditions. In contrast, none of the study area roadway segments in Ventura County or south of the I-5/SR-14 confluence are forecast to exceed the roadway capacity thresholds. Specifically, Alternative 7 would cause significant impacts at four Santa Clarita Valley arterial roadway segments and one freeway segment, and it would contribute to already deficient conditions on three freeway segments, thereby resulting in significant impacts at these locations. **Table 4.8-22** depicts the significantly impacted roadway segments, and the resulting v/c ratios and volume densities. As shown, when compared with Alternative 2, due to a 35 percent reduction in ADT, this alternative reduces by six the number of segments that would be significantly impacted, even with the removal of the bridges at Potrero Canyon Road and Commerce Center Drive that would occur with this alternative. The v/c and volume density calculations for all study area roadway segments are presented in **Appendix 4.8** of ~~this~~ the Draft EIS/EIR, December 2008 Traffic Report. As discussed below in **Subsections 4.8.9** and **4.8.10**, with implementation of the following Mitigation Measures, in combination with the mitigation measures previously adopted in connection with approval of the Specific Plan and VCC, the identified potentially significant impacts would be reduced to less than significant: TR-2, TR-4, TR-5, TR-7, TR-11, TR-12, and TR-18.

With respect to impacts attributable to construction activities, under Alternative 7, there would be approximately 5,287 fewer residential units and 5,590,000 less square feet of non-residential development constructed than under Alternative 2. (See **Section 3.0**, Description of Alternatives.) However, construction activities under each of the alternatives would be similar in character on a daily basis and, therefore, a particular level of construction would occur on a given day regardless of the magnitude of the ultimate build-out; the only distinction would be the duration of the construction activities. Accordingly, it is expected that construction-related activities under Alternative 7 would generate approximately 978 ADT during the peak construction period, as under Alternative 2, although under Alternative 7 the duration of the trips would be for approximately 18 months less than Alternative 2. (See **Subsection 4.7.4.6.2**.) As with Alternative 2, the relatively small number of additional vehicle trips associated with construction activities under Alternative 7 would be dispersed throughout the Project site and surrounding roadways, thereby resulting in a negligible amount of increased traffic on any given roadway; removal of the bridges at Potrero Canyon Road and Commerce Center Drive would not significantly affect that dispersion. Moreover, as discussed in **Subsection 4.8.8.2.3**, significant capacity improvements made as part of the proposed Project's mitigation program would be in place on the area roadways during the peak construction period providing substantial additional roadway capacity. Consequently, the additional construction-related trips generated under this alternative would not result in significant indirect or secondary impacts on traffic or circulation.

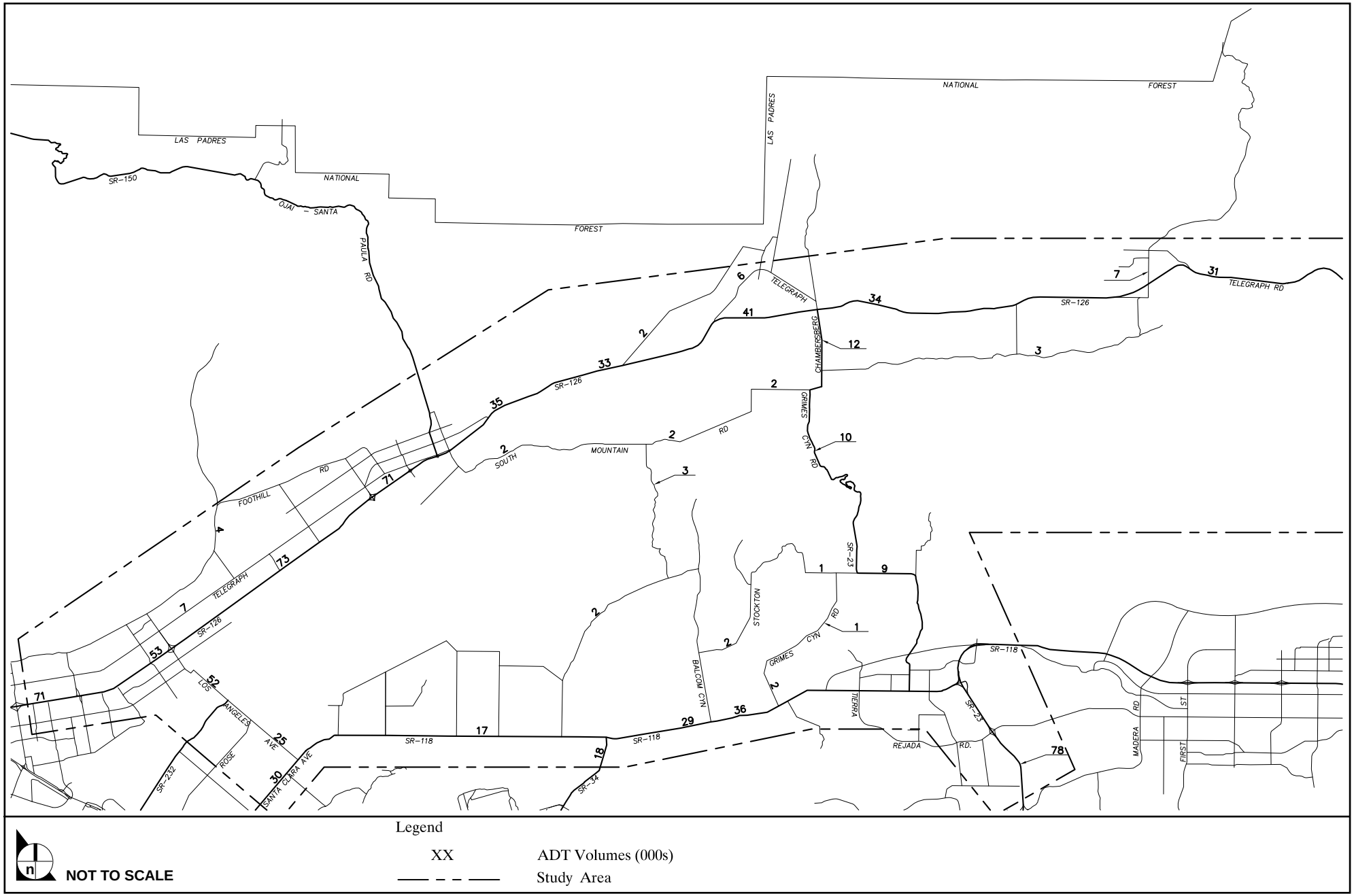
As to potential impacts to transit services, impacts under Alternative 7 would be less than those identified under Alternative 2 due to the reduced development. Accordingly, impacts to transit services under Alternative 7 would be less than significant. (See **Subsection 4.8.8.2.3**.)



SOURCE: Austin-Foust Associates, Inc. – December 2008

(Revised) FIGURE 4.8-36

ADT Volumes - Long Range Cumulative, Alternative 7 (Los Angeles County Area)



SOURCE: Austin-Foust Associates, Inc. – September 2007

FIGURE 4.8-37

ADT Volumes – Long-Range Cumulative Alternative 7 (Ventura County Area)

SCP Secondary Impacts. The analysis of secondary impacts associated with the RMDP component of Alternative 7 presented above includes vehicle trips attributable to the VCC planning area and portions of the Entrada planning area, the two other development areas that would be facilitated by implementation of the SCP component of Alternative 7. There would be no additional secondary impacts attributable to the SCP component of Alternative 7 beyond those already identified above under the RMDP discussion.

Table 4.8-23 summarizes the number of roadway segments significantly impacted as a result of the direct, indirect, and secondary impacts of Alternative 7.

Table 4.8-23
Alternative 7 Direct/Indirect/Secondary Significant Impacts
Aggregate Totals

Type of Impact	Number of Roadway Segments
Direct	0
Indirect	0
Secondary	8
Total	**8**

Source: Austin-Foust Associates, Inc. - December 2008

Existing Plus Project Analysis. As previously discussed in **Subsection 4.8.2**, Methodology, the potential traffic impacts associated with the proposed Project and alternatives were analyzed under an existing plus project scenario. However, as previously noted, this method of assessing impacts is regarded as hypothetical when utilized in connection with a long-range development project such as Alternative 7. Therefore, for the reasons previously discussed, the existing plus project analysis that follows is presented for information purposes only; the EIS/EIR determinations of significance for Alternative 7, and each of the Project alternatives, are based on the long-range impacts analysis presented above.

Figure 4.8-38, ADT Volumes - Existing Plus Project, Alternative 7 (Los Angeles County Area), and **Figure 4.8-39**, ADT Volumes - Existing Plus Project, Alternative 7 (Ventura County Area), show the existing ADT volumes with the addition of Alternative 7 ADT volumes on the existing roadway network for the Los Angeles County and Ventura County areas, respectively.

As shown on **Table 4.8-24**, Alternative 7 Significantly Impacted Roadway Segments (Existing Plus Project Analysis), under Alternative 7, several study area arterial roadway segments in the Santa Clarita Valley are forecast to exceed the roadway's ADT capacity (roadways with a v/c greater than 1.0), and one freeway segment in the Valley is forecast to exceed acceptable thresholds (project increases v/c by .020 or more resulting in or contributing to a v/c greater than 1.0). In contrast, none of the study area roadway segments in Ventura County or south of the I-5/SR-14 confluence are forecast to exceed the roadway capacity threshold (Draft EIS/EIR, **Appendix 4.8**, December 2008 Traffic Report). Specifically, and as shown on **Table 4.8-24**, Alternative 7 would cause significant impacts on seven Santa Clarita Valley arterial roadway segments, and it

would contribute to already deficient conditions on three additional arterial segments and one freeway segment, thereby resulting in significant impacts at these locations. **Table 4.8-24** depicts the significantly impacted roadway segments, and the resulting v/c ratios. The v/c calculations for all study area roadway segments are presented in **Appendix 4.8** of ~~this~~ the Draft EIS/EIR, December 2008 Traffic Report.

4.8.8.8 Summary of Significant Impacts

Table 4.8-25 summarizes the locations where, with the addition of Project alternative traffic, the resultant v/c ratios exceed acceptable thresholds (noted in **bold** text), resulting in roadway capacity deficiencies and significant impacts. Volume densities for significantly impacted freeway segments also are provided as shown in **Table 4.8-26**.

Table 4.8-24
Alternative 7 Significantly Impacted Roadway Segments (Existing Plus Project Analysis)

Location/County/On-Off-Site	Lanes	V/C	LOS
Chiquito Canyon Road north of SR-126/Los Angeles/Off-site	2	1.19[1]	F
The Old Road north of Hasley/Los Angeles/Off-site	2	1.06[1]	F
The Old Road north of Magic Mtn Pky/Los Angeles/Off-site	4	1.50[1]	F
The Old Road south of McBean Pky/Los Angeles/Off-site	4	1.06[1]	F
SR-126 east of Chiquito Canyon Road/Los Angeles/Off-site	4M	1.17[1]	F
SR-126 east of Commerce Center Drive/Los Angeles/Off-site	4M	1.03[1]	F
San Fernando Road south of Magic Mtn Pky/Los Angeles/Off-site	4	1.47[2]	F
Pico Canyon Road west of I-5/Los Angeles/Off-site	4	1.09[1]	F
McBean Pky south of Avenue Scott/Los Angeles/Off-site	6	1.30[2]	F
Bouquet Canyon Road south of Soledad Canyon Road/Los Angeles/Off-site	4	1.41[2]	F
I-5 south of Calgrove (SB)[4]/Los Angeles/Off-site	8	1.122[3]	F

Notes:

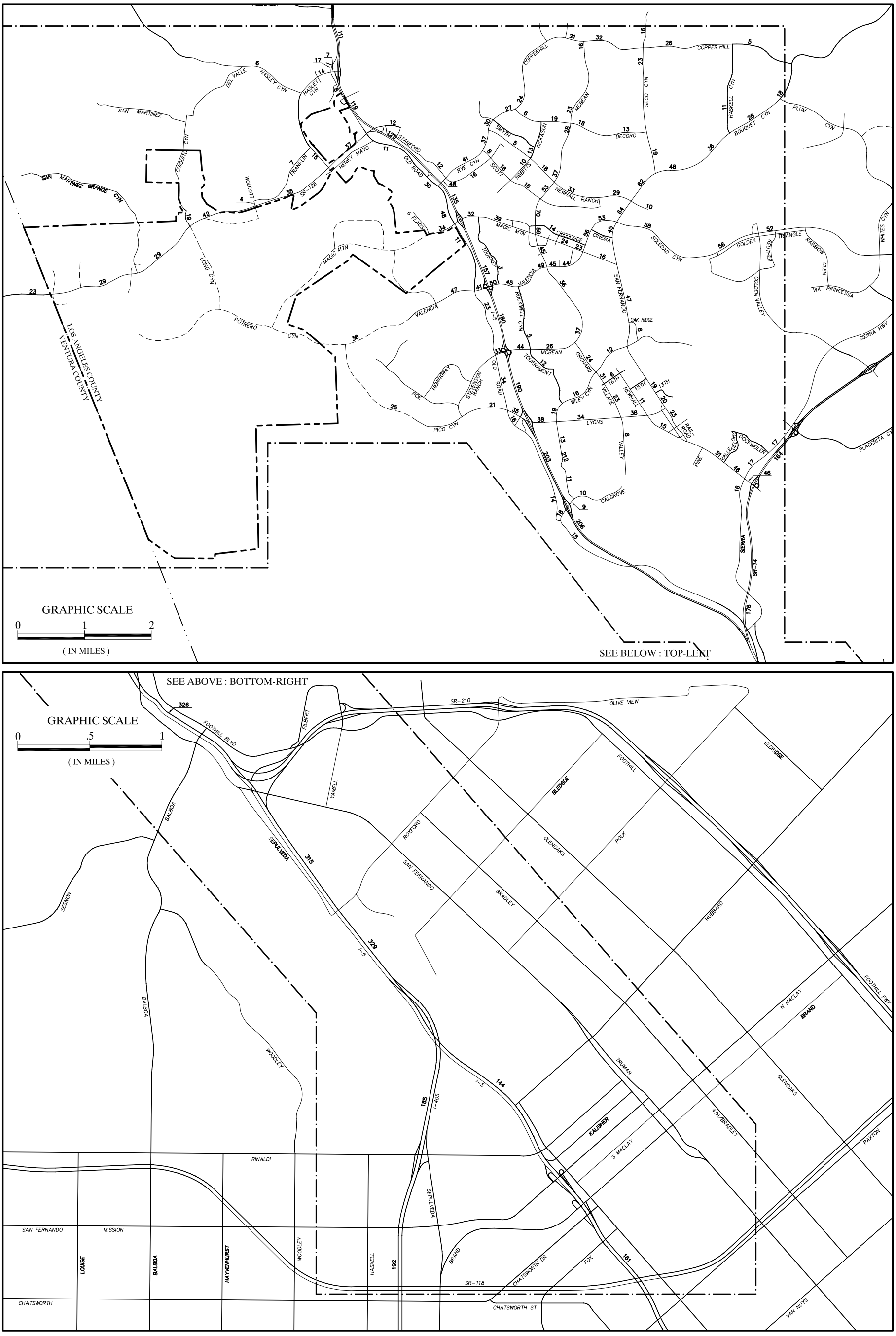
1 Project results in a v/c > 1.0

2 Project contributes to a v/c > 1.0

3 Project contributes to a v/c > 1.0 and increases v/c by .020 or more

4 Southbound (SB)

Source: Austin-Foust Associates, Inc. - December 2008



SOURCE: Austin-Foust Associates, Inc. - January 2009

FIGURE 4.8-38

ADT Volumes - Existing Plus Project, Alternative 7 (Los Angeles County Area)

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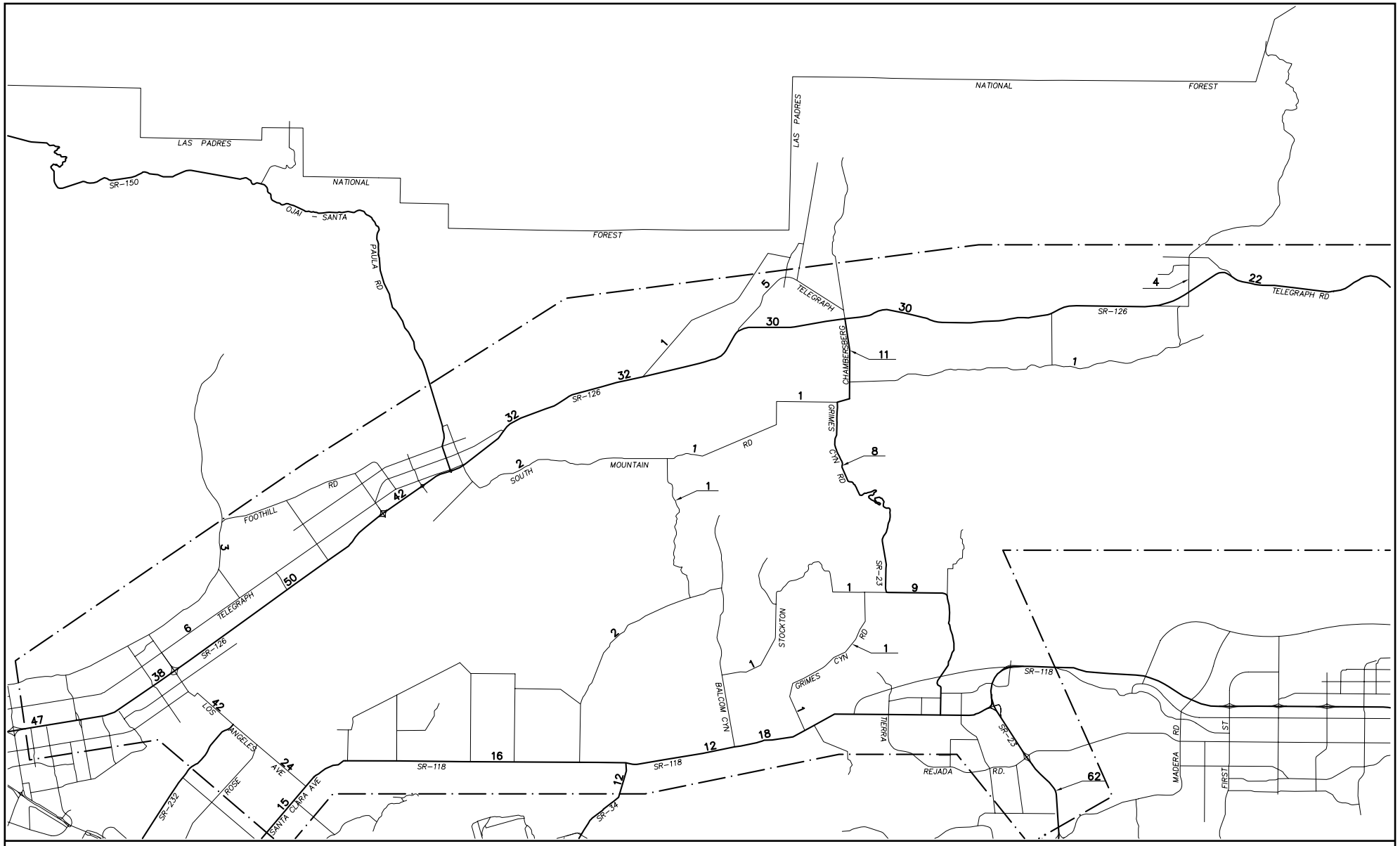


SOURCE: Austin-Foust Associates, Inc. – January 2009

FIGURE 4.8-39

ADT Volumes - Existing Plus Project, Alternative 7 (Ventura County Area)

Table 4.8-25
Significantly Impacted Arterial and Freeway Segments -
Long-Range Build-Out Conditions - Volume/Capacity Ratios

Location/County	Lanes	Peak Hour V/C by Alternative						
		1	2	3	4	5	6	7
Magic Mtn west of Westridge/L.A.	6A	n/a	.89	.88	.88	.86	**1.11**[1]	.92
Magic Mtn west of The Old Road/L.A.	8A	.56	.94	.92	.92	.91	**1.08**[1]	**1.01**[1]
The Old Road north of Rye Cyn/L.A.	6	.93	.93	.91	.87	.87	**1.07**[1]	**1.06**[1]
The Old Road north of Magic Mtn/L.A.	6	.87	**1.02**[1]	**1.02**[1]	1.00	.98	**1.33**[1]	**1.19**[1]
Rye Cyn east of The Old Road/L.A.	6	.96	**1.07**[1]	**1.07**[1]	**1.06**[1]	**1.06**[1]	**1.11**[1]	**1.07**[1]
Via Princessa east of Santa Clarita/L.A.	6	1.20	**1.22**[2]	**1.22**[2]	**1.22**[2]	**1.22**[2]	1.20	1.20
McBean south of Avenue Scott/L.A.	8	.99	.99	.99	.99	.99	**1.01**[1]	1.00
I-5 south of Parker (NB)/Los Angeles[3]	8	.985	**1.025**[4]	**1.024**[4]	1.001	1.001	1.001	.985
I-5 south of Parker (SB)/Los Angeles	8	.904	.950	.950	.939	.933	.933	.920
I-5 south of Hasley (NB)/Los Angeles	8	.956	.967	.967	.972	.972	.976	.960
I-5 south of Hasley (SB)/Los Angeles	8	1.070	**1.138**[5]	**1.138**[5]	1.088	1.081	**1.120**[5]	**1.095**[5]
I-5 south of SR-126 (NB)/Los Angeles	8	.961	963	.964	.965	.964	.989	.961
I-5 south of SR-126 (SB)/Los Angeles	8	1.068	**1.150**[5]	**1.156**[5]	**1.089**[5]	1.083	**1.141**[5]	**1.103**[5]
I-5 south of Rye Cyn (NB)/Los Angeles	8	.961	.963	.964	.965	.964	.989	.961
I-5 south of Rye Cyn (SB)/Los Angeles	8	1.200	**1.263**[5]	**1.265**[5]	1.206	1.203	1.215	1.211
I-5 south of Magic Mtn (NB)/Los Angeles	8	.978	.988	.989	.988	.985	.981	.978
I-5 south of Magic Mtn (SB)/Los Angeles	8	1.163	**1.225**[5]	**1.226**[5]	1.169	1.165	1.170	1.171
I-5 south of Valencia (NB)/Los Angeles	8	1.024	1.038	1.038	1.038	1.035	1.025	1.031
I-5 south of Valencia (SB)/Los Angeles	8	1.176	**1.250**[5]	**1.250**[5]	**1.204**[5]	1.198	**1.203**[5]	1.180
I-5 south of McBean (NB)/Los Angeles	8	1.035	1.050	1.050	**1.056**[5]	1.054	1.046	1.044
I-5 south of McBean (SB)/Los Angeles	8	1.130	**1.200**[5]	**1.199**[5]	**1.156**[5]	**1.154**[5]	**1.155**[5]	1.133
I-5 south of Lyons (NB)/Los Angeles	8	1.013	**1.050**[5]	**1.049**[5]	**1.056**[5]	**1.054**[5]	**1.044**[5]	1.025
I-5 south of Lyons (SB)/Los Angeles	8	1.021	**1.113**[5]	**1.111**[5]	**1.071**[5]	**1.071**[5]	**1.070**[5]	1.040
I-5 south of Calgrove (NB)/Los Angeles	8	.980	**1.025**[4]	**1.024**[4]	**1.031**[4]	**1.029**[4]	**1.019**[4]	**1.001**[4]
I-5 south of Calgrove (SB)/Los Angeles	8	1.266	**1.375**[5]	**1.375**[5]	**1.328**[5]	**1.327**[5]	**1.327**[5]	**1.289**[4]

Notes:

[1] Project results in a v/c > 1.0

[2] Project contributes to a v/c >1.0

[3] Southbound (SB); Northbound (NB)

[4] Project results in a v/c > 1.0 and increases v/c by .020 or more

[5] Project contributes to a v/c greater than 1.0 and increases v/c by .020 or more

See Draft EIS/EIR, **Appendix 4.8**, December 2008 Traffic Report, for the complete listing of v/c ratios for all study area roadway segments.

Table 4.8-26, Significantly Impacted Freeway Segments - Long-Range Build-Out Conditions - Volume Density Ratios, lists the volume density ratios for each of the significantly impacted freeway segments under long-range build-out conditions.

(Revised) Table 4.8-26
Significantly Impacted Freeway Segments -
Long-Range Build-Out Conditions - Volume Density Ratios

Location/County	Lanes	Volume Density by Alternative[1]						
		1	2	3	4	5	6	7
I-5 south of Parker/Los Angeles	8	<45	<45	<45	<45	<45	<45	<45
I-5 south of Hasley/Los Angeles	8	>45	>45	>45	>45	>45	>45	>45
I-5 south of SR-126/Los Angeles	8	>45	>45	>45	>45	>45	>45	>45
I-5 south of Rye Canyon/Los Angeles	8	>45	>45	>45	>45	>45	>45	>45
I-5 south of Magic Mountain/Los Angeles	8	>45	>45	>45	>45	>45	>45	>45
I-5 south of Valencia/Los Angeles	8	>45	>45	>45	>45	>45	>45	>45
I-5 south of McBean/Los Angeles	8	>45	>45	>45	>45	>45	>45	>45
I-5 south of Lyons/Los Angeles	8	>45	>45	>45	>45	>45	>45	>45
I-5 south of Calgrove/Los Angeles	8	>45	>45	>45	>45	>45	>45	>45

Notes:

[1] The "45" reference in this table refers to either less than or more than 45 passenger vehicles per mile, per lane.

See Draft EIS/EIR, **Appendix 4.8**, December 2008 Traffic Report, for the complete listing of volume densities for all I-5 freeway segments.

Source: Austin-Foust Associates, Inc. - December 2008

4.8.9 MITIGATION MEASURES

4.8.9.1 Mitigation Measures Already Required by the Adopted Newhall Ranch Specific Plan EIR

The County of Los Angeles previously adopted mitigation measures to minimize traffic impacts within the Specific Plan area as part of its adoption of the Newhall Ranch Specific Plan and WRP. These measures are found in the previously certified Newhall Ranch Specific Plan Program EIR and the adopted Mitigation Monitoring Plans for the Specific Plan and WRP (May 2003), and are summarized above in **Table 4.8-1**. In addition, these mitigation measures (and related text) are set forth in full below, preceded by "SP," which stands for Specific Plan.

On-Site (Except SR-126 - See below)

The following mitigation is required relative to all on-site roadways and intersections except SR-126, which is discussed separately below:

SP-4.8-1 The applicants for future subdivision maps which permit construction shall be responsible for funding and constructing all on-site traffic improvements except as otherwise provided below. The obligation to construct improvements shall not preclude the applicants' ability to seek local, State or Federal funding for these facilities.

SP-4.8-2 Prior to the approval of each subdivision map which permits construction, the applicant for that map shall prepare a transportation performance evaluation which shall indicate the specific improvements for all on-site roadways which are necessary to provide adequate roadway and intersection capacity as well as adequate right-of-way for the subdivision and other expected traffic. Transportation performance evaluations shall be approved by Los Angeles County Department of Public Works according to standards and policies in effect at that time. The transportation performance evaluation shall form the basis for specific conditions of approval for the subdivision.

SP-4.8-3 The applicants for future subdivisions shall provide the traffic signals at the 15 locations labeled "B" through "P" in Figure 4.8-17 as well as any additional signals warranted by future subdivision design. Signal warrants shall be prepared as part of the transportation performance evaluations noted in Mitigation 4.8-2.

SP-4.8-4 All development within the Specific Plan shall conform to the requirements of the Los Angeles County Transportation Demand Management (TDM) Ordinance.

SP-4.8-5 The applicants for all future subdivision maps which permit construction shall consult with the local transit provider regarding the need for, and locations of, bus pull-ins on highways within the Specific Plan area. All bus pull-in locations shall be approved by the Department of Public Works, and approved bus pull-ins shall be constructed by the applicant.

Off-Site Arterials

SP-4.8-6 Prior to the recordation of the first subdivision map which permits construction, the applicant for that map shall prepare a transportation performance evaluation which shall determine the specific improvements needed to each off-site arterial and related costs in order to provide adequate roadway and intersection capacity for the expected Specific Plan and General Plan buildout traffic trips. The transportation performance evaluation shall be based on the Master Plan of Highways in effect at that time and shall be approved by the Los Angeles County Department of Public Works. The applicant shall be required to fund its fair share of improvements to these arterials, as stated on Table 4.8-18. The applicants total funding obligation shall be equitably distributed over the housing units and non-residential building square footage (*i.e.*, Business Park, Visitor-Serving, Mixed-Use, and Commercial) in the Specific Plan, and shall be a fee to be paid to the County and/or the City at each building permit. For off-site areas within the County unincorporated area, the applicant may construct improvements for credit against or in lieu of paying the fee.

Freeways and State Highways (I-5 and SR-126 in Los Angeles County)

SP-4.8-7 Each future performance evaluation which shows that a future subdivision map will create significant impacts on SR-126 shall analyze the need for additional travel lanes on SR-126. If

adequate lane capacity is not available at the time of subdivision, the applicant of the subdivision shall fund or construct the improvements necessary to serve the proposed increment of development. Construction or funding of any required facilities shall not preclude the applicant's ability to seek State, Federal or local funding for these facilities.

Congestion Management

SP-4.8-8 Project-specific environmental analysis for future subdivision maps which allow construction shall comply with the requirements of the Congestion Management Program in effect at the time that subdivision map is filed.

SR-126 in Ventura County

SP-4.8-9 Prior to the recordation of the first subdivision map which permits construction, the applicant for that map shall prepare a transportation evaluation including all of the Specific Plan land uses which shall determine the specific improvements needed to the following intersections with SR-126 in the City of Fillmore and community of Piru in Ventura County: "A", "B", "C", "D" and "E" Streets, Old Telegraph, Olive, Central, Santa Clara, Mountain View, El Dorado Road, and Pole Creek (Fillmore), and Main/Torrey and Center (Piru). The related costs of those intersection improvements and the project's fair share shall be estimated based upon the expected Specific Plan traffic volumes. The transportation performance evaluation shall be based on the Los Angeles County Master Plan of Highways in effect at that time and shall be approved by the Los Angeles County Department of Public Works. The applicant's total funding obligation shall be equitably distributed over the housing units and non-residential building square footage (*i.e.*, Business Park, Visitor Center, Mixed Use, and Commercial) in the Specific Plan, and shall be a fee to be paid to the City of Fillmore and the County of Ventura at each building permit.

Freeway/Highway Intersections and Interchanges

SP-4.8-10 The Specific Plan is responsible to construct or fund its fair-share of the intersections and interchange improvements indicated on Table 4.8-18. Each future transportation performance evaluation required by Mitigation Measure 4.8-2 which identifies a significant impact at these locations due to subdivision map-generated traffic shall address the need for additional capacity at each of these locations. If adequate capacity is not available at the time of subdivision map recordation, the performance evaluation shall determine the improvements necessary to carry Specific Plan generated traffic, as well as the fair share cost to construct such improvements. If the future subdivision is conditioned to construct a phase of improvements which results in an overpayment of the fair-share cost of the improvement, then an appropriate adjustment (offset) to the fees paid to Los Angeles County and/or City of Santa Clarita pursuant to Mitigation Measure 4.8-6 above shall be made.

SP-4.8-11 The applicant of the Newhall Ranch Specific Plan shall participate in an I-5 developer fee program, if adopted by the Board of Supervisors for the Santa Clarita Valley.

SP-4.8-12 The applicant of the Newhall Ranch Specific Plan shall participate in a transit fee program, if adopted for the entire Santa Clarita Valley by Los Angeles County and City of Santa Clarita.

SP-4.8-13 Prior to the approval of each subdivision map which permits construction, the applicant for that map shall prepare a traffic analysis approved by the Los Angeles County Department of Public Works. The analysis will assess project and cumulative development (including an existing plus cumulative development scenario under the County's Traffic Impact Analysis Report Guidelines (TIA) and its Development Monitoring System (DMS)). In response to the traffic analysis, the applicant may construct off-site traffic improvements for credit against, or in lieu of paying, the mitigation fees described in Mitigation Measure 4.8-6 above. If future subdivision maps are developed in phases, a traffic study for each phase of the subdivision map may be submitted to determine the improvements needed to be constructed with that phase of development.

Water Reclamation Plant

SP-5.0-36 If SR-126 is still a two-lane highway at the time of WRP construction, a construction traffic management plan shall be prepared and implemented. This plan shall address site access, staging and storage areas, hours of construction, work crew parking, warning and traffic control signs and devices, flag men, temporary detouring, *etc.*, as appropriate, to avoid a significant impact on SR-126.

SP-5.0-37 An encroachment permit shall be obtained from Caltrans, for access to the plant site from SR-126.

4.8.9.2 Mitigation Measures Already Required by the Adopted VCC EIR

The County of Los Angeles adopted mitigation measures to minimize traffic impacts within the VCC planning area as part of its approval of the VCC project. These measures are found in the previously certified VCC EIR (April 1990), and are summarized in **Table 4.8-2**, above. In addition, these mitigation measures are set forth in full below, preceded by "VCC-TR," which stands for Valencia Commerce Center - Traffic.

At the time of adoption, the VCC mitigation measures represented the best available mitigation imposed by Los Angeles County. As noted in **Subsection 4.8.1.2.1**, above, additional environmental review will be conducted by Los Angeles County with respect to the VCC planning area because the applicant recently submitted the last tentative parcel map for build-out of the VCC planning area. Implementation of the previously adopted, applicable VCC mitigation measures and additional mitigation requirements (*e.g.*, measures similar to those previously adopted for the Specific Plan area and/or recommended for the proposed Project) would ensure that significant impacts to traffic/access within the VCC planning area are reduced to the extent feasible.

VCC-TR-1 Participate in improvements to the Backer Road/I-5 Interchange.

VCC-TR-2 Improve Backer Rd. from the I-5 Freeway to Henry Mayo Dr. (SR-126).

VCC-TR-3 Improve Henry Mayo Drive from Backer Road to the I-5 Freeway with a minimum of two through lanes in each direction and additional turn lanes at Intersections.

VCC-TR-4 Provide full half-street improvements on SR-126 along project frontage to Expressway Standards.

VCC-TR-5 Provide detailed striping plans for Backer Rd. and The Old Road.

VCC-TR-6 Entering into a secured agreement with the Department of Public Works to contribute to the cost of installing signals at the following intersections as warrants indicate:

- The Old Road/Hasley Canyon Road;
- The Old Road/Backer Road;
- The Old Road/SB I-5 ramps (relocated);
- The Old Road/Sedona Way;
- The Old Road/SR-126 EB ramps;
- The Old Road/SR-126 WB ramps;
- Backer Road/I-5 NB ramps;
- Backer Road/I-5 SB ramps;
- Backer Road/Cambridge Drive;
- Backer Road/Hasley Canyon Road north;
- Backer Road/Hasley Canyon Road south;
- Backer Road/Henry Mayo Drive; and
- Backer Road/"C" Street

VCC-TR-7 Payment of appropriate Bridge and Thoroughfare District fees.

VCC-TR-8 Per Al Kelm of the Department of Public Works, Traffic and Lighting Division, occupancy permits shall not be issued until Backer Road is constructed from Hasley Canyon Road to SR-126 unless a traffic study shows, to the satisfaction of the Department of Public Works that adequate capacity is available for area traffic via an alternate access to SR-126.

VCC-TR-9 Supplemental traffic studies will be prepared as part of the individual tentative map processing.

VCC-TR-10 Backer Road will be realigned to the north a maximum distance of 50' and average distance of 25' to allow for the construction of an 11' combination berm and wall between the homes and the road.

VCC-TR-11 Pedestrian safety will be maintained through the construction of a paseo bridge across Backer Road, just west of the Cambridge intersection, and the placement of sidewalks along both sides of Backer Road.

VCC-TR-12 A noise study will be conducted subsequent to the completion of Backer Road from Hasley Creek to SR-126 to determine whether restrictions to nighttime truck traffic are warranted because of single event noise impacts to residents along Backer Road.

VCC-TR-13 Construction of 1/2 street improvements on The Old Road from Backer Rode to SR-126.

VCC-TR-14 Entering into a secured agreement with the Department of Public Works to contribute to the cost of installing signals at the following intersections:

- Backer Road/Biscailuz Drive;
- The Old Road/Biscailuz Drive;
- The Old Road/Hasley Canyon Road;
- I-5 southbound ramps/SR-126; and
- I-5 northbound ramps/SR-126

VCC-TR-15 Payment of appropriate Bridge and Thoroughfare District fees.

VCC-TR-16 Supplemental traffic studies will be prepared as part of the individual tentative map processing.

VCC-TR-17 Vacation of Hasley Canyon Road so that there is no through traffic between Backer and The Old Road.

4.8.9.3 Mitigation Measures Relating to the Entrada Planning Area

The County of Los Angeles has not yet prepared or released a draft EIR for the proposed development within the portion of the Entrada planning area that would be facilitated by approval of the SCP component of the proposed Project. As a result, there are no previously adopted mitigation measures for the Entrada planning area. However, the adoption and implementation of measures similar to those previously adopted for the Specific Plan area and/or recommended for the proposed Project would ensure that potential impacts to traffic/access within the Entrada planning area are reduced to the extent feasible.

4.8.9.4 Additional Mitigation Measures Proposed by this EIS/EIR

Based on the analysis presented above, the following mitigation measures, which are in addition to those previously adopted by the County of Los Angeles in connection with its approval of the Specific Plan, WRP, and VCC projects, are proposed to provide additional capacity at the impacted roadways throughout the Project study area. Additional capacity may be provided by constructing additional lanes, re-striping existing lanes, or implementing other roadway improvements. It should be noted that not all of the proposed mitigation measures are applicable to all of the Project alternatives. The applicability of each mitigation measure is noted in parentheses following the text of the mitigation measure. **Table 4.8-27**, Mitigation Measure Fair-Share Percentages, below, lists the applicable percentage contribution required of each Project alternative relative to each mitigation measure. The percentage is a calculation of the Project's share of the forecast increases in traffic at the identified location. (See **Appendix 4.8**, 2008 Traffic Report, Appendix E.) Each of the impacted locations is within an established (or in the case of the Westside, a proposed) bridge and thoroughfare assessment district, or within the limits of the planned I-5 improvement project. The additional measures are preceded by "TR," to designate that they are traffic-related mitigation.

Table 4.8-27
Mitigation Measure Fair-Share Percentages

Location/County	Fair-Share Percentages by Alternative					
	2	3	4	5	6	7
Magic Mtn west of Westridge/Los Angeles	n/a[1]	n/a[1]	n/a[1]	n/a[1]	100.0%	n/a[1]
Magic Mtn west of The Old Road/Los Angeles	n/a[1]	n/a[1]	n/a[1]	n/a[1]	55.6%	52.0%
The Old Road north of Rye Cyn/Los Angeles	n/a[1]	n/a[1]	n/a[1]	n/a[1]	33.3%	30.4%
The Old Road north of Magic Mtn/Los Angeles	33.3%	33.3%	n/a[1]	n/a[1]	61.0%	51.5%
Rye Cyn east of The Old Road/Los Angeles	37.5%	37.5%	33.3%	33.3%	44.4%	37.5%
Via Princessa east of Santa Clarita/Los Angeles	1.5%	1.5%	1.5%	1.5%	n/a[1]	n/a[1]
McBean south of Avenue Scott	n/a[1]	n/a[1]	n/a[1]	n/a[1]	33.3%	n/a[1]
I-5 south of Parker/Los Angeles	2.5%	2.5%	n/a[1]	n/a[1]	n/a[1]	n/a[1]
I-5 south of Hasley/Los Angeles	1.3%	1.3%	n/a[1]	n/a[1]	2.0%	0.7%
I-5 south of SR-126/Los Angeles	0.9%	1.8%	0.9%	n/a[1]	4.4%	0.9%
I-5 south of Rye Canyon/Los Angeles	4.1%	4.1%	n/a[1]	n/a[1]	n/a[1]	n/a[1]
I-5 south of Magic Mtn/Los Angeles	4.7%	4.7%	n/a[1]	n/a[1]	n/a[1]	n/a[1]
I-5 south of Valencia/Los Angeles	7.9%	7.9%	4.7%	n/a[1]	3.5%	n/a[1]
I-5 south of McBean/Los Angeles	6.4%	6.4%	4.3%	3.3%	3.3%	n/a[1]
I-5 south of Lyons/Los Angeles	15.9%	14.8%	12.7%	12.7%	11.5%	n/a[1]
I-5 south of Calgrove/Los Angeles	14.8%	14.8%	12.8%	10.7%	10.7%	5.1%

Notes:
[1] Not Applicable (no impact for this alternative at this location)
See Draft EIS/EIR, **Appendix 4.8**, December 2008 Traffic Report, for summary of ADT share calculation.

Source: Austin-Foust Associates, Inc. - December 2008

TR-1 The Project applicant shall design and construct Magic Mountain Parkway west of Westridge Parkway in a manner that increases the planned six-lane augmented roadway to an eight-lane roadway. (This mitigation measure is applicable to Alternative 6 only.)

TR-2 The Project applicant shall contribute its fair-share of the costs to add additional capacity to Magic Mountain Parkway west of The Old Road by increasing the planned eight-lane augmented roadway to a 10-lane roadway. (This mitigation measure is applicable to Alternative 7 only.)

TR-3 The Project applicant shall contribute its fair-share of the costs to add additional capacity to Magic Mountain Parkway west of The Old Road by increasing the planned eight-lane augmented roadway to a 10-lane augmented roadway. (This mitigation measure is applicable to Alternative 6 only.)

TR-4 The Project applicant shall contribute its fair-share of the costs to add additional capacity to The Old Road north of Rye Canyon Road by increasing the planned six-lane roadway to a six-lane augmented roadway. (This mitigation measure is applicable to Alternatives 6 and 7 only.)

TR-5 The Project applicant shall contribute its fair-share of the costs to add additional capacity to The Old Road north of Magic Mountain Parkway by increasing the planned six-lane roadway to a six-lane augmented roadway. (This mitigation measure is applicable to Alternatives 2, 3, and 7 only.)

TR-6 The Project applicant shall contribute its fair-share of the costs to add additional capacity to The Old Road north of Magic Mountain Parkway by increasing the planned six-lane roadway to an eight-lane augmented roadway. (This mitigation measure is applicable to Alternative 6 only.)

TR-7 The Project applicant shall contribute its fair-share of the costs to add additional capacity to Rye Canyon Road east of The Old Road by increasing the existing six-lane roadway to a six-lane augmented roadway. (This mitigation measure is applicable to Alternatives 2 through 7.)

TR-8 The Project applicant shall contribute its fair-share of the costs to add additional capacity to Via Princessa east of Santa Clarita Road by increasing the planned six-lane roadway to a six-lane roadway. (This mitigation measure is applicable to Alternatives 2, 3, 4 and 5 only.)

TR-9 The Project applicant shall contribute its fair-share of the costs to add additional capacity to McBean Parkway south of Avenue Scott by increasing the planned eight-lane roadway to an eight-lane augmented roadway. (This mitigation measure is applicable to Alternative 6 only.)

TR-10 The Project applicant shall contribute its fair-share of the costs of adding one HOV lane in each direction to the segment of I-5 south of Parker. (This mitigation measure is applicable to Alternatives 2 and 3.)

TR-11 The Project applicant shall contribute its fair-share of the costs of adding one HOV lane in each direction to the segment of I-5 south of Hasley. (This mitigation measure is applicable to Alternatives 2, 3, 6 and 7 only.)

TR-12 The Project applicant shall contribute its fair-share of the costs of adding one HOV lane in each direction to the segment of I-5 south of SR-126. (This mitigation measure is applicable to Alternatives 2, 3, 4, 6 and 7 only.)

TR-13 The Project applicant shall contribute its fair-share of the costs of adding one HOV lane in each direction to the segment of I-5 south of Rye Canyon. (This mitigation measure is applicable to Alternatives 2 and 3 only.)

TR-14 The Project applicant shall contribute its fair-share of the costs of adding one HOV lane in each direction to the segment of I-5 south of Magic Mountain Parkway. (This mitigation measure is applicable to Alternatives 2 and 3 only.)

TR-15 The Project applicant shall contribute its fair-share of the costs of adding one HOV lane in each direction to the segment of I-5 south of Valencia Boulevard. (This mitigation measure is applicable to Alternatives 2, 3, 4 and 6 only.)

TR-16 The Project applicant shall contribute its fair-share of the costs of adding one HOV lane in each direction to the segment of I-5 south of McBean Parkway. (This mitigation measure is applicable to Alternatives 2, 3, 4, 5 and 6 only.)

TR-17 The Project applicant shall contribute its fair-share of the costs of adding one HOV lane in each direction, and one truck lane in the southbound direction, to the segment of I-5 south of Lyons Avenue. (This mitigation measure is applicable to Alternatives 2, 3, 4, 5 and 6 only.)

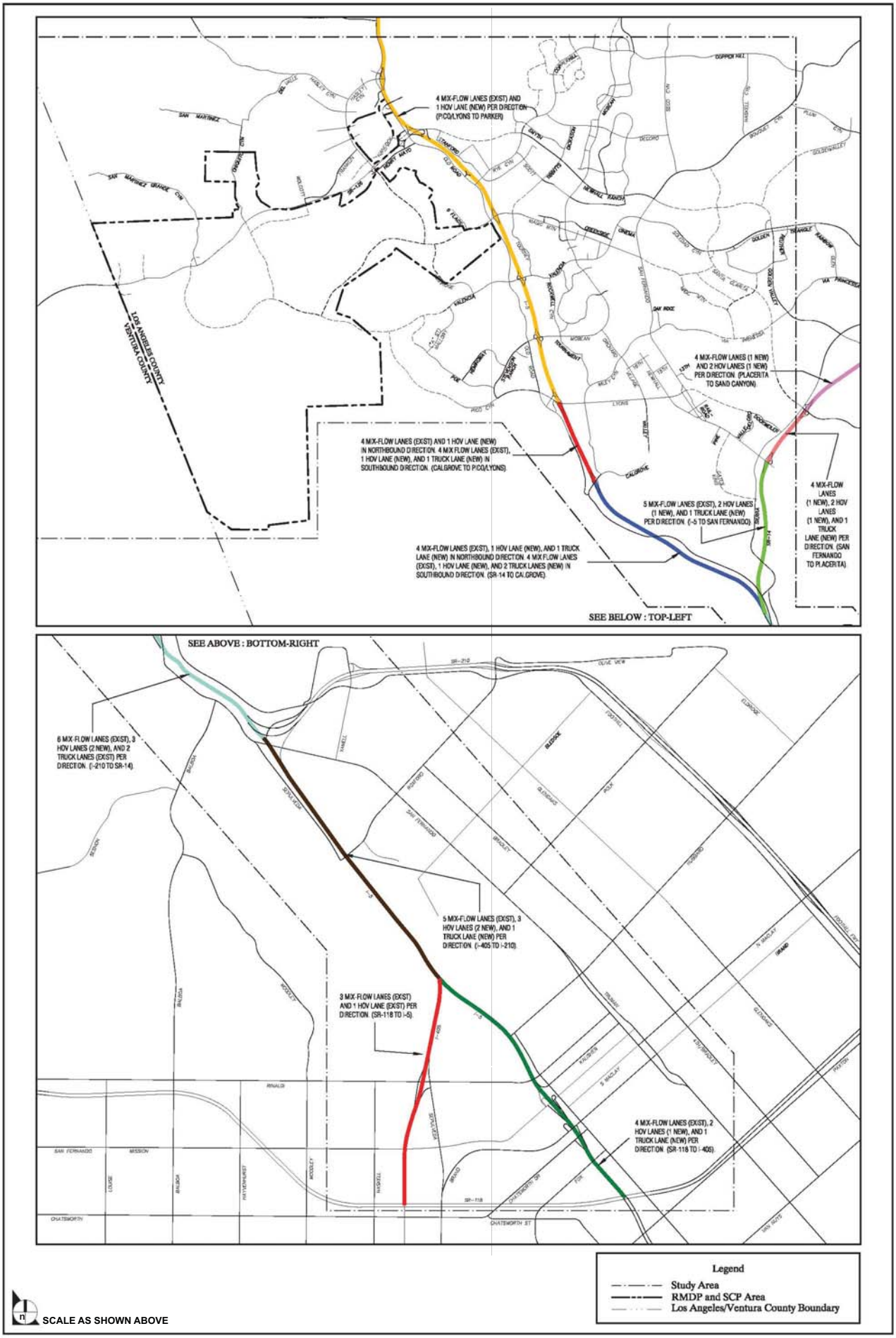
TR-18 The Project applicant shall contribute its fair-share of the costs of adding one HOV lane in each direction, two truck lanes in the southbound direction, and one truck lane in the northbound direction to the segment of I-5 south of Calgrove Avenue. (This mitigation measure is applicable to Alternatives 2 through 7.)

With respect to Mitigation Measures TR-10 through TR-18, Caltrans presently is implementing the I-5 HOV + Truck Lanes - SR-14 to Parker Road project, which will add the identified HOV and truck lanes to I-5. Caltrans certified the Final EIR and approved the I-5 project in September 2009. ~~is undergoing~~ The preliminary engineering and environmental studies for the project have been completed, the project is fully funded and included in the 2008 Regional Transportation Plan, and construction is anticipated to begin in 2011 and be completed ~~between 2014 and~~ in 2015. For additional information, please see Final EIS/EIR, **Appendix F4.8**, I-5 HOV/Truck Lanes Project SR-14 to Parker Road, Final Environmental Impact Report/Environmental Assessment with Finding of No Significant Impact (September 2009). The selected Project alternative, and other cumulative development, would be required to contribute its fair-share to the I-5 project, which will add: (1) one HOV lane in each direction on I-5 from the SR-14 interchange north to Parker Road; (2) truck climbing lanes in each direction from the SR-14 interchange to Calgrove Boulevard (northbound) and Pico Canyon Road/Lyons Avenue (southbound); and (3) full auxiliary lanes within portions of the Project study area. (See **(Revised) Figure 4.8-40**, Long-Range Freeway System for the Los Angeles County Area, and Draft EIS/EIR, **Appendix 4.8**, 2007 I-5 Improvement Project Study, and Transportation Concept Report, Caltrans, November 1998.)

4.8.9.5 Existing Plus Project Impacts Mitigation

Based on the existing plus project analysis presented herein, 14 roadway segments and one freeway segment would be significantly impacted under the proposed Project; a subset of these road segments would be significantly impacted under each of the Project alternatives.

Each of the significantly impacted segments is located within the Santa Clarita Valley portion of the study area, and each would be mitigated with: (i) construction of the new and expanded roadways built as part of the city of Santa Clarita and County of Los Angeles highway plans through the applicable Bridge and Thoroughfare Districts; (ii) construction of the roads to be built as part of the access for the proposed Project (see Draft EIS/EIR, **Appendix 4.8**, 2008 Traffic Report, Appendix B); and (iii) implementation of the specific mitigation measures identified in **Subsection 4.8.9.4**, Additional Mitigation Measures Proposed by this EIS/EIR.



SOURCE: Austin-Foust Associates, Inc. – December 2008

(Revised) FIGURE 4.8-40

Long Range Freeway System for the Los Angeles County/Santa Clarita Valley Area

Future conditions with the new and expanded roadways in place are evaluated in the long-range impacts analysis conducted for the proposed Project and the alternatives and presented in **Subsection 4.8.8**, Impacts of the Proposed Project and Alternatives. **Subsection 4.8.10**, Summary of Significance Findings, illustrates that with implementation of the identified specific Project mitigation measures, the significant impacts identified under the long-range impacts analysis would be reduced to less than significant. Thus, the analysis shows that with build-out of the city of Santa Clarita and County of Los Angeles highway plans, in combination with the mitigation measures identified in this EIS/EIR, the significant impacts identified under the existing plus project scenario would be fully mitigated and no additional or other mitigation would be necessary.

4.8.10 SUMMARY OF SIGNIFICANCE FINDINGS

Table 4.8-28, Mitigated Arterial and Freeway Segments - Long-Range Build-out Conditions - Volume/ Capacity Ratios, depicts the individual roadway segments significantly impacted by the Project alternatives, the number of lanes that would result with implementation of the proposed mitigation, and the resulting v/c ratios. As shown on **Table 4.8-28**, implementation of the proposed mitigation measures, in combination with implementation of other roadway improvements made necessary by cumulative development, would result in each of the impacted roadway segments operating at acceptable v/c and volume density ratios under the proposed Project and each alternative as a result of the increased capacity attributable to the roadway improvement mitigation. The increased capacity would accommodate the increased traffic and, thereby, reduce impacts to a level below significant. The one exception is Alternative 1, the No Action/No Project Alternative. As discussed in **Subsection 4.8.8.1**, under Alternative 1, deficient roadway conditions would continue at the following twelve locations: Via Princessa east of Santa Clarita Road, I-5 south of Hasley (SB), I-5 south of SR-126 (SB), I-5 south of Rye Canyon (SB), I-5 south of Magic Mountain (SB), I-5 south of Valencia (NB and SB), I-5 south of McBean (NB and SB), I-5 south of Lyons (NB and SB), and I-5 south of Calgrove (SB).[5][11]

[5][11] The resulting v/c ratio for Via Princessa east of Santa Clarita Road is depicted on **Table 4.8-28** because this segment would be significantly impacted by the Project alternatives and, therefore, is included within the table; the other road segments that would operate under deficient conditions under the No Action/No Project Alternative are not significantly impacted by the Project alternatives and, accordingly, not included on the table. **Appendix 4.8** includes the complete listing of v/c ratios for all study area road segments, including those segments that would operate at deficient conditions under the No Action/No Project Alternative.

Table 4.8-28
Mitigated Arterial and Freeway Segments - Long-Range Build-Out Conditions - Volume/Capacity Ratios

Location/County	Resulting No. Lanes	V/C by Alternative (with Mitigation)						
		1[1]	2	3	4	5	6	7
Magic Mtn west of Westridge/Los Angeles	8	n/a	--	--	--	--	1.00	--
Magic Mtn west of Old Road/Los Angeles	10	.56	--	--	--	--	--	.97
Magic Mtn west of Old Road/Los Angeles	10A	.56	--	--	--	--	.86	--
The Old Road north of Rye Cyn/Los Angeles	6A	.93	--	--	--	--	.89	.88
The Old Road north of Magic Mtn/Los Angeles	6A	.87	.85	.85	--	--	--	.98
The Old Road north of Magic Mtn/Los Angeles	8A	.87	--	--	--	--	.84	--
Rye Cyn east of The Old Road/Los Angeles	6A	.96	.89	.89	.88	.88	.92	.89
Via Princessa east of Santa Clarita/Los Angeles	8	**1.20**	.92	.92	.92	.92	--	--
McBean south of Avenue Scott/Los Angeles	8A	.99	--	--	--	--	.85	--
I-5 south of Parker (NB)	8M + 2 HOV	.788	.820	.819	.801	.801	.801	.788
I-5 south of Partner (SB)	8M + 2 HOV	.723	.760	.760	.751	.746	.746	.736
I-5 south of Hasley (NB	8M + 2 HOV	.782	.791	.791	.795	.795	.798	.785
I-5 south of Hasley (SB	8M + 2 HOV	.856	.910	.910	.870	.865	.896	.876
I-5 south of SR-126 (NB)	8M + 2 HOV	.769	.770	.771	.772	.771	.791	.769
I-5 south of SR-126 (SB)	8M + 2 HOV	.776	.836	.841	.792	.787	.830	.802
I-5 south of Rye Canyon (NB)	8M + 2 HOV	.769	.770	.771	.772	.771	.791	.769
I-5 south of Rye Canyon (SB)	8M + 2 HOV	.873	.918	.920	.877	.875	.884	.881
I-5 south of Magic Mtn (NB)	8M + 2 HOV	.771	.718	.719	.718	.716	.714	.711
I-5 south of Magic Mtn (SB)	8M + 2 HOV	.930	.980	.981	.935	.932	.936	.937
I-5 south of Valencia (NB)	8M + 2 HOV	.819	.830	.830	.830	.828	.820	.825
I-5 south of Valencia (SB)	8M + 2 HOV	.855	.909	.909	.875	.871	.875	.858
I-5 south of McBean (NB)	8M + 2 HOV	.828	.840	.840	.845	.843	.837	.835

Table 4.8-28
Mitigated Arterial and Freeway Segments - Long-Range Build-Out Conditions - Volume/Capacity Ratios

Location/County	Resulting No. Lanes	V/C by Alternative (with Mitigation)						
		1[1]	2	3	4	5	6	7
I-5 south of McBean (SB)	8M + 2 HOV	.904	.960	.959	.925	.923	.924	.906
I-5 south of Lyons (NB)	8M + 2 HOV + 1T (SB)	.736	.764	.763	.768	.766	.759	.745
I-5 south of Lyons (SB)	8M + 2 HOV + 1T (SB)	.729	.795	.794	.765	.765	.764	.743
I-5 south of Calgrove (NB)	8M + 2 HOV +2 T	.700	.732	.731	.737	.735	.728	.715
I-5 south of Calgrove (SB)	8M + 2 HOV +2 T	.653	.710	.710	.685	.685	.685	.665

[1] No Action/No-Project Alternative v/c without mitigation, included for reference purposes only.

See Draft EIS/EIR, **Appendix 4.8**, December 2008 Traffic Report, for the complete listing of v/c ratios for all study area roadway segments.

As shown on **Table 4.8-29**, Mitigated Freeway Segments - Long-Range Build-Out conditions - Volume Density Ratios, implementation of the proposed mitigation measures, in combination with fair-share participation by cumulative development would result in each of the significantly impacted freeway segments operating at acceptable volume density ratios (<45) under the proposed Project and each alternative.

Table 4.8-29
Mitigated Freeway Segments - Long-Range Build-Out Conditions - Volume Density Ratios

Location/County	Lanes	Volume Density by Alternative (with Mitigation)						
		1	2	3	4	5	6	7
I-5 south of Parker/Los Angeles	8M + 2 HOV	28.2	28.7	28.7	28.5	28.5	28.3	28.3
I-5 south of Hasley/Los Angeles	8M + 2 HOV	32.7	33.0	33.0	32.9	32.9	33.1	32.9
I-5 south of SR-126/Los Angeles	8M + 2 HOV	33.6	33.7	33.8	33.7	33.7	34.3	33.7
I-5 south of Rye Canyon/Los Angeles	8M + 2 HOV	40.6	41.4	41.4	40.8	40.8	41.1	40.8
I-5 south of Magic Mtn/Los Angeles	8M + 2 HOV	42.3	43.1	43.1	42.6	42.4	42.4	42.4
I-5 south of Valencia/Los Angeles	8M + 2 HOV	30.4	31.2	31.2	30.9	30.9	30.7	30.5
I-5 south of McBean/Los Angeles	8M + 2 HOV	35.4	36.2	36.2	35.9	35.8	35.8	35.6
I-5 south of Lyons/Los Angeles	8M + 2 HOV + T[2]	28.7	30.1	30.0	29.8	29.8	29.7	29.1
I-5 south of Calgrove/Los Angeles	8M + 2 HOV + T	28.4	29.7	29.7	29.5	29.3	29.3	28.8

[2] Truck lane in the southbound direction only

See Draft EIS/EIR, **Appendix 4.8**, December 2008 Traffic Report, for the complete listing of volume densities for all I-5 freeway segments.

Source: Austin-Foust Associates, Inc. - December 2008

Table 4.8-30 presents a summary of the significance threshold exceedance of each of the Project alternatives, and the reduced level of impact that could be achieved for each alternative by applying appropriate mitigation measures, which would increase the capacity of the impacted roadways, thereby reducing the identified impacts to a level below significant.

Table 4.8-30
Summary of Significant Traffic Impacts - Pre- And Post-Mitigation

Significance Criteria	Applicable Mitigation Measures	Impacts of Alternatives - Pre/Post Mitigation						
		Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6	Alt 7
Arterial Roadways								
Proposed Project would cause a Los Angeles County roadway segment to go from LOS A-E to LOS F, and a Ventura County roadway segment to go from LOS A-D to LOS E.	TR-1, TR-2, TR-3, TR-4, TR-5, TR-6, TR-7, TR-9	NI/NI	SI/M	SI/M	SI/M	SI/M	SI/M	SI/M
Proposed Project would increase the v/c ratio at an existing deficient condition location by .01 or more.	TR-8	NI/NI	SI/M	SI/M	SI/M	SI/M	SI/M	SI/M
I-5 Segments								
Proposed Project would cause or contribute to a v/c > 1.0 and increase the v/c by .020 or more.	TR-10, TR-11, TR-12, TR-13, TR-14, TR-15, TR-16, TR-17, TR-18	NI/NI	SI/M	SI/M	SI/M	SI/M	SI/M	SI/M

SI = Significant adverse impact
M = Impact mitigated to level below significance
NI = No Impact
Source: Austin-Foust Associates, Inc. - December 2008

Table 4.8-31 presents a summary of the aggregate number of roadway segments that would result in direct, indirect, and secondary impacts by the proposed Project and each alternative, as shown under pre- and post-mitigation conditions. As shown in **Table 4.8-31**, Alternative 6 would result in the highest number of significantly impacted roadway segments before mitigation -- 14 roadway segments would be significantly impacted under Alternative 6. After mitigation, for each Project alternative, all of the identified impacts would be reduced to a level below significant.

Table 4.8-31
Significantly Impacted Roadway Segments - Pre- And Post-Mitigation

Alternative	Pre-Mitigation Significantly Impacted Roadways			Post-Mitigation Significantly Impacted Roadways		
	Direct	Indirect	Secondary	Direct	Indirect	Secondary
Alternative 2	-	-	14	-	-	-
Alternative 3	-	-	14	-	-	-
Alternative 4	-	-	10	-	-	-
Alternative 5	-	-	7	-	-	-
Alternative 6	-	1	13	-	-	-
Alternative 7	-	-	8	-	-	-

Source: Austin-Foust Associates, Inc. - December 2008

4.8.11 SIGNIFICANT UNAVOIDABLE IMPACTS

With implementation of the proposed mitigation measures, and based on the County of Los Angeles, city of Santa Clarita, and Caltrans each requiring fair-share participation of other projects in the identified mitigation measures through the various bridge and thoroughfare assessment districts presently in place, and other applicable mitigation mechanisms including the CEQA environmental review process, no significant unavoidable traffic impacts would occur relative to the proposed Project (Alternative 2). Similarly, Alternatives 3 through 7 would result in significant impacts absent mitigation, but the measures identified in this section would reduce the magnitude of these impacts to a level below significant.