

## 4.6 VISUAL QUALITIES

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### 1. SUMMARY

*The Landmark Village project would significantly alter the visual characteristics of the Santa Clara River/State Route 126 (SR-126) corridor. Views in Chiquito Canyon would also be significantly altered due to project implementation. While the Landmark Village project, for the most part, is not replacing prominent visual features, such as river vegetation or river bluffs, the images of residential development, roadways, bridges, and other human activity would be a significant change from the existing site characteristics. Such development would also introduce sources of outdoor illumination that do not presently exist. Outdoor lighting, such as streetlights and traffic signals, are essential safety features in development projects that involve new streets and intersections, and cannot be eliminated if the proposed project is implemented. Chapters 3 and 4 of the Specific Plan contain Development Regulations and Design Guidelines, respectively, that apply to the Landmark Village project. These regulations and guidelines address grading, lighting, fencing, landscaping, signage, architecture, and site planning for subsequent subdivisions within the Newhall Ranch Specific Plan. Despite such features, the identified significant visual impacts would still result from the change in the visual character of the site from rural to urban. Consequently, such significant visual impacts would remain significant and unavoidable, as found in the Newhall Ranch Specific Plan Program EIR.*

### 2. INTRODUCTION

#### a. Relationship of Project to Newhall Ranch Specific Plan Program EIR

Section 4.7 of the Newhall Ranch Specific Plan Program EIR identified and analyzed the existing conditions, potential impacts, and mitigation measures associated with visual resources on the entire Newhall Ranch Specific Plan. The Newhall Ranch mitigation program was adopted by the County of Los Angeles (County) in findings and in the revised Mitigation Monitoring Plan for the Specific Plan. The Newhall Ranch Specific Plan Program EIR concluded that Specific Plan implementation would result in significant visual impacts that were found to be unavoidable. Pursuant to the Newhall Ranch Specific Plan Program EIR, all subsequent project-specific development plans and tentative subdivision maps must be consistent with the design themes and view considerations contained in the Design Guidelines of the Newhall Ranch Specific Plan, and the County of Los Angeles General Plan and Santa Clarita Valley Area Plan.

This project-level EIR is tiering from the previously certified Newhall Ranch Specific Plan Program EIR. **Section 4.6** assesses the Landmark Village project's existing conditions, the project's visual impacts, and the applicable mitigation measures from the Newhall Ranch Specific Plan Program EIR, as well as the need for any new mitigation measures recommended by this EIR for the Landmark Village project.

### 3. SUMMARY OF THE NEWHALL RANCH SPECIFIC PLAN EIR FINDINGS

The Newhall Ranch Specific Plan Program EIR found that the Specific Plan area is visible from three corridors: the Santa Clara River/SR-126 corridor; the Chiquito Canyon Road corridor; and the Interstate 5 (I-5) corridor. Eight viewsheds were identified within the three view corridors where large or permanent viewing audiences have prominent views of a portion of the development area. Two additional viewsheds were identified from locations outside of the view corridors.

A view analysis was conducted for each of these viewsheds to determine the significance of the Specific Plan's effects on the visual qualities of these views. Due to the view-blocking effects of intervening topography, much of the Specific Plan development areas are not visible from off-site locations. Specific examples are Specific Plan development areas for middle and upper Potrero Canyon, and the upland portions of Airport Mesa not directly near the bluff edge.

Approximately 6,138 acres (or 51 percent) of the Newhall Ranch site would remain in major open area; nonetheless, development proposed adjacent to the Santa Clara River corridor that parallels SR-126 would significantly alter the visual characteristics of the river corridor. Views in Chiquito Canyon also would be significantly altered due to Specific Plan implementation. Specific Plan development near the Santa Clara River/SR-126 corridor would result in a significant change from the existing characteristics of the site and would introduce sources of outdoor illumination to an otherwise dark area. This result would significantly impact the nighttime environment. Each of the above significant impacts would also combine with the impacts of other ongoing development activities to result in significant unavoidable cumulative visual impacts to the area.

The Regional Planning Commission expressed concern over visual impacts along SR-126 during hearings on the project. In response, the applicant eliminated 494 units and 39,000 square feet of commercial space in the Indian Dunes portion of the Specific Plan. This action reduced development intensity and opened view corridors to the river. Other modifications to the Specific Plan included creation of a development setback along the Los Angeles County/Ventura County line, removal of residential estate units from the High Country Special Management Area (SMA)/Significant Ecological Area (SEA) 20, strengthening of development standards along the river, and use of contour grading techniques. The County Board of Supervisors found that the changes incorporated into the project mitigate the identified impacts to the extent feasible, but impacts would remain unavoidable.

The cumulative analysis presented in the Newhall Ranch Specific Plan Program EIR assessed buildout of cumulative projects, including additional homes, commercial shopping centers, a regional mall, office

retail uses, a theme park, and 8.8 million square feet of industrial development. Examples of specific cumulative projects considered in that analysis included:

- (a) Valencia Commerce Center: a planned industrial development, located at the northwest corner of the I-5/SR-126 interchange;
- (b) Chiquito Canyon Landfill: located along SR-126;
- (c) Valencia Industrial Center: the largest employment center in the Santa Clarita Valley, located east of I-5 south of the interchange with SR-126;
- (d) Valencia Corporate Center: an office-research campus planned north of Valencia Boulevard;
- (e) Magic Mountain Theme Park: a regional attraction located on west side of I-5;
- (f) Stevenson Ranch: a planned community, located on west side of I-5;
- (g) Westridge: a golf course and residential community under development on the west side of I-5; and
- (h) Valencia Marketplace: a regional shopping center along the west side of I-5.

No new development activity visible along I-5 and SR-126 in the Santa Clarita Valley has occurred other than that considered in the Newhall Ranch Specific Plan Program EIR. In light of this fact, and given that the proposed Landmark Village project is consistent with the land use designations contained in the Specific Plan, it can be concluded that the prior Newhall Ranch Specific Plan Program EIR still adequately addresses the cumulative visual impacts of the Landmark Village project, in conjunction with other cumulative projects in the area. Furthermore, it has been determined that the Landmark Village project would not have any significant cumulative effects, which were not previously examined in the Newhall Ranch Specific Plan Program EIR. Consistent with *California Environmental Quality Act (CEQA) Guidelines* Sections 15125 and 15385, this project-level analysis will concentrate on the impacts associated with the Landmark Village project, and will incorporate by reference the discussions and analysis contained in the Newhall Ranch Specific Plan Program EIR pertaining to the cumulative analysis of visual effects in the region.

Based on the Newhall Ranch Specific Plan Program EIR and the record before it, the County's Board of Supervisors found that the Specific Plan's impacts to visual resources would be unavoidably significant even with implementation of the feasible mitigation measures. Consistent with Section 15093 of the *CEQA Guidelines*, the Board of Supervisors found that the Specific Plan offered overriding public benefits that outweigh the potential unavoidable significant impacts and make them acceptable.

## 4. EXISTING CONDITIONS

### a. Introduction

This section provides a focused evaluation of the changes in visual character of the Landmark Village project site and surrounding areas, as observed along the viewshed offered by the Santa Clara River/SR-126 corridor. For the purposes of this analysis, “viewshed” is defined as the most visible portions of the development area that can be seen by:

- a relatively large mobile viewing audience (primarily in automobiles);
- a permanent-resident population (from existing homes); or
- a recreational viewing population (from trail alignments).

The analysis will describe the prominent features visible in the Santa Clara River/SR-126 viewshed and discuss how they would be affected by the Landmark Village development area. “Prominent visual features” are defined as features that are unique to the area or Los Angeles County or those that stand out in relation to their surroundings. “Development area” is defined as that portion of the Landmark Village project site that will be subject to grading or construction activity due to project buildout.

Due to the location of the proposed Landmark Village project relative to the viewsheds previously analyzed, it is evident that impacts associated with the project development area would be limited to the Santa Clara River/SR-126 corridor, which is described below.

### b. Santa Clara River/SR-126 Corridor

The Santa Clara River/SR-126 corridor supports a large mobile viewing (automobile) audience. It is also in a largely undeveloped, rural condition, and much of the level land in the vicinity of the Santa Clara River is cultivated for farming. SR-126 is not an adopted scenic highway but is designated by the County as a “First Priority Scenic Route,” which is proposed for further study.<sup>1</sup> The County’s General Plan Conservation and Open Space Element contains a policy directed at the protection of scenic resources found along officially designated and first priority proposed scenic highways. The policy is as follows: “Protect the visual quality of scenic views from public roads, trails and vantage points.”

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<sup>1</sup> Los Angeles County Department of Regional Planning, “Scenic Highway Element” in County of Los Angeles General Plan (Los Angeles, California: 11 October 1974).

The SR-126 corridor contains visual features considered unique within the Santa Clarita Valley Planning Area and Los Angeles County. Such features include the following:

- Santa Clara River and its associated riparian vegetation;
- River bluffs and steep canyons, which rise from the river on its southern bank;
- Various stands of oak trees;
- Mesas, which are elevated above the river corridor and are partially visible;
- Sawtooth Ridge, which stands out in sharp contrast due to its exposed rock faces; and
- Higher elevations of the Santa Susana Mountains, which include the approved Specific Plan High Country SMA.

**Figure 4.6-1, Existing Visual Characteristics of the Santa Clara River/SR-126 Corridor**, contains a viewshed analysis that provides a representative overview of the existing visual characteristics of the Santa Clara River/SR-126 corridor in the vicinity of the Landmark Village project site. As shown, unimpeded views of this corridor are available when approaching the Landmark Village site traveling east on SR-126. As one draws closer, the elevation of the SR-126 roadbed begins to increase, providing a greater degree of visual separation from this corridor and permitting clearer views of the bluffs across the Santa Clara River. Eventually, the SR-126 alignment cuts through a hillside whose remnants obstruct direct views into the site interior and the adjacent river corridor in the vicinity of Long Canyon. Views quickly open into the site interior where agricultural fields and ancillary structures are visible. As one approaches the eastern most portion of the studied SR-126 roadway segment, views of the Castaic Creek streambed and associated vegetation appear, and beyond lies the Travel Village Recreational Vehicle Park, located in the vicinity of the Newhall Ranch Specific Plan site.

**(1) Representative View of Site Interior as Observed along Santa Clara River/SR-126 Corridor**

**Figure 4.6-2, Representative View of Site Interior as Observed along Santa Clara River/SR-126 Corridor**, documents direct views along that segment of SR-126 located adjacent to the project when looking south across the river corridor toward the Grapevine and Exxon Mesas and the High Country SMA. The foreground view is of actively cultivated agricultural fields and related storage facilities, with the willow riparian woodland vegetation associated with this corridor framing the background. The river corridor, due to its thicker vegetation, is considered a prominent visual feature.

The relatively flat, open mesas and adjoining river bluffs are visible within the middle-ground scene. From this view, both Grapevine and Exxon Mesa are visually prominent, as they provide a horizontal/

linear element that visually separates the river bluffs below from the High Country SMA above. The river bluffs and the oak trees on the bluffs are also considered visually prominent as they form the backdrop for the river corridor.

The upper slopes and skyline ridgelines of the Santa Susana Mountains form a dominant background landscape. These mountains are considered prominent visual features in this view.

**Prominent Visual Features:** In summary, the prominent visual features are the river corridor, Exxon and Grapevine Mesas, river bluffs, oak trees on the bluffs, and the upper slopes and skyline ridgelines of the Santa Susana Mountains both on site and off site.

### (2) Representative View of the Borrow Site as Observed along SR-126

This view is from SR-126, opposite Chiquito Canyon Road, looking south across the river corridor toward Adobe Canyon/Long Canyon. As illustrated on **Figure 4.6-3, Representative View of Adobe Canyon Borrow Site as Observed along SR-126**, in the midground, cultivated farmland and the river corridor are features visible beyond SR-126 in the foreground. Disturbed open areas along the side of the road are visible as well. Natural hillsides behind the farmland frame the view of the river corridor and provide a window into Long Canyon. Stands of oak trees are prominent on the east-facing slope of Long Canyon fronting along the river corridor. A smaller group of oak trees is visible on the west-facing slope of Long Canyon. Prominent visual features in the foreground view include the steep hillsides that border the southern edge of the river corridor and the stand of oak trees.

In the background, hillsides and ridgelines within the Specific Plan site's High Country SMA are visible. As the highest landscape feature in this view, with a distinctive ridgeline that forms a horizon line against the sky, these landforms are considered prominent visual features.

**Prominent Visual Features:** In summary, the prominent visual features are the steep hillsides bordering the southern edge of the river corridor, portions of the river corridor itself, the stand of oak trees at the base of the west- and east-facing slopes of Long Canyon, and the High Country SMA area.

### (3) Representative View of Off-Site Grading

**Figure 4.6-4, Representative View of Chiquito Canyon Grading Site as Observed along SR-126**, depicts views looking northeast along SR-126 toward the Chiquito Canyon off-site grading location. As shown, the intersection of Chiquito Canyon Road with the SR-126 is visible in the foreground, along with utility poles and power lines that travel across the otherwise open landscape. Visible in the midground beyond Chiquito Canyon Road is the natural hillside representing this grading site. A single oak tree is prominent on the south-facing slope of this hillside. In the far right corner of this image across SR-126 is a stand of eucalyptus trees located on the tract map site.



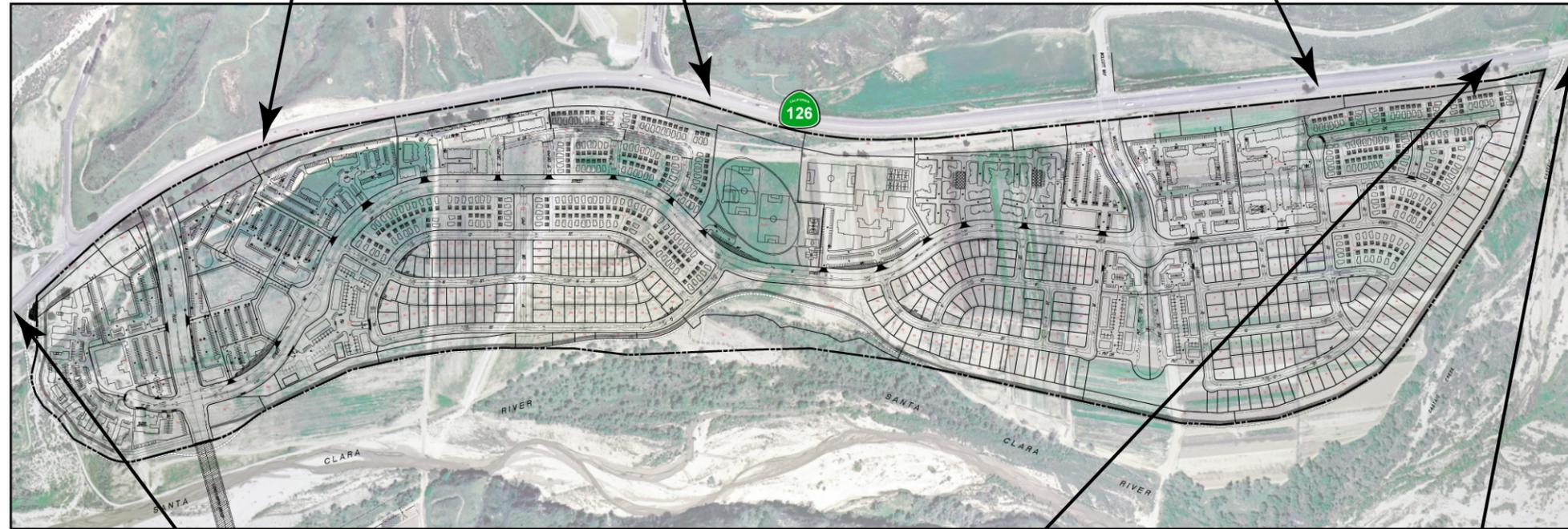
View Obstruction to be Removed by Project Improvements



View Obstruction to be Partially Removed by Project Improvements



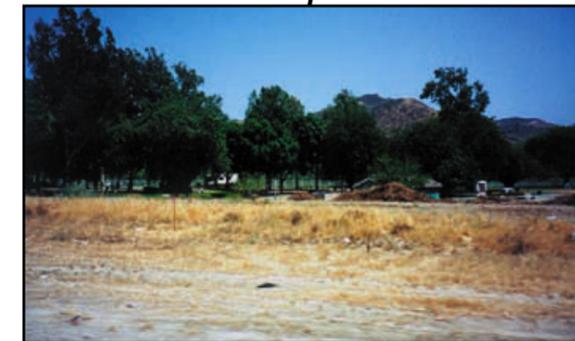
View of Existing Agricultural Operations



Existing River Corridor View



Existing View of Castaic Creek

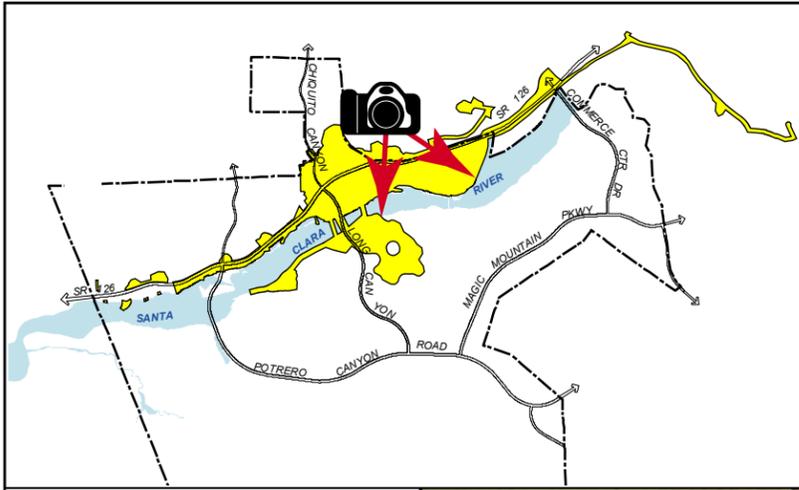


Existing View of Travel Village

SOURCE: River Village Planning Notebook – May 2002, Impact Sciences, Inc. – September 2006

FIGURE 4.6-1

Existing Visual Characteristics of the Santa Clara River/SR-126 Corridor



Existing View

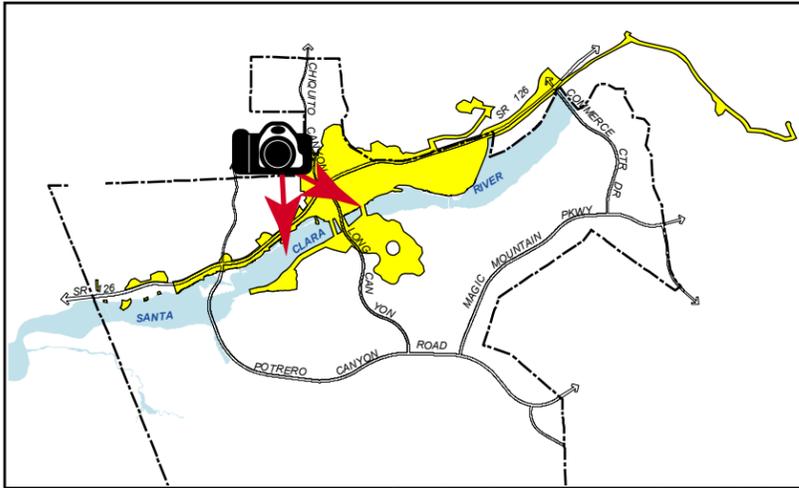


Proposed View

SOURCE: Font Design Visualization – August 2004, May 2006

FIGURE 4.6-2

Representative View of Site Interior as Observed along Santa Clara River/SR-126 Corridor



Existing View

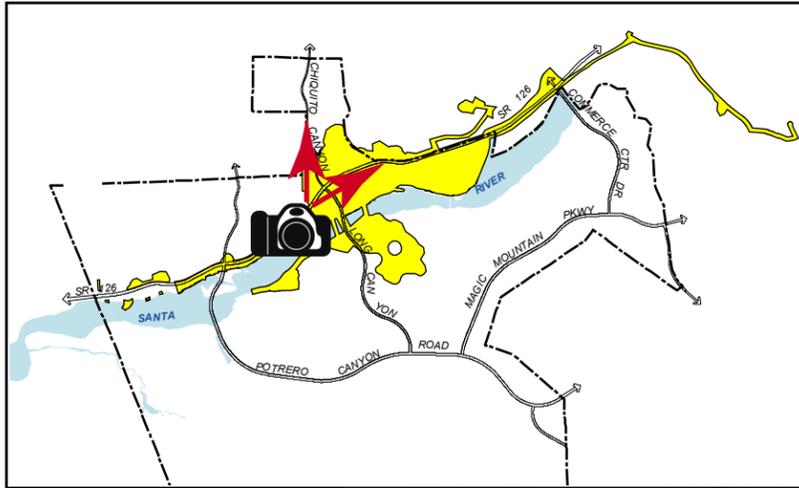


Proposed View

SOURCE: Font Design Visualization – August 2004

FIGURE 4.6-3

Representative View of Adobe Canyon Borrow Site as Observed along SR-126



Existing View



NOTE: Illustrates grading concept only.

Proposed View

SOURCE: Font Design Visualization – August 2004

FIGURE 4.6-4

Representative View of Chiquito Canyon Grading Site as Observed along SR-126

In the background to either side of the grading site are hillsides and ridgelines of the Santa Susana Mountains. As the highest landscape feature in view, with a distinctive ridgeline that forms a horizon line against the sky, these landforms are considered prominent visual features.

**Prominent Visual Features:** In summary, the prominent visual features are the Santa Susana Mountains that form the backdrop to this image and the single oak tree visible in the midground from this vantage point.

#### (4) Representative Overview of Tract Map Site

**Figure 4.6-5, Representative View of Tract Map Site**, depicts views as observed by motorists who are west of the project site and are traveling in the eastbound direction on SR-126. As shown, the elevated nature of this vantage point provides unimpeded views across the entire tract map site and up the Santa Clara River Valley. Cultivated farmland is visible in the foreground. Views of the agricultural fields extend to the midground of the image, where they abut the river corridor. The bluffs overlooking the Santa Clara River and associated river vegetation dominate background views from this location.

**Prominent Visual Features:** Prominent visual features from this viewing location include the river corridor and river bluffs that form the backdrop to this scene.

#### (5) Representative View of Tract Map Site from Wolcott Road

**Figure 4.6-6, Representative View of Tract Map Site from Wolcott Way**, depicts views as observed by motorists who are traveling south on Wolcott near the intersection with SR-126. From this vantage point, foreground views are defined by the asphalt pavement and traffic control signals associated with the intersection of SR-126 and Wolcott Road. A fenced storage yard containing agricultural-related equipment and a metal shed are visible in the midground of this image. Background views are dominated by the Exxon and Grapevine Mesas located above river bluffs as well as the High Country SMA. Riparian vegetation associated with the river corridor is also visible in the background of this viewing location.

**Prominent Visual Features:** Views from this vantage point are dominated by the river bluffs and associated mesas (both Exxon and Grapevine).

#### (6) Representative View of Valencia Commerce Center Water Tank Site

**Figure 4.6-7, Representative View of Valencia Commerce Center Water Tank**, depicts views of the existing Valencia Commerce Center water tank site as observed by motorists traveling along SR-126 and Commerce Center Drive. Visible in the foreground of this image are asphalt roadway and traffic control signals located at the intersection of SR-126 with Commerce Center Drive. Midground views consist of vacant land planned for development as part of the Valencia Commerce Center business park and

improvements associated with SR-126. Background views from this location are defined by the Santa Susana Mountains. The existing Valencia Commerce Center water tank site is visible on the hillside in the right hand side of the image.

**Prominent Visual Features:** Views from this vantage point are dominated by the landforms associated with the Santa Susana Mountains.

## 5. PROPOSED PROJECT IMPROVEMENTS

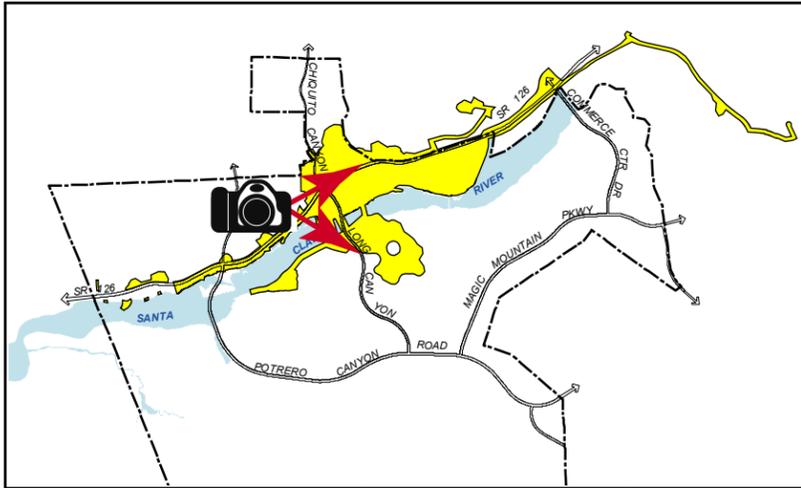
The Landmark Village tract map site proposes to develop Landmark Village with up to 1,444 detached and attached residential dwellings, approximately 1,033,000 square feet of mixed-use/commercial space, 9-acre elementary school, 16.1-acre Community Park, public and private recreational facilities, trails, trailhead open space, park and ride, and supporting roadway and infrastructure improvements. The Landmark Village project incorporates key design features of the Newhall Ranch Specific Plan that will:

- (a) preserve the natural Santa Clara River vegetation and river bluffs;
- (b) place a regional river trail in between SR-126 and the Santa Clara River; and
- (c) create large “windows,” which allow views of the river corridor, river bluffs, and Santa Susana Mountains from SR-126 to be maintained.

Uses constructed within the Landmark Village tract map site are subject to the Development Regulations and Design Guidelines that govern the development within the Newhall Ranch Specific Plan. The guidelines are intended to achieve a developed image that blends with adjoining land uses and reduces the amount of alteration of scenic vistas and natural features found on the Specific Plan site. The Specific Plan regulations also specifically address building setbacks and heights; signage; parking; site planning; architecture; fencing; landscape design; and lighting. In conjunction with the development review process set forth in the Specific Plan, the proposed project must incorporate both the Development Regulations and Design Guidelines listed in the Specific Plan.

In addition to the tract map site, the project also includes approximately 679.2 acres of grading and/or development at locations beyond the tract map site. These off-site project components relative to the tract map site were shown earlier in **Figure 1.0-3, Project Boundary/Environmental Setting**.

Off-site grading includes construction of the Long Canyon Road Bridge, which is intended as the primary bridge crossing over the Santa Clara River providing access to the central portions of the Newhall Ranch Specific Plan. The bridge would span approximately 1,000 feet over the river, with a width of approximately 100 feet. Support for the bridge would involve construction of 11 piers within the river corridor. Each pier would be spaced approximately 100 feet apart. Abutments and bank stabilization would be required on both sides of the bridge to protect against erosive forces.



Existing View

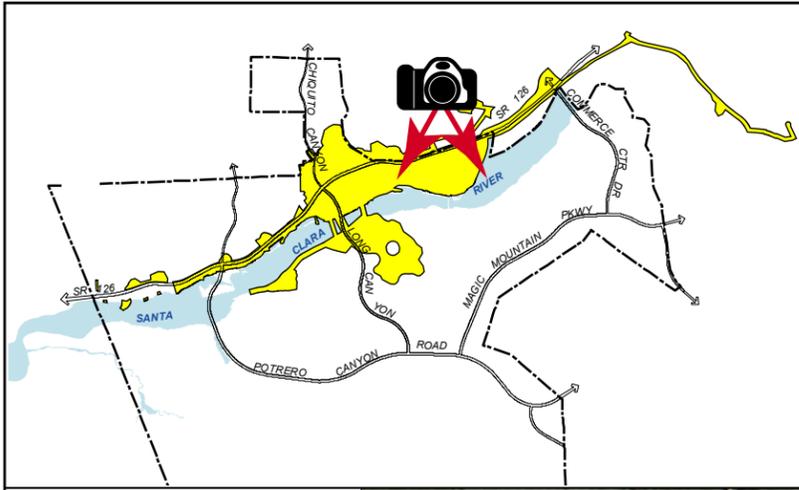


Proposed View

SOURCE: VisionScape Imagery – May 2006

FIGURE 4.6-5

Representative View of Tract Map Site



Existing View

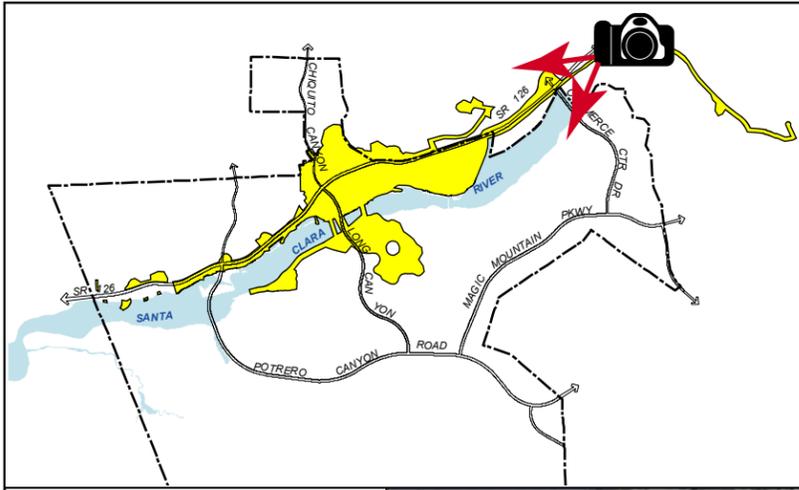


Proposed View

SOURCE: VisionScape Imagery – 2005

FIGURE 4.6-6

Representative View of Tract Map Site from Wolcott Way



Existing View



Proposed View

SOURCE: VisionScape Imagery – 2005

FIGURE 4.6-7

Representative View of Valencia Commerce Center Water Tank

To elevate the tract map site above the floodplain of the river, soil would be imported from the Adobe Canyon borrow site located within Adobe Canyon/Long Canyon south of the river. This borrow site is approximately 181 acres in size and is located due south of the tract map site. Haul routes would be created to cross the river between Long Canyon and the tract map site (the river crossings would be similar in construction to those installed annually to support agricultural operations on the Specific Plan site; steel piping is placed in the river and then covered with earth material). In addition, to accommodate project-necessitated improvements (SR-126 and debris basins for stormwater flows that are collected by the project storm drainage system), land directly north of SR-126 would be graded within Chiquito Canyon (the Chiquito Canyon grading site). This grading site is approximately 120 acres in size.

The project also includes a 227-acre utility corridor that runs parallel to SR-126, from the western boundary of the tract map site to the Newhall Ranch Water Reclamation Plan (WRP) site near the Los Angeles County/Ventura County line, from the eastern boundary of the tract map site to I-5, and then south to Round Mountain. The utility corridor would serve to extend municipal services to the tract map site (e.g., wastewater lines, water lines, etc.), and would be largely placed in the existing utility easements within SR-126 and other existing roadway rights-of-way.

The Landmark Village project site would include buried bank stabilization along the river and Castaic Creek adjacent to and downstream of the tract map site. In total, approximately 17,700 linear feet (LF) of bank would be provided with buried bank stabilization. This would include approximately 10,900 feet fronting the southern and eastern boundary of the tract map site on the north bank of the river and the west bank of Castaic Creek and approximately 6,800 LF on the south bank of the river off the tract map site, beginning at the Long Canyon Road Bridge and extending westward. Areas disturbed during installation of the buried bank stabilization would be revegetated following the conclusion of construction-related activities.

Potable water would be conveyed to the tract map site from a water tank site, located north of SR-126 within the existing Valencia Commerce Center business park immediately adjacent to an existing water tank.

## **6. PROJECT IMPACTS**

### **a. Significance Threshold Criteria**

Based on the thresholds of significance identified in Appendix G of the *State CEQA Guidelines*, the proposed project would result in a significant aesthetic impact if the project would:

- (a) Have a substantial adverse effect on a scenic vista;
- (b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;

- (c) Substantially degrade the existing visual character or quality of the site and its surroundings; or
- (d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.

The County of Los Angeles Environmental Document Reporting and Procedures Guidelines provide additional, more detailed, criteria for determining if a project's changes in the existing landscape could be considered adverse or significant. If a project meets one or more of the listed criteria to a substantial degree, it can be concluded that the project could result in a significant visual impact. The County criteria are assessed below.

- (1) Is the project adjacent to a visual corridor? (And, would the project substantially affect a visual corridor?)

The Landmark Village project site is visible from one of three corridors identified in the Newhall Ranch Specific Plan Program EIR, the Santa Clara River/SR-126 corridor. SR-126, while not an adopted County "Scenic Highway," is identified in the County Scenic Highway Element of the County General Plan as a "First Priority Scenic Route," which is proposed for further study, but carries no regulatory restrictions or significance. The County's General Plan Conservation and Open Space Element contains a policy directed at the protection of scenic resources found along officially designated and first priority proposed scenic highways. The policy is as follows: "Protect the visual quality of scenic views from public roads, trails and key vantage points." However, the County General Plan allows urban development to occur along Scenic Highways and First Priority Scenic Routes.

- (2) Does the project obstruct unique views from other development or vantage points?

Ten viewsheds were analyzed in the Newhall Ranch Specific Plan Program EIR to determine if the Specific Plan would result in partial or complete blockage of prominent features contributing to a unique view or vantage point. That analysis found that views of future development on the Landmark Village site would not be visible from I-5 or other off-site vantage points, other than views observed along SR-126, due to the visual obstruction created by the presence of intervening landforms, vegetation, and development.

- (3) Is the project out of character in an area with unique aesthetic features?

Under this criterion, a determination was made on whether the proposed project would result in a substantial change in the existing view, particularly a change within a view corridor from non-urban to urban.

- (4) Does the scale (height, bulk) of the project exceed that existing in the surrounding area (usually applies within already urbanized areas)?

This criterion does not apply because the Landmark Village project site is not located immediately adjacent to existing development.

- (5) Does the project result in sun/shadow effects on adjacent land uses?

This criterion does not apply to the Landmark Village project, as this project is not located immediately adjacent to existing development. Future land uses constructed as a result of this project would be located along the SR-126 corridor, so there is a potential for daytime and nighttime light and glare impacts to motorists.

The relevant County criteria and the Appendix G *State CEQA Guidelines* criteria are discussed below in relation to the proposed project.

## **b. Impact Analysis**

### **(1) Construction Impacts**

#### **(a) Grading and Earth Movement**

Off-site grading would occur both north and south of the Santa Clara River/SR-126 corridor. Development of the project site would require the import of approximately 5.8 million cubic yards of soil and subsequent site grading and contouring to establish building pads, roadway configurations, and develop drainage patterns. The off-site grading proposes to excavate soil from the Adobe Canyon borrow site within the Specific Plan and transport the soils to elevate the tract map site for development. Off-site grading in the Adobe Canyon borrow site would excavate and reshape the hills and depressions forming the ridge separating Long and Adobe Canyons. Much of the grading would occur along the top and bluffs of an unnamed plateau located near Sawtooth Ridge. The grading would excavate the southeastern portion of this plateau, creating a gentler slope leading up to the top of the ridge. The grading would alter the west-facing slope leading up to the plateau, creating a bench separated by two manufactured slopes stepping down the west-facing ridgeline defining Adobe Canyon at a 3:1 (horizontal to vertical) grade. Additional earthwork is planned at the terminus of Adobe Canyon.

The second off-site grading location (i.e., Chiquito Canyon grading site) is planned just north of SR-126 near the SR-126/Chiquito Canyon Road intersection. This grading site is proposed on a ridgeline of a northeast-southwest trending hillside. The terrain on the southwesterly portion of this hillside gently

slopes toward the intersection in a “finger” shape where elevations reach approximately 950 feet above mean sea level (msl) at its lowest point (slightly elevated above the road bed). The terrain becomes progressively steeper and more rugged toward the northeast portion of the ridge, with the peak elevation reaching 1,160 feet above msl. The grading would lower the “finger” extending toward the SR-126/Chiquito Canyon Road intersection by approximately 60 feet when compared to the existing elevation. Rather than a gradual incline that extends upward at an increasingly greater grade, the reshaped slope would approximate the grade of SR-126 for about 1,500 feet east of its intersection with Chiquito Canyon Road. At that point, the grading would create a manufactured slope extending upward at a uniform 3:1 (h:v) grade reaching a high of 1,160 feet above msl. Approximately 1.2 million cubic yards of soils would be excavated from this area and placed as fill in the adjacent canyons to facilitate SR-126 improvements and the installation of debris basins.

During site grading, the disturbed earth would stand out in contrast to the vegetated areas left untouched by such activity. Heavy trucks and other conveyance equipment (e.g., small trucks, scrapers, etc.) would be visible moving to and from the off-site grading sites, and heavy equipment would be visible on the tract map site itself, while the fill is deposited and compacted. These views are limited to working hours and would cease once the fill has been imported and compacted to create development pads; however, they would stand out in contrast to the open area character of the surroundings.

During the construction phase of the proposed tract map site, visual impacts would differ as the framework of the structures would be raised and finished, and parking areas and streets would be paved. As the structures are constructed and finished, the scale of the project and changes in the visual character of the project site would become more evident.

#### **(b) Bank Stabilization**

A combination of buried and exposed bank stabilization would be installed along the Santa Clara River, and at the Long Canyon Road Bridge crossing, as shown earlier in **Figure 1.0-24, Landmark Village Portion of Specific Plan Conceptual Backbone Drainage Plan**. The majority of the natural vegetation within the Santa Clara River will remain; however, portions of vegetation along the northern bank would be temporarily removed for bank stabilization. Approximately 17,700 LF of bank stabilization would be necessary for the proposed project. To resist scouring, bank stabilization would be buried and generally made of soil cement, except at the Long Canyon Road Bridge, outlet structures, and access ramps where stabilization would not be buried. Please see **Figure 1.0-27, Bank Stabilization Techniques**, for photo illustrations depicting various bank stabilization techniques. Upon completion, the banks would be planted with native vegetation so that over time the banks would return to a naturalized condition and be

visually indistinguishable from natural conditions when viewed along the Santa Clara River/SR-126 corridor.

The exposed gunite/bank stabilization would be similar in appearance to the existing bank stabilization located along the Santa Clara River east of the project site, and would not be visible from the Santa Clara River/SR-126 corridor due to the presence of intervening structures and vegetation in the post-development condition.

**(c) Utility Corridor**

Short-term visual impacts related to construction activities associated with the utility corridor would be limited to areas within and in the immediate vicinity of an active construction zone. The proposed improvements would occur in phases over a 12-month period. During this period, views would consist of construction workers using equipment to remove asphalt and excavate the necessary utility trench. Displaced soil, heavy equipment, trucks transporting material to and from the work zone, and work crews would all be visible. Upon completion of the workday, all trenches would be back-filled or covered with steel plates. Cuts in street sections would be re-paved as a distinct construction element at the end of the construction period at each roadway segment. These views would not be considered to represent a sharp contrast to the existing visual character along the alignment, which is a unique mixture of vacant land, cultivated farmland, and existing Highway Commercial and Business Park uses. While some may consider these views to be an adverse aesthetic impact, the visual impacts associated with construction activity would be limited to working hours. Furthermore, this activity would be mobile and would move steadily as work progresses along the alignment of the utility corridor.

Upon completion of the improvements, the visual character along most segments of the roadway would remain unchanged from its present character since the utility lines are buried beneath the surface. Views of existing land uses would still be the predominant visual element observed. No significant visual impacts would occur as a result of utility corridor construction.

**(d) Water Tank Location**

Visual impacts associated with the potable and reclaimed water tank would evolve over the course of construction. Initial views would be temporary and consist of work crews and equipment preparing the site. Concrete footings would be poured and the concentric steel rings welded into place. Displaced soil, heavy equipment, and trucks transporting material to and from the work zone would all be visible during construction of the water tank. Over time, the tank would begin to take shape and the views of work crews and construction equipment would be replaced by permanent views. Views generated during

construction would be temporary in nature and are not considered significant, as construction activity would cease upon completion of the permanent water tank structure.

**(e) Conclusion**

Changes to the visual character of the project site would occur over a period of years. The earthwork needed to develop the Landmark Village project would require alteration of hillsides and ridgelines, which form a prominent visual feature within the Santa Clara River/SR-126 corridor. Under CEQA criterion (a) and the County's criterion one, presented earlier in this section, the construction activity is considered to substantially affect this corridor and represents a short-term significant impact.

**(2) Operational Impacts**

**(a) Obstruct or Affect a Visual Corridor or Unique Aesthetic Features**

The site plan has been designed to retain view corridors consistent with Mitigation Measure 4.7-2 of the Specific Plan and the Newhall Ranch Specific Plan Program EIR. This mitigation requires that the site planning of tentative tract maps, multi-family and commercial mixed-use land use designations planned along SR-126 employ techniques to maintain views of the river, bluffs and ridgelines, which form the prominent visual features found along the Santa Clara River/SR-126 corridor. Consistent with this requirement, the Landmark Village development combines a 9-acre elementary school with a 16-acre park in the central portion of the project site to create a large viewing window of the river, bluffs, and ridgelines beyond the river. An oblique view of these features also remains available as a viewer approaches and departs that segment of SR-126 in the vicinity of the Landmark Village project site.

**Figure 4.6-8, Degree of Visual Impact**, depicts the degree of visual impact created by the tract map site on views available to motorists traveling along SR-126 looking south toward the Santa Clara River/SR-126 corridor. As shown, buildout of the proposed project would convert cultivated agricultural fields to developed uses, resulting in the permanent visual alteration of this land from an open area to one more urban in nature. The presence of commercial, residential, and institutional buildings combined with the noise attenuation walls necessary along SR-126 would obstruct and alter views of the river, bluffs, and ridgelines visible along this corridor. This is considered a significant impact under CEQA criteria (a), (b), and (c), and the County's criteria one, two, and three, shown earlier in this section, despite implementation of the required site planning techniques.

Removal of earth from the Adobe Canyon borrow site south of the river would substantially alter views of a plateau located due west of Sawtooth Ridge and related hillside, which forms a prominent visual feature within the Santa Clara River/SR-126 corridor. Similarly, off-site grading on the north side of SR-126 would visually alter a prominent hillside and remove an oak tree that is highly visible from this

corridor. This is considered a significant visual impact. These conclusions are consistent with the findings presented in the Newhall Ranch Specific Plan Program EIR.

**(b) Light and Glare**

The proposed project would increase the amount of glare (including reflected light) generated on the Landmark Village project site during the day and would increase the amount of light generated during the night. Daytime sources of glare would primarily include the activities of people and the sun reflecting off glass windows of structures, automobiles, and trucks. Nighttime sources of light would include lights fixed to poles in commercial and residential areas, lighted signs mounted to commercial buildings, the headlights of automobiles and trucks, and parking lot lighting. Given that the site presently produces little or no light or glare, the light and glare impact on the surrounding area would be a substantial change over the present condition. The combined effect of all the light and glare generated on the project site would transform this undeveloped area into that of a developed community similar to the neighboring community of Valencia. The introduction of additional automobile and truck lights, street lights and parking lot lighting would be the most adverse during the nighttime. However, to ensure that such impacts are minimized, Section 4.7 of the Specific Plan contains standards to control the placement and orientation of lighting fixtures to prevent glare or light intrusion into adjacent areas. While such measures would minimize the outward and upward migration of nighttime light, it would not completely mask the change in the night sky that would occur as a result of the project. Such impacts would be considered significant under CEQA criterion (d) and the County's criterion five, discussed earlier in this section. This conclusion is consistent with the findings presented in the Newhall Ranch Specific Plan Program EIR.

## **7. PROJECT MITIGATION MEASURES**

Although the proposed Landmark Village project may result in potential visual impacts prior to mitigation, the County already has imposed mitigation measures in connection with its approval of the Newhall Ranch Specific Plan. These mitigation measures, as they relate to visual resources, are found in the previously certified Newhall Ranch Specific Plan Program EIR and the adopted Mitigation Monitoring Plan for the Specific Plan (May 2003). The applicant has committed to implementing the applicable measures from the Newhall Ranch Specific Plan Program EIR to ensure that visual impacts are reduced to the maximum extent feasible.

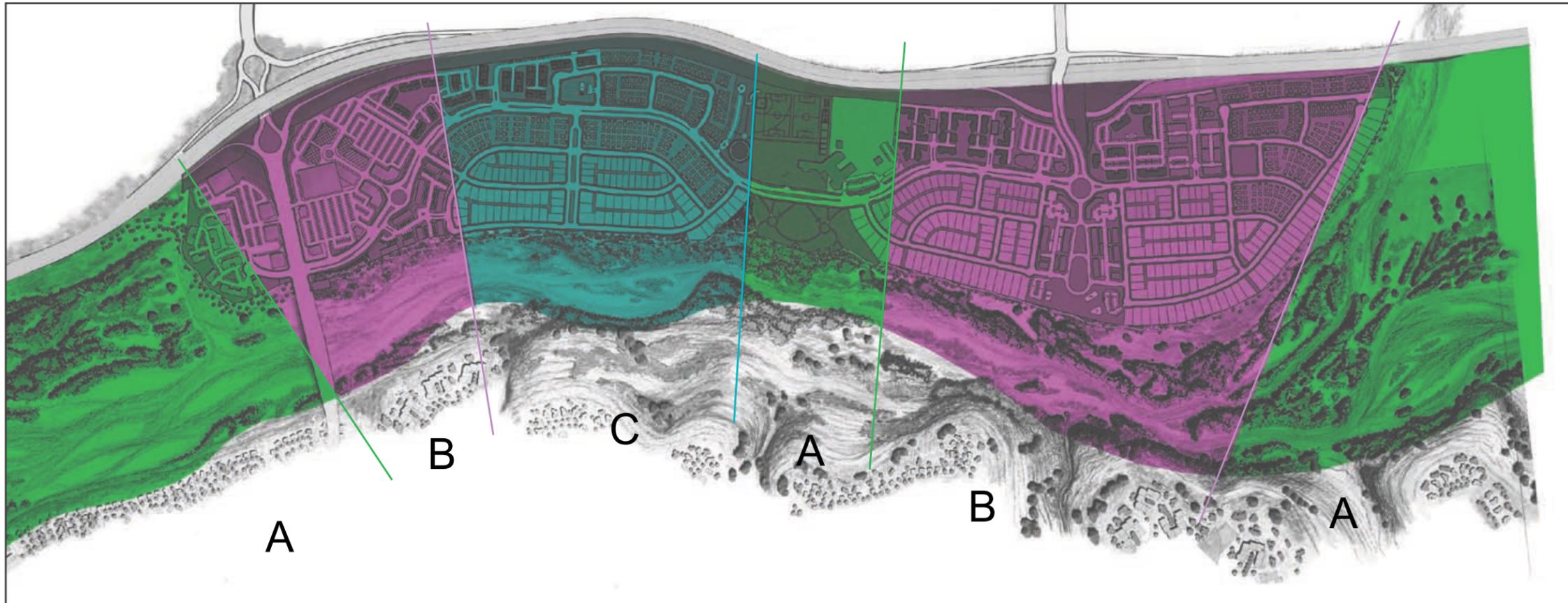
**a. Mitigation Measures Required by the Adopted Newhall Ranch Specific Plan as They Relate to the Landmark Village Project**

The following mitigation measures were adopted by the County in connection with its approval of the Newhall Ranch Specific Plan (May 2003). These measures are applicable to the Landmark Village project due to its geographic location. Those mitigation measures applicable to the Landmark Village project will be implemented, as appropriate. These measures are preceded by "SP," which stands for Specific Plan.

SP 4.7-1 In conjunction with the development review process set forth in Chapter 5 of the Specific Plan, all future subdivision maps and other discretionary permits which allow construction shall incorporate the Development Guidelines (Specific Plan, Chapter 3) and Design Guidelines (Specific Plan Chapter 4), and the design themes and view considerations listed in the Specific Plan.

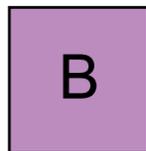
SP 4.7-2 In design of residential tentative tract maps and site planning of multifamily areas and Commercial and Mixed-Use land use designations along SR-126, the following Design Guidelines shall be utilized:

- Where the elevations of buildings will obstruct the views from SR-126 to the south, the location and configuration of individual buildings, driveways, parking, streets, signs, and pathways shall be designed to provide view corridors of the river, bluffs, and the ridge lines south of the river. Those view corridors may be perpendicular to SR-126 or oblique to it in order to provide for views of passengers within moving vehicles on SR-126.
- The Community Park between SR-126 and the Santa Clara River shall be designed to promote views from SR-126 of the river, bluffs, and ridge lines to the south of the river.
- Residential Site Planning Guidelines set forth in Section 4.3.1, Residential and Architectural Guidelines, set forth [in] Section 4.4.1, Residential, shall be employed to ensure that the views from SR-126 are aesthetically pleasing and that views of the river, bluffs, and ridge lines south of the river are preserved to the extent practicable.
- Mixed-Use and the Commercial Site Planning Guidelines set forth in Section 4.3.2 and Architectural Guidelines set forth Section 4.4.2 shall be incorporated to the extent practicable in the design of the Riverwood Village Mixed-Use and Commercial land use designations to ensure that the views from SR-126 are aesthetically pleasing and to preserve views of the river, bluffs, and ridge lines south of the river.
- Landscape improvements along SR-126 shall incorporate the Landscape Design Guidelines, set forth in Section 4.6 in order to ensure that the views from SR-126 are aesthetically pleasing and to preserve views of the river, bluffs, and ridge lines south of the river.



**A** Viewshed Unaltered by Project

Much of the current SR-126/Santa Clara River viewshed will remain unaltered. The areas flanking Landmark Village will maintain their views from the highway of River Corridor vegetation. The community has also been designed to allow for a view opportunity through the community park area into the river habitat and bluffs beyond.



**B** Viewshed Substantially Altered by Project Development and Transportation Improvements

The major viewshed impact of Landmark Village will be the sound attenuation landscape and structures added to the SR-126 corridor. Above the landscape and sound attenuation walls, views of the river corridor bluffs and the major ridgeline of the High Country will remain visible.



**C** Viewshed Partially Altered by Project (Including Opening of Currently Obstructed Views)

This section of SR-126 will be at an elevated grade so that partial views of the river corridor, over the development, will be possible. Sound attenuation walls will be a factor but to a lesser extent than at grade condition.



NOT TO SCALE

SOURCE: River Village Planning Notebook – May 2002

FIGURE 4.6-8

Degree of Visual Impact

**b. Additional Mitigation Measures Proposed by this EIR**

No additional mitigation measures are recommended beyond that already incorporated into the Specific Plan and the Newhall Ranch Specific Plan Program EIR.

**8. CUMULATIVE IMPACTS**

The cumulative analysis presented in the Newhall Ranch Specific Plan Program EIR assessed buildout of cumulative projects, and this analysis is incorporated by this reference. No new development activity visible along I-5 and SR-126 in the Santa Clarita Valley has occurred other than that considered in the Newhall Ranch Specific Plan Program EIR. In light of this fact, and given that the proposed Landmark Village project is consistent with the land use designations contained in the Specific Plan, it can be concluded that the prior Newhall Ranch Specific Plan Program EIR still adequately addresses the cumulative visual impacts of the Landmark Village project, in conjunction with other cumulative projects in the area. Furthermore, it has been determined that the Landmark Village project would not have any cumulative effects, which were not previously examined in the Newhall Ranch Specific Plan Program EIR. Consistent with *State CEQA Guidelines* Sections 15125 and 15385, this project-level analysis incorporates by reference the discussions and analyses contained in the Newhall Ranch Specific Plan Program EIR pertaining to the cumulative analysis of visual effects in the region.

Buildout of all existing, planned, approved, and pending development projects along I-5 and SR-126 would result in a significant unavoidable visual impact as evaluated in the Newhall Ranch Specific Plan Program EIR.

**9. CUMULATIVE MITIGATION MEASURES**

Other than complying with the same mitigation that is required of the project, no further mitigation is recommended or required, because the project does not contribute to significant cumulative impacts.

**10. SIGNIFICANT UNAVOIDABLE IMPACTS**

Project and cumulative development would significantly alter the visual characteristics of the SR-126/Santa Clara River corridor through the introduction of residential, commercial, and institutional uses on land presently cultivated with crops. Earthwork necessary for site development would also significantly alter hillsides and ridgelines, which form prominent visual features within the SR-126 river corridor. These impacts remain significant and unavoidable.

### 1. SUMMARY

*This section presents an analysis of the impacts of the proposed project relative to traffic/access and replaces the prior version of Section 4.7, Traffic/Access, of the Landmark Village Draft EIR. The analysis presented here is based upon the following traffic reports prepared for the proposed Landmark Village project by Austin-Foust Associates, Inc. Copies of each of the following documents are included in Recirculated Draft EIR Appendix 4.7 of this Recirculated EIR.*

- *River Village Traffic Impact Analysis, Austin-Foust Associates, September 2004*
- *SR-126 Traffic Analysis for Community of Piru in Ventura County, Austin-Foust Associates, April 11, 2006*
- *Newhall Ranch Traffic Analysis Fillmore Traffic Impacts, Austin-Foust Associates, April 11, 2006*
- *ICU Worksheet for 2006 Volumes, Austin-Foust Associates*
- *Landmark Village Fire Station memorandum, Austin-Foust Associates, August 8, 2006*
- *Westside Santa Clarita Valley Roadway Phasing Analysis, Austin-Foust Associates, November 2006*
- *Landmark Village - Phase 1 Access and School Access memorandum, Austin-Foust Associates, June 29, 2007*
- *I-5 PA & ED HOV + Truck Lanes - SR-14 to Parker Road Traffic Study, Austin-Foust Associates, October 30, 2007*
- *Landmark Village Long-Range Cumulative (Buildout) Conditions Traffic Forecasts, Austin-Foust Associates, December 4, 2007*
- *Landmark Village Final Trip Generation memorandum, Austin-Foust Associates, November 11, 2009*
- *SR-126 Traffic Growth Rates (2003-2008) memorandum, Austin-Foust Associates, November 16, 2009*
- *Department of Public Works letter regarding River Village Traffic Impact Analysis, December 9, 2004*
- *Department of Public Works letter regarding Landmark Village Phase 1 Access and School Access Memo, September 5, 2007*
- *Citywide Traffic and Circulation Impact Study, WILLDAN, August 2002*
- *Settlement and Mutual Release, City of Fillmore and Newhall Land and Farming Company, February 24, 2000*

For the purposes of the traffic analysis, the proposed project is contemplated to be constructed in three phases. Phase 1 is estimated to generate approximately 4,950 average daily trips (ADT) with approximately 375 tripends occurring in the AM peak hour and approximately 505 tripends occurring in the PM peak hour. Phase 2, in combination with Phase 1, is estimated to generate approximately 20,700 total ADT with approximately 1,400 tripends occurring in the AM peak hour and approximately 1,900 tripends occurring in the PM peak hour. Phase 3 is estimated to generate an additional 21,200 ADT for a total of 41,900 ADT at project buildout. At buildout, the project would generate approximately 2,900 tripends in the AM peak hour and 4,100 tripends in the PM peak hour. Approximately 30 percent of the Phase 1 and 2 tripends would be internal tripends. The remaining tripends would be for trips off site.

The traffic impact analysis, using the Los Angeles County (County) performance standards, found that the project would result in a significant impact at the following intersections:

**Phases 1 and 2 Combined**

- Wolcott/State Route 126 (SR-126)
- Commerce Center Drive/SR-126

**Phase 3 (Project Buildout)**

- Interstate 5 (I-5)/Southbound Ramps/SR-126
- Wolcott/SR-126
- Commerce Center Drive/SR-126
- Chiquito-Long Canyon/SR-126

A traffic signal warrant is met at the Chiquito Canyon Road/Long Canyon Road/SR-126 intersection during Phase 2 of the project, and at the Long Canyon Road/A Street intersection prior to project buildout conditions, thereby necessitating a traffic signal at these locations.

Mitigation measures are recommended that would reduce the level of impact at all of these intersections to less than significant.

No significant impact to Congestion Management Plan (CMP) intersections or CMP freeway segments, or on SR-126 or State Route 23 (SR-23) in Ventura County would occur.

Significant cumulative traffic impacts in the project study area would occur at the following locations absent mitigation:

***Project Buildout with Related Projects***

- *I-5 Southbound Ramps/SR-126*
- *I-5 Northbound Ramps/SR-126*
- *Wolcott/SR-126*
- *Chiquito-Long Canyon/SR-126*

***Long Range Cumulative Forecast***

- *I-5 between Rye Canyon Road and Magic Mountain Parkway*
- *I-5 between Magic Mountain Parkway and Valencia Boulevard*
- *I-5 between Valencia Boulevard and McBean Parkway*
- *I-5 between Pico Canyon Road/Lyons Avenue and Calgrove Avenue*

*In addition, buildout of the entire Newhall Ranch Specific Plan would contribute to potentially significant cumulative impacts at the following SR-126 intersections in the community of Piru and City of Fillmore in Ventura County:*

- *Center Street and Telegraph Road (SR-126)*
- *E Street and Ventura Street (SR-126)*
- *El Dorado Road and Ventura Street*

*Identified mitigation measures would reduce the project's contribution to the cumulative impacts in Los Angeles County to a level below significant. Mitigation measures also are proposed that would reduce the Specific Plan buildout traffic's contribution to potentially significant cumulative impacts at SR-126 intersections in Piru and Fillmore in Ventura County to a level below significant.*

**2. BACKGROUND****a. Relationship of Project to Newhall Ranch Specific Plan Program EIR**

Section 4.8 of the Newhall Ranch Specific Plan Program EIR identified and analyzed the existing conditions, potential impacts, and mitigation measures associated with Traffic/Access for the entire Newhall Ranch Specific Plan. The County, in its findings and in a revised Mitigation Monitoring Plan, adopted the Newhall Ranch mitigation program for the Specific Plan. The Newhall Ranch Specific Plan Program EIR concluded that Specific Plan implementation would result in significant impacts, but that

the identified mitigation measures would reduce the impacts to below a level of significance. All subsequent project-specific development plans and tentative subdivision maps must be consistent with the Newhall Ranch Specific Plan, adopted May 2003, the County of Los Angeles General Plan, and Santa Clarita Valley Areawide Plan.

This project-level EIR is tiering from the previously certified Newhall Ranch Specific Plan Program EIR. **Section 4.7** assesses, at the project-level, the existing conditions for the Landmark Village site, the project's potential environmental impacts on transportation and access, and the applicable mitigation measures from the Newhall Ranch Specific Plan Program EIR, as well as additional mitigation measures recommended by this EIR for the Landmark Village project.

### **3. SUMMARY OF THE NEWHALL RANCH SPECIFIC PLAN PROGRAM EIR FINDINGS**

The Specific Plan contains a backbone circulation plan that identifies the roadway and circulation improvements required to support buildout of uses allowed by the Specific Plan. As approved, the Newhall Ranch Specific Plan would generate 357,000 ADT, of which 211,300 are accounted for by residential land use while the remainder represents non-residential land uses.

The Newhall Ranch Specific Plan Program EIR, and related findings, determined that buildout of the Specific Plan would cause a significant off-site impact 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 extended along SR-126 into Ventura County. Before mitigation, the Specific Plan caused 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
- SR-126/Commerce Center Drive Intersection

A number of mitigation measures were identified to address the 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, which are necessary to provide adequate roadway and intersection capacity as well as adequate right-of-way for the subdivision and other expected traffic. Based on the Newhall Ranch Specific Plan Program EIR and the entire record, the

County's Board of Supervisors found that the identified significant impacts on traffic/access were mitigated to below a level of significance by adoption of specified mitigation.<sup>1</sup>

#### 4. METHODOLOGY

##### a. Project Study Area

The project study area, illustrated in **Figure 4.7-1, Project Study Area**, includes the roadways and intersections within and near the project site where project-generated traffic could cause a significant impact. Generally, the study area incorporates those locations where project traffic represents 1.0 percent or more of total traffic. The project study area generally extends along SR-126 into Ventura County to the west, San Martinez Canyon to the north, east beyond the I-5 to Golden Valley Road, and south to the confluence of I-5 and State Route 14 (SR-14); project-generated traffic levels south of the confluence of I-5 and SR-14 into the northern San Fernando Valley would be limited and do not meet the CMP thresholds requiring analysis of potential impacts.

##### b. Study Horizon Year and Baseline

For purposes of this traffic analysis, it is contemplated that the project would be constructed in three phases. Phase 1 consists of 500 residential units. Phase 2 consists of the balance of the residential component, the elementary school, 100,000 square feet of commercial uses, and a park. Phase 3 consists of the balance of the commercial uses (933,000 square feet). The traffic impacts of this project are evaluated by phase based on the approximate year in which occupancy may occur, and are analyzed both singularly and together with the cumulative traffic from other known developments. Planned years of occupancy for each of the phases are identified below:

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**Table 4.7-1  
Planned Years of Occupancy by Phase**

Project Phasing	Planned Year of Occupancy
Phase 1	2011
Phase 2	2012
Phase 3	2014

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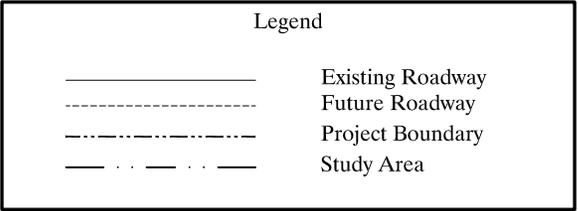
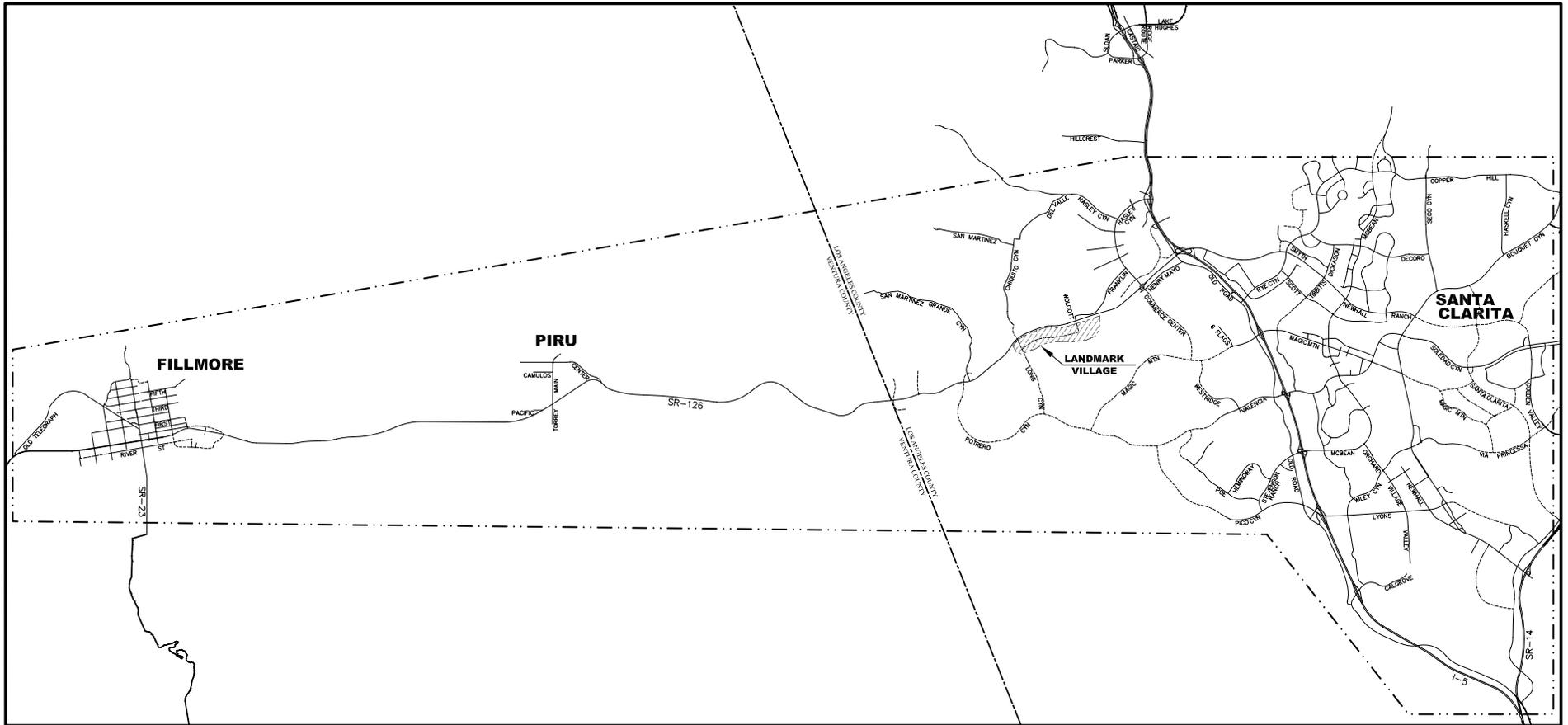
<sup>1</sup> See Mitigation Measure 4.8-1 through 4.8-13 in both the certified Newhall Ranch Specific Plan Program EIR and the adopted Mitigation Monitoring Plan for the Specific Plan (May 2003).

The AFA traffic reports prepared for the proposed project (see Recirculated Draft EIR **Appendix 4.7**) utilized 2003 traffic counts for the "existing conditions" baseline, and assumed completion of project Phase 1 in 2007, completion of Phase 2 in 2008, and full project buildout in 2010. However, project buildout, as noted above, is now contemplated to occur in 2014. Nonetheless, as illustrated on the table below, **2003/2007 Base Year and Phased Development Comparison**, the traffic impacts analysis prepared by AFA with a base year of 2003 and an assumed year 2010 project buildout remains valid and is equally applicable to this revised timeframe as that analysis is functionally equivalent to an impacts analysis with a base year of 2007 and an assumed project buildout year of 2014.

**Table 4.7-2**  
**2003/2007 Base Year and Phased Development Comparison**

Time Frame	2004 Traffic Study	Current Estimate
Base Year	2003	2007
Phase 1 Buildout	2007	2011
Phase 2 Buildout	2008	2012
Full Project Buildout	2010	2014

As shown in the table below, **Existing Conditions/Baseline Comparison**, 2007 traffic counts conducted by Caltrans on the segments of SR-126 that comprise the project study area illustrate that 2007 traffic levels are comparable to the 2003 traffic levels utilized in the traffic report. For example, in 2003, vehicle traffic counts on SR-126 at Castaic Junction, the easternmost segment in the study area, totaled 33,000 annual ADT (AADT). In 2007, traffic counts on this same segment increased by 500 AADT over 2003 counts to a total 33,500 AADT, a statistically insignificant increase over year 2003. Similar limited increases over 2003 counts were observed at the Ventura County-Los Angeles County line, in the western portion of the study area. At the west city limits of Fillmore (the westernmost segment of the study area), a slight decrease is shown from 2003 conditions (31,000 AADT) to 2007 conditions (29,000 AADT), as is also the case at Wolcott Way. Thus, the 2007 existing conditions "baseline" is unchanged from the 2003 baseline used in the traffic impacts analysis. Moreover, as shown on **Table 4.7-3**, traffic counts conducted for 2008 illustrate a marked decrease in AADT relative to 2007 counts. (See AFA Memorandum, Landmark Village - SR-126 Growth Rates (2003-2008), November 16, 2009. A copy of the AFA Memorandum is included in Recirculated Draft EIR **Appendix 4.7**.)



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

FIGURE 4.7-1

Project Study Area

**Table 4.7-3  
Existing Conditions/Baseline Comparison**

Location	Annual ADT					
	2003	2004	2005	2006	2007	2008
SR-126 at West Fillmore City Limits	31,000	32,000	29,500	29,000	29,000	27,500
SR-126 at Ventura Co. Line	23,600	24,000	22,500	23,800	23,800	22,600
SR-126 at Wolcott Way	25,000	25,500	23,900	26,500	24,500	23,000
SR-126 at Castaic Junction	33,000	33,500	31,000	33,500	33,500	31,500

*Source: California Department of Transportation, Traffic Volumes on the California State Highway System, excerpts of annual reports for years 2003 through 2008. (See Recirculated Draft EIR, Appendix 4.7.)*

As explained below, to assess the Landmark Village project's impacts on the study area roadway (i.e., SR-126), AFA derived horizon year baseline conditions by using 2003 traffic volumes, with an added growth factor of 2.0 percent per year to account for background growth in ambient traffic. Thus, the baseline for the 2007 Phase 1, 2008 Phase 2, and 2010 Project Buildout scenarios was based on the 2003 traffic counts, plus 2 percent annual growth for each of four years, five years and seven years, respectively. To this baseline, Phase 1, Phase 2, and Project Buildout traffic volumes were added and the resulting impacts were assessed. Because the traffic growth anticipated to occur between 2003 and 2007 never occurred, 2007 "existing conditions" are similar to those conditions existing in 2003. Thus, the results of the impacts analysis presented in this section apply equally to the current development scenario as to the original development scenario. This is because the traffic impact analysis with a base year of 2003 and horizon years of 2007, 2008, and 2010, is functionally equivalent to an impact analysis with a base year of 2007 and horizon years of 2011, 2012, and 2014.

**(1) Ambient Growth**

Horizon year baseline conditions are derived using actual traffic volumes (measured in 2003) plus a growth factor of 2.0 percent per year to account for background growth in ambient traffic not otherwise accounted for as "related projects" (see below).

**(2) Related Projects**

Additional future traffic volumes from other development planned to occur in the area (related projects) are also added to existing and ambient growth for an analysis of cumulative conditions. Related projects consist of future development that is assumed to be in place by 2011. This analysis takes into account all pending, approved, recorded, or constructed projects that are not occupied at the time of the existing traffic counts. The County Department of Regional Planning was contacted to obtain the latest listing of

projects in the area and the project applicant, who has a number of other projects planned for the area, was consulted for a comprehensive list of planned development. A summary of the related projects within an approximate 3-mile radius of the project site is provided in **Table 4.7-4, Related Projects Summary**, and the locations of these projects are illustrated in **Figure 4.7-2, Related Project Location Map**; future projects located beyond the 3-mile radius, such as Gates-King and River Park, while not included on **Table 4.7-4** are included in the traffic model cumulative conditions. Appendix C of the Austin-Foust report in Recirculated Draft EIR **Appendix 4.7** contains the computerized listing of development activity obtained from the Department of Regional Planning.

**Table 4.7-4  
Related Projects Summary**

<b>Project</b>	<b>Description</b>	<b>Status/Occupancy Estimate<sup>2</sup></b>
Homestead Phase 1 (Newhall Ranch)	1,500 DU Residential (850 Multi-Family, 650 Single Family) – used in Phase 2 & Phase 3 analysis only	Pending/2012 (Specific Plan Approved)
Mission Village (formerly Mesas East) (Newhall Ranch)	6,146 DU Residential (4,746 Multi-Family, 1,400 Single Family) 1,500 TSF Commercial Office/Retail 26 AC Park	Pending/2012 (Specific Plan Approved)
Valencia Commerce Center/Hasley Canyon Village (including PM 26363)	Phase 1 Analysis (2007): 2,200 TSF (8,300 TSF including existing) Industrial Park/Commercial Retail Phase 2 & 3 Analysis (2008+): 8,360 TSF (13,516 TSF including existing) Industrial Park/Commercial Retail	Approved/2007–2011
Sterling Industrial Center	1,300 TSF Industrial Park	Approved/2010
Sterling Residential	400 DU Residential (150 Multi-Family, 250 Single Family) 50 TSF Commercial Retail	Pending/2010
Entrada (formerly Castaic Junction and the Six Flags Area)	1,300 DU Residential 1,160 TSF Commercial Retail/Business Park 700 Room Hotel 1,000 TSF Industrial Park 534 TSF Business Park 65 TSF Commercial Center 500 Apartment Units	Pending/2011
Old Road Commercial	120 TSF Commercial Retail	Pending/2009

<sup>2</sup> The occupancy estimate dates presented below are for purposes of the traffic impacts analysis; actual occupancy for certain projects may occur following Landmark Village buildout. Delayed occupancy would result in a potential overstatement of traffic impacts as presented herein.

Project	Description	Status/Occupancy Estimate <sup>2</sup>
Westridge (including TR 45433 & PM 19050)	1,515 DU Residential 192 TSF Commercial Retail 460 STU Elementary School 208 AC Golf Course	Approved & Construction Completed
Valencia Industrial Center/Centerpoint	1,006.55 TSF Industrial Park 150 TSF Commercial Retail	Approved/2004-2010
TR 52584	216 DU Residential 18 Hole Golf Course	Approved/2009
TR 52475	63 DU Residential	Pending/2009
TR 60319 (Tincher)	36 Multi-Family Dwelling Units	Pending/2009
Tourney North	450 TSF Office	Approved and Construction Completed
Tourney South	165 TSF Office	Approved and Construction Completed
Legacy (Rye Cyn) Business Park	4,016 TSF Industrial Park (including existing) 134 TSF Walmart	Approved/2003-2014

Source: Austin-Foust Associates (September 2004) (see Recirculated Draft EIR **Appendix 4.7**), as revised by personal communication (August 2008).

SF = single family; MF = multi-family; TSF = thousand square feet; STU = student; AC = acre; FAR = floor-area ratio; DU = dwelling units

### c. Levels of Service Descriptions

Level of service (LOS) is a concept developed to quantify the degree of comfort afforded to drivers as they travel on a given roadway. The degree of comfort includes such elements as travel time, number of stops, total amount of stopped delay, etc. As defined in the Transportation Research Board, National Research Council's *Highway Capacity Manual* (HCM 2000), six grades are used to denote the various LOS and are denoted A through F. **Table 4.7-5, Level of Service of Arterial Roads**, and **Table 4.7-6, Level of Service Description – Freeway Segments**, describes the six grades of LOS for these respective facilities. Please refer to **Subsection 6, Performance Criteria/Significance Thresholds**, for the specific methods of calculating LOS for arterial roads and freeways in the project study area.

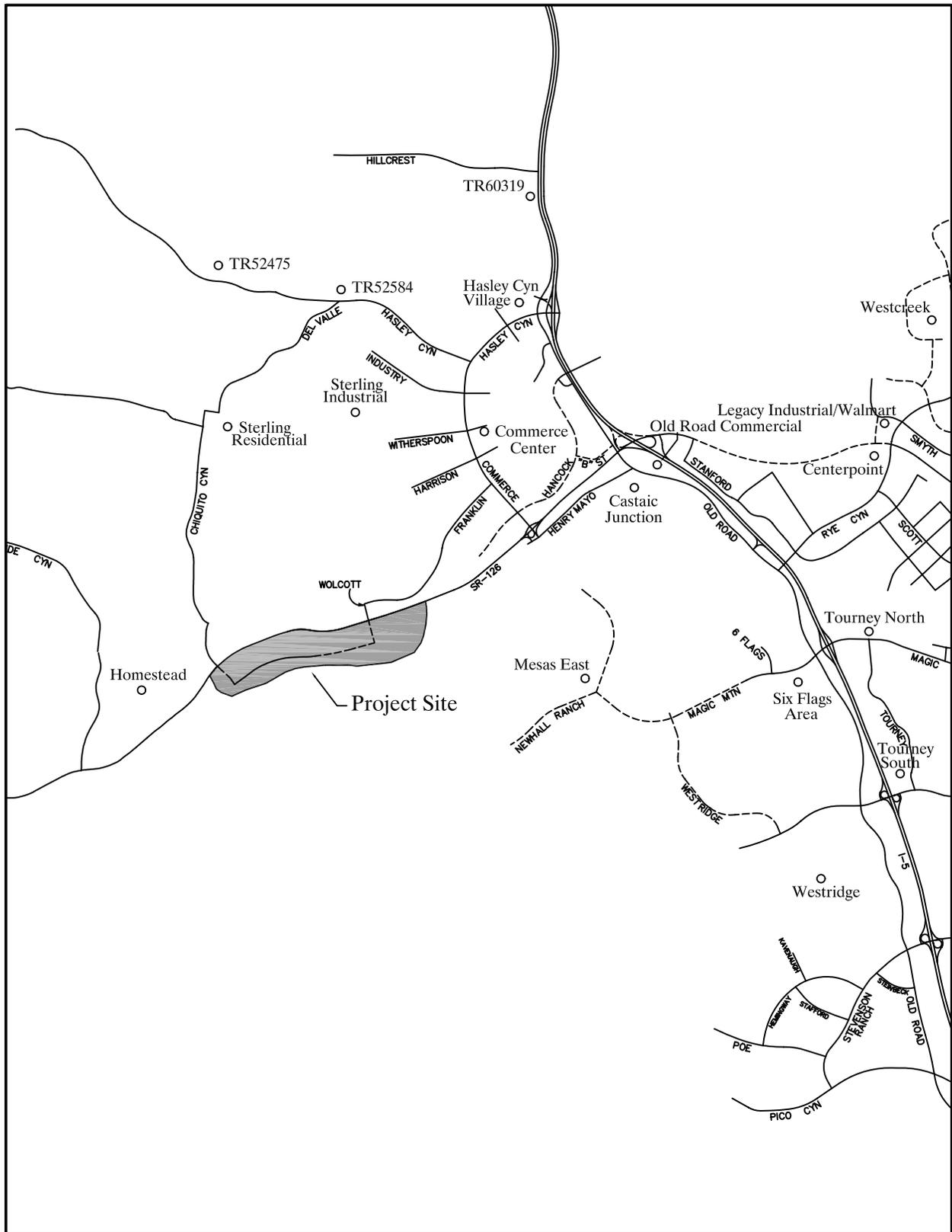
**Table 4.7-5  
Level of Service of Arterial Roads**

LOS	Description	Percent of FFS <sup>1</sup>
A	LOS A describes primarily free-flow operations at average travel speeds, usually about 90 percent of the FFS for the given street class. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at signalized intersections is normal.	90
B	LOS B describes reasonably unimpeded operations at average travel speeds, usually about 70 percent of the FFS for the street class. Vehicles are completely unimpeded in their ability to maneuver with the traffic stream. Control delay at signalized intersections is minimal.	70
C	LOS C describes stable operations; however, ability to maneuver and change lanes in midblock locations may be more restricted than at LOS B, and longer queues, adverse signal coordination, or both may contribute to lower average travel speeds of about 50 percent of the FFS for the street class.	50
D	LOS D borders on a range in which small increases in flow may cause substantial increases in delay and decreases in travel speed. LOS D may be due to adverse signal progression, inappropriate signal timing, high volumes, or a combination of these factors. Average travel speeds are about 40 percent of FFS.	40
E	LOS E is characterized by significant delays and average travel speeds of 33 percent or less of the FFS. Such operations are caused by a combination of adverse progression, high signal density, high volumes, extensive delays at critical intersections, and inappropriate signal timing.	33
F	LOS F is characterized by urban street flow at extremely low speeds, typically one-third to one-fourth of the FFS. Intersection congestion is likely at critical signalized locations, with high delays, high volumes, and extensive queuing.	25

Source: Highway Capacity Manual 2000, Transportation Research Board, National Research Council.

FFS = Free Flow Speeds

<sup>1</sup> The average travel speed along an urban street is the determinant of the operating level of service (LOS). The travel speed along a segment, section, or entire length of an urban street is dependent on the running speed between signalized intersections and the amount of control delay incurred at signalized intersections. The general statements describing each LOS characterize LOS along urban streets and show the relationship to FFS.



SOURCE: Austin-Foust Associates – September 2004

FIGURE 4.7-2

Related Project Location Map

**Table 4.7-6  
Level of Service Descriptions – Freeway Segments**

LOS	Description
A	LOS A describes free-flow operations. FFS prevail. Vehicles are almost completely unimpeded in their ability to maneuver with the traffic stream. The effects of incidents or point breakdowns are easily absorbed at this level.
B	LOS B represents reasonably free-flow, and FFS are maintained. The ability to maneuver with the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high. The effects of minor incidents and point breakdowns are still easily absorbed.
C	LOS C provides for flow with speeds at or near the FFS of the freeway. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver. Minor incidents may still be absorbed, but the local deterioration in service will be substantial. Queues may be expected to form behind any significant blockage.
D	LOS D is the level at which speeds begin to decline slightly with increasing flows and density begins to increase somewhat more quickly. Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort levels. Even minor incidents can be expected to create queuing, because the traffic stream has little space to absorb disruptions.
E	At its highest density value, LOS E describes operation at capacity. Operations at this level are volatile, because there are virtually no usable gaps in the traffic stream. Vehicles are closely spaced, leaving little room to maneuver with the traffic stream at speeds that still exceed 49 miles per hour. Any disruption of the traffic stream, such as vehicles entering from a ramp or a vehicle changing lanes, can establish a disruption wave that propagates throughout the upstream traffic flow. At capacity, the traffic stream has no ability to dissipate even the most minor disruption, and any incident can be expected to produce a serious breakdown with extensive queuing. Maneuverability with the traffic stream is extremely limited, and the level of physical and psychological comfort afforded the driver is poor.
F	LOS F describes breakdowns in vehicular flow. Such conditions generally exist within queues forming behind breakdown points, and are the result of a bottleneck downstream point. LOS F is also used to describe conditions at the point of the breakdown or bottleneck and the queue discharge flow that occurs at speeds lower than the lowest speed for LOS E, as well as the operations within the queue that forms upstream. Whenever LOS F conditions exist, they have the potential to extend upstream for significant distances.

*Source: Highway Capacity Manual 2000, Transportation Research Board, National Research Council  
FFS = Free-flow speeds; LOS = Level of Service*

#### **d. Trip Generation**

Trip generation for a project is based upon the amount and type of future land use proposed in an area and requires that future land use projections be broken down into specific units, such as square feet of floor area, number of dwelling units, etc. Vehicle trip generation estimates for the project were calculated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual* – 6<sup>th</sup> Edition, which is one of the most widely accepted trip generation rate sources. The results of the trip generation are calculated as

“triplends,” which are defined as the total trips entering and leaving a given location. Project trip generation rates are presented later in this EIR section.

### e. Trip Distribution

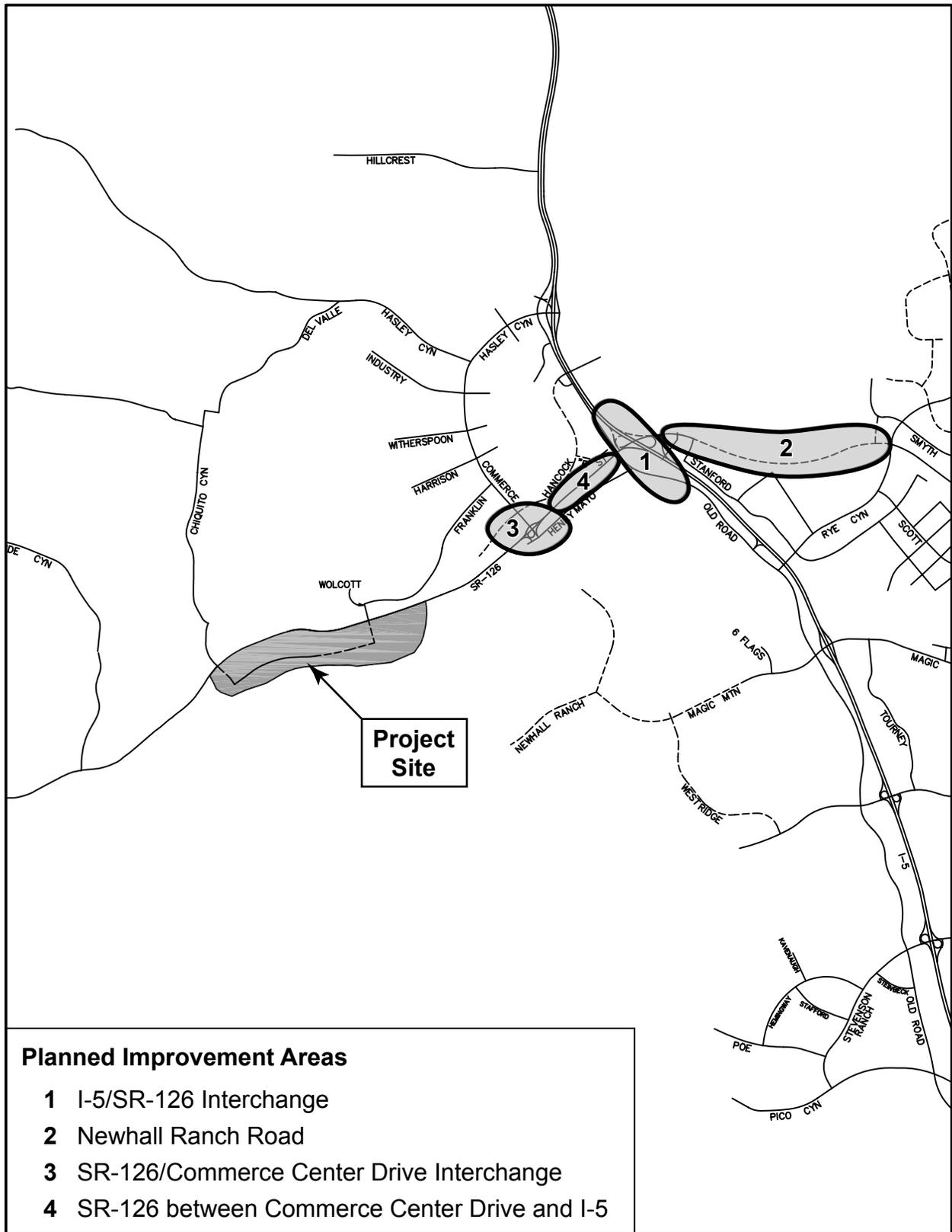
The geographic distribution of project-generated vehicle trips for Landmark Village was determined using the Santa Clarita Valley Consolidated Traffic Model (SCVCTM),<sup>3</sup> which takes into account the specific type of land uses proposed for the site and how those land uses would interact with the other land uses in the valley. The SCVCTM provides traffic volume forecasts for two future scenarios: Interim Year, which generally corresponds to a horizon of approximately 10 years in the future, and Long-Range Cumulative, which represents Santa Clarita Valley buildout conditions. As part of the development of this traffic impact analysis, an update to the traffic model was prepared which involved a review of current related project information from both the City of Santa Clarita and the County of Los Angeles. The SCVCTM land use database was then updated where necessary in order to include the most current information available at that time.

### f. Planned Roadway Improvements

The project site is located in an area that is currently experiencing growth, and will continue to experience growth. To accommodate this growth, a number of new roadway facilities are planned for construction within the next 5 to 10 years. **Table 4.7-7, Planned Roadway Improvement Projects**, lists the known roadway improvement projects within the project study area. Each of the roadway improvement projects is “committed,” i.e., each is fully planned with an appropriate funding mechanism in place. However, for purposes of this analysis, only the I-5/SR-126 Interchange and the Newhall Ranch Road roadway improvements (at interim buildout lane configuration) are assumed as part of background conditions for future forecasts of traffic conditions, both with and without project generated traffic. The planned roadway improvements are also shown on **Figure 4.7-2a, Planned Roadway Improvement Projects**. This

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<sup>3</sup> The SCVCTM is a traffic planning computer model and the principal tool for transportation planning in the Santa Clarita Valley. It was developed jointly by the City of Santa Clarita and the County of Los Angeles Public Works Department to provide traffic forecasts for transportation planning in the valley. Specifically, the model analyzes expected or possible projects based on actual development applications and general plan provisions, and predicts traffic impacts based on various assumptions for different time periods as the valley builds out. The model is regularly updated to include any City or County general plan amendments in the valley that may alter buildout numbers. Therefore, for any given future land use scenario for the Santa Clarita Valley area, the model can forecast future traffic volumes on the future roadways in the area under evaluation. The SCVCTM is developed from regional models prepared by the Southern California Association of Governments and also forecasts traffic in a regional context. This means that not only are trips to and from the Santa Clarita Valley included in the forecasts, but trips that pass through the valley are also included. As part of the development of this traffic impact analysis, an update to the traffic model was prepared which involved a review of current related project information from both the City and County. The SCVCTM land use database was then updated where necessary in order to include the most current information (see **Subsection 4.1.3** for related project information).



SOURCE: Austin-Foust Associates – September 2004; Impact Sciences, Inc. - 2009

FIGURE 4.7-2a

## Planned Roadway Improvement Projects

approach is due to the fact that the estimated year of completion for these improvements would precede project occupancy. The SR-126 improvements, on the other hand, have not been assumed to be completed before project occupancy, but, since the estimated year of completion is 2012, they are used as part of the evaluation of cumulative conditions for Phase 2 and Phase 3 of the Landmark Village project.

**Table 4.7-7  
Planned Roadway Improvement Projects**

Location	Improvement	Estimated Year of Completion
1. I-5/SR-126 Interchange	Interchange improvements that include adding access to eastbound SR-126 from southbound I-5, access to southbound I-5 from westbound SR-126, direct access to northbound I-5 from westbound State Route 12 (SR-12) and widening bridge to accommodate 8 lanes.	Completed
2. Newhall Ranch Road	Construct segment between Vanderbilt Way and Copper Hill Drive/Rye Canyon Road	Completed
3. SR-126/Commerce Center Drive Interchange	Grade separated interchange between SR-126 and Commerce Center Drive	2012
4. SR-126 between Commerce Center Drive and I-5	Widen to 8 lanes	2012

Source: Austin-Foust Associates (September 2004), as revised by personal communication (August 2008).

**Figure 4.7-3, Interim Year Transportation System**, illustrates the SCVCTM Interim Year roadway network, which generally corresponds to a horizon of 10 years in the future. Notable changes from existing conditions include the reconfigured I-5/SR-126 interchange, the removal of the direct ramps to the SR-126 from both The Old Road and Henry Mayo Drive, the grade separated interchange for Commerce Center Drive at SR-126, and the extension of Newhall Ranch Road east to Copper Hill Drive.

## 5. EXISTING CONDITIONS

### a. Existing Roadway System

The existing roadway network in the project study area at the time of the 2004 traffic study is illustrated in **Figure 4.7-4, Existing Roadway Network**, in the form of mid-block lanes as well as intersection lane configurations and control types for the intersections being studied.<sup>4</sup> SR-126 parallels the northern border of the project site and features at-grade intersections with Chiquito Canyon Road and Wolcott Way.

<sup>4</sup> Subsequent to the 2004 traffic study, Newhall Ranch Road (i.e., SR-126 east of I-5) was completed. This improvement does not materially alter the results of the impacts analysis.

The I-5 Freeway provides regional access for future residents of the site and is located approximately 2 miles east of the project site.

## b. Existing Traffic Volumes and Levels of Service

Illustrations of peak hour turning movement volumes for each study area intersection can be found in **Figure 4.7-5, AM Peak Hour Turning Movement Volumes – Existing Conditions**, and **Figure 4.7-6, PM Peak Hour Turning Movement Volumes – Existing Conditions**, for the AM and PM peak hours, respectively. The peak hour counts were collected during June 2003, and as noted in Section 4, subsection b above, these counts are functionally equivalent to counts taken in 2007. ADT volumes for select roadway segments are illustrated in **Figure 4.7-7, Average Daily Traffic Volumes – Existing Conditions**.

Twenty-four hour roadway counts were also collected on Chiquito Canyon Road and Wolcott Way, just north of their intersections with SR-126. Since SR-126 is a state highway, Caltrans was contacted to obtain current traffic volume data for this facility. Traffic volumes on I-5 were obtained from the Caltrans database, which is published annually. **Table 4.7-8, Roadway Volume Summary – Existing Conditions**, summarizes the traffic count data for these roadways.

**Table 4.7-8  
Roadway Volume Summary – Existing Conditions**

Roadway Segment	Direction	Lanes	AM Peak Hour	PM Peak Hour	ADT
SR-126 at Ventura/LA County Line	EB	2	920	1,030	13,060
	WB	2	810	960	11,870
Chiquito Canyon Road	NB	1	30	100	880
	SB	1	110	70	1,060
Wolcott Way	NB	1	20	10	130
	SB	1	10	20	150
I-5 north of SR-126	NB	4	2,100	2,500	49,000*
	SB	4	1,900	2,100	45,000*
I-5 south of SR-126	NB	4	2,800	3,100	60,000*
	SB	4	2,400	2,500	53,000*

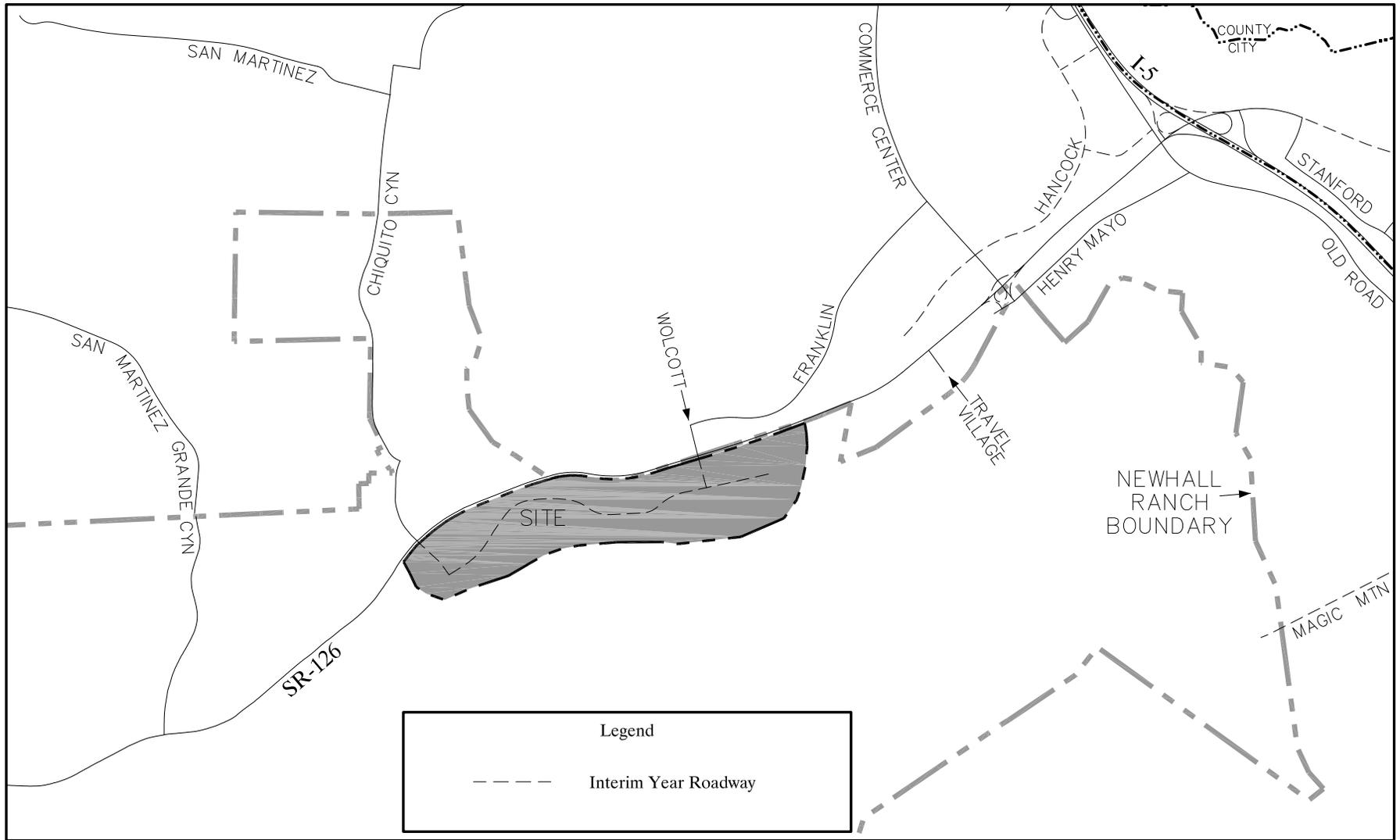
Source: Austin-Foust Associates (September 2004) (see Recirculated Draft EIR **Appendix 4.7**), as revised by personal communication (August 2008).

EB = eastbound; WB = westbound; NB = northbound; SB = southbound

\*AADT by direction

Level of service ranges:

.00 – .60	A
.61 – .70	B
.71 – .80	C
.81 – .90	D
.91 – 1.00	E
Above 1.00	F



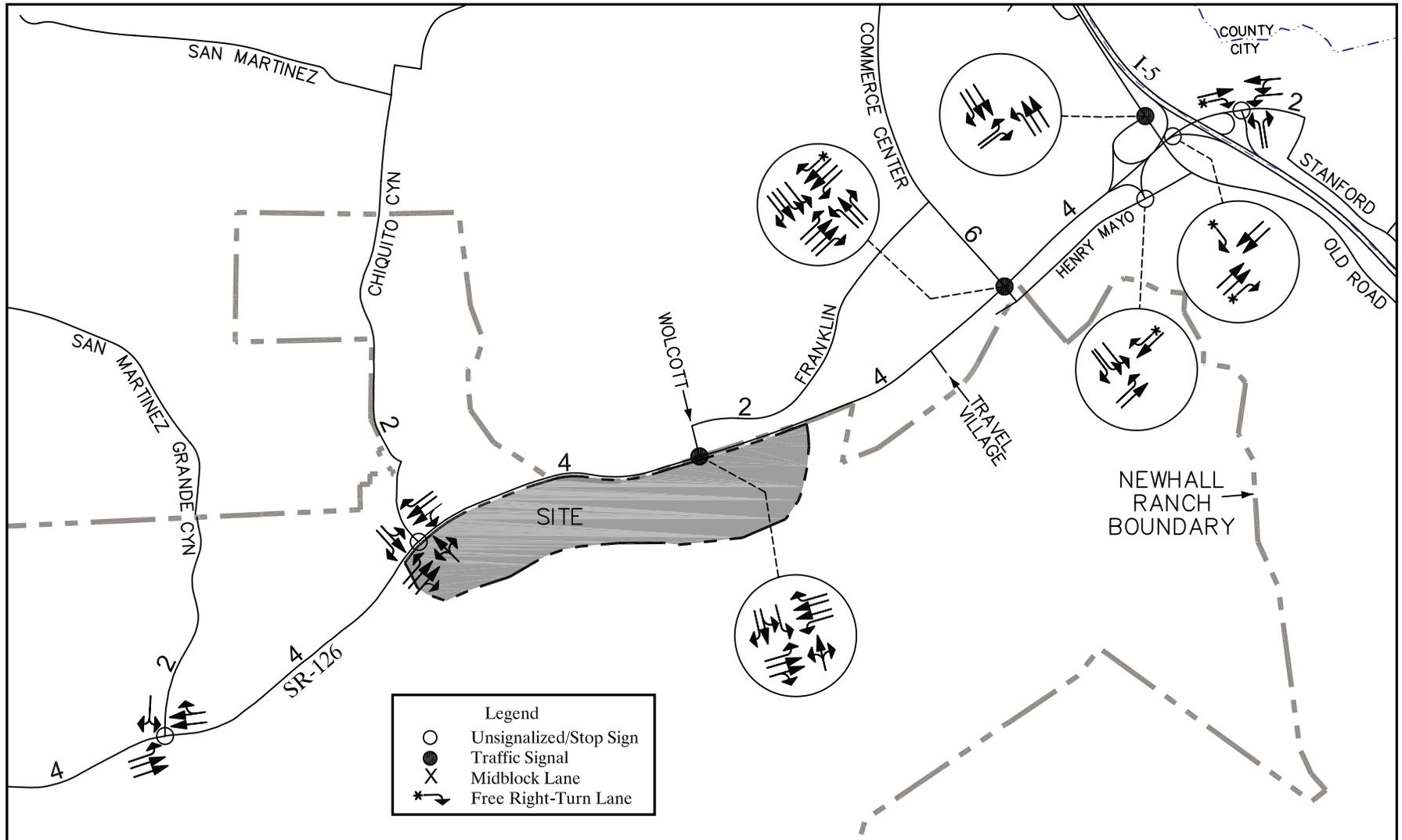
Legend	
---	Interim Year Roadway

 NOT TO SCALE

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

FIGURE 4.7-3

# Interim Year Transportation System



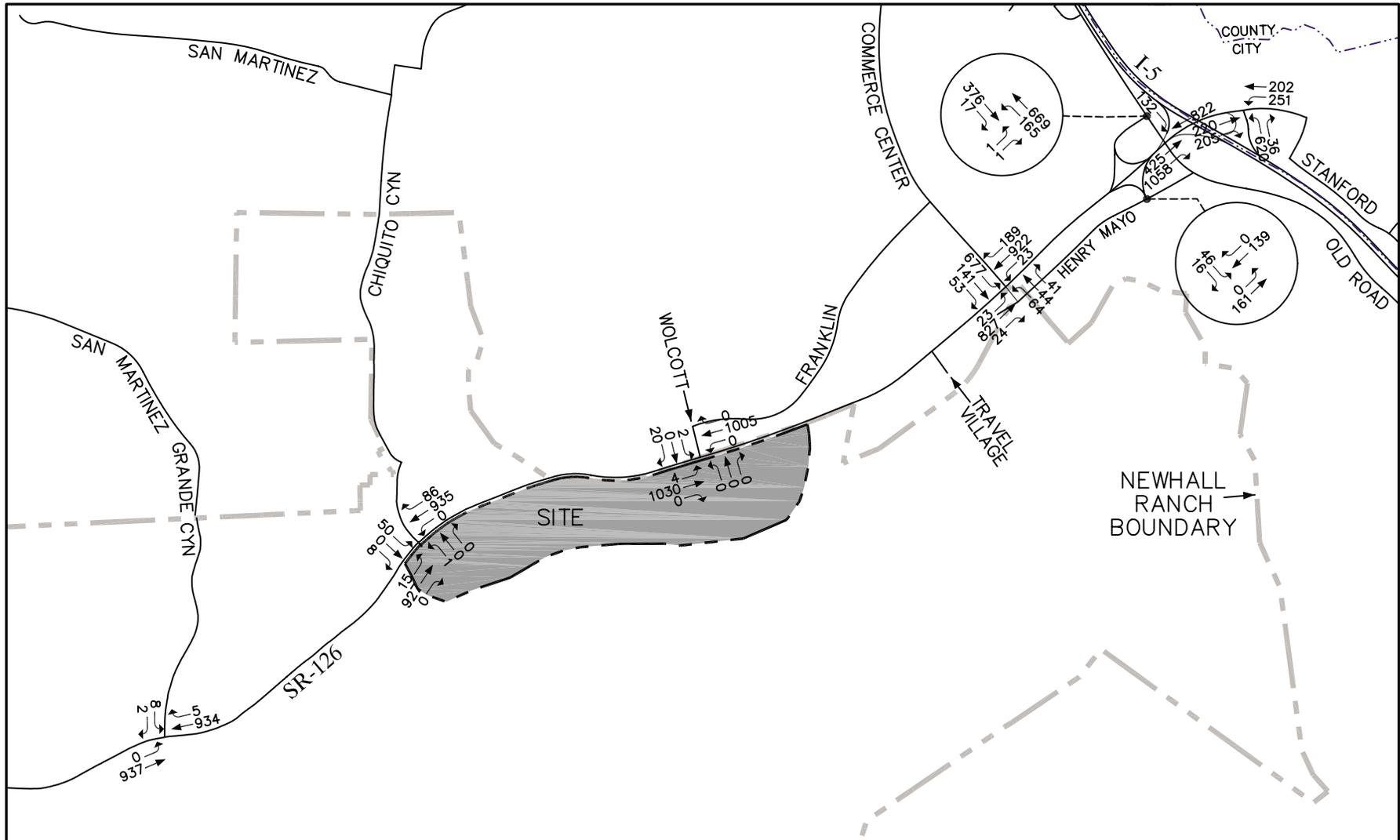
NOT TO SCALE

SOURCE: Austin-Foust Associates, Inc. – September 2004

FIGURE 4.7-4

Existing Roadway Network



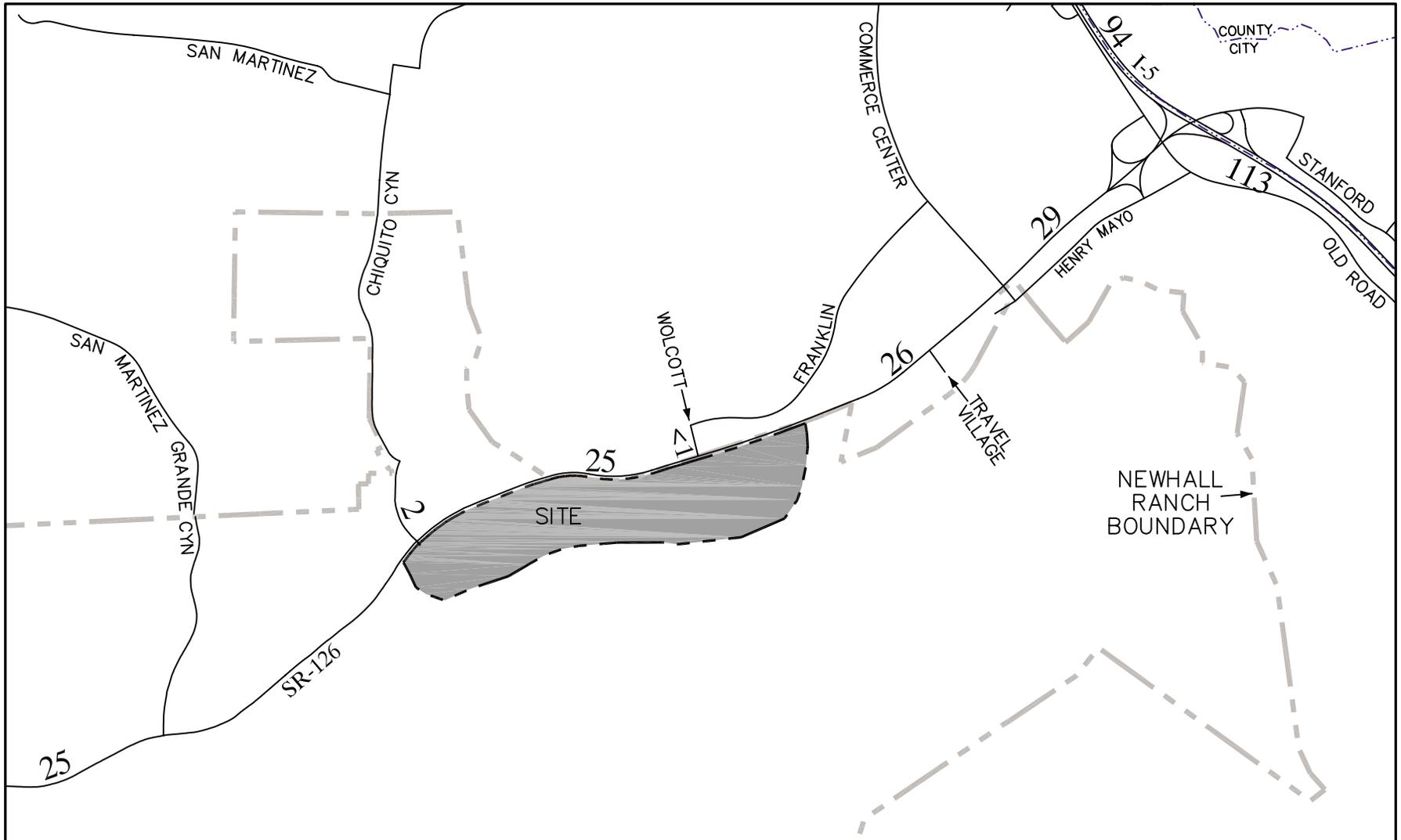


 NOT TO SCALE

SOURCE: Austin-Foust Associates, Inc. – September 2004

FIGURE 4.7-6

PM Peak Hour Turning Movement Volumes — Existing Conditions



NOT TO SCALE

SOURCE: Austin-Foust Associates, Inc. – September 2004

FIGURE 4.7-7

Average Daily Traffic Volumes — Existing Conditions

For adjacent intersections in which the raw count data do not balance from one location to the next, manual adjustments are applied.<sup>5</sup> Typically the higher of the two volumes is used as the basis for balancing in order to provide a worst-case estimate of existing conditions. Intersection capacity utilization (ICU) and LOS analyses for intersections near the project site are provided in **Table 4.7-9, ICU and LOS Summary – Existing Conditions**, (detailed ICU worksheets are provided in Appendix A of the Austin-Foust report in Recirculated Draft EIR **Appendix 4.7**). The table shows how each intersection in the project study area currently meets the county’s performance standard. As noted in the table, some intersections in the project study area are not currently controlled by a traffic signal. For those locations, the ICU provides an indication of the LOS based on traffic signal control and provides a benchmark for comparison of future conditions with the proposed project.

**Table 4.7-9**  
**ICU and LOS Summary – Existing Conditions**

Intersection	AM Peak Hour		PM Peak Hour		Count Date <sup>1</sup>
	ICU	LOS	ICU	LOS	
7. I-5 SB Ramps/SR-126*	.39	A	.36	A	June 2003
8. I-5 NB Ramps/SR-126**	.71	C	.77	C	June 2003
80. Wolcott/SR-126	.34	A	.42	A	June 2003
89. Old Road/SR-126 WB Ramps	.34	A	.32	A	June 2003
94. Commerce Center/SR-126	.52	A	.68	B	June 2003
96. San Martinez Canyon/SR-126**	.31	A	.40	A	June 2003
110. Chiquito Canyon/SR-126**	.36	A	.43	A	June 2003
117. SR-126 EB Ramp/Henry Mayo**	.19	A	.22	A	June 2003

Source: Austin-Foust Associates (September 2004).

\*Uncontrolled (no conflicting movements)

\*\* Stop Sign Control

<sup>1</sup>As noted in Section 4, subsection b, above, the June 2003 counts are functionally equivalent to counts taken in 2007 and corresponding conditions.

Level of service ranges:

.00 – .60	A
.61 – .70	B
.71 – .80	C
.81 – .90	D
.91 – 1.00	E
Above 1.00	F

<sup>5</sup> There are a number of reasons why raw count data does not balance, including counts taken on different days or intersections that experience different peak hours due to varying side-street volumes.

Since each of the affected intersections is located on a state highway, the *Highway Capacity Manual* signalized intersection methodology has been used to evaluate capacity and LOS.<sup>6</sup> The procedure determines LOS from the average control delay per vehicle during the peak hours and in this way is different from the County's ICU methodology that determines LOS from percent of used capacity.

### c. Existing Transit Service

The project study area is served by two major transit carriers: the Santa Clarita Transit (SCT) system operated by the City of Santa Clarita and Metrolink operated by the Southern California Regional Rail Authority (SCRRA). The SCT largely serves the Santa Clarita Valley, while Metrolink currently serves Ventura, Los Angeles, San Bernardino, Riverside, Orange, and San Diego Counties.

Santa Clarita Transit currently operates one fixed-route transit line (Route 2), which provides service near to the project site. The route passes the project site via SR-126 and provides service to the Newhall Metrolink station, the Valencia Industrial and Commerce Centers, and the Valencia Town Center area. Buses run every 30 minutes. Route 2 connects with other bus routes at McBean Transfer Station, and connects with commuter trains at the Jan Heidt Metrolink Station in Newhall. Major destinations along Route 2 are Soledad Entertainment Center, Newhall, Newhall Metrolink Station, Valencia Town Center, Valencia Industrial Center, Valencia Commerce Center, and Val Verde.

It can be anticipated that, over time, the local bus service will expand as additional development occurs within the valley. Typically, bus route plans are evaluated on an annual basis, and routes are added and/or modified as appropriate and as funding permits; therefore, as Landmark Village develops, service to the project area would be added accordingly at the discretion of SCT. Meanwhile, the current transit arrangement is anticipated to continue to serve local residents of the area, connecting residential areas with employment and commercial centers.

SCT commuter buses provide regional service to downtown Los Angeles, the San Fernando Valley and the Antelope Valley. Specifically, commuter bus service is provided to the following locations: Olive View Medical Center in Sylmar (Route 790), Chatsworth Metrolink/Amtrak Station – Warner Center (Route 791), UCLA/Westwood – Century City (Routes 792 and 797), Van Nuys – Sherman Oaks (Routes 793 and 798), Los Angeles Union Station/Gateway Transit Center (Route 794), Vincent Grade/Acton Metrolink Station and Lancaster Metrolink Station (Route 795), Warner Center (Route 796), and downtown Los Angeles—7<sup>th</sup> and Spring Streets (Route 799).

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<sup>6</sup> This is the evaluation methodology prescribed by the California Department of Transportation (Caltrans) in their guide for the preparation of traffic impact studies.

The Landmark Village site is west of the Santa Clarita Metrolink Rail Station on Soledad Canyon Road and the Jan Heidt Metrolink Station in Newhall. Metrolink provides commuter rail service between the Antelope Valley and Downtown Los Angeles, thereby supplying additional regional transit to the site. Metrolink also links Ventura, Los Angeles, San Bernardino, Riverside, Orange, and San Diego Counties with convenient transfer service between the bus and rail systems. The Los Angeles County Metropolitan Transit Authority oversees transit planning in the Los Angeles County area, and has a long-range plan for future rail transit. An eventual Metrolink extension along the SR-126 corridor to Ventura County is part of the long-range transit plans prepared by Ventura County, City of Santa Clarita, and Southern California Association of Governments.

#### d. Existing Conditions – Ventura County Community of Piru

Existing peak hour turning movement volumes were collected in January 2004 at the intersections of Main Street/Torrey Road at Telegraph Road (SR-126), and Center Street at Telegraph Road/SR-126. The Main Street/Torrey Road intersection is signalized while the Center Street intersection is under stop sign control. In June 2003, Caltrans collected a 24-hour volume on Telegraph Road in this vicinity of approximately 25,000 vehicles per day.

Peak hour turning movement volumes were used to calculate intersection LOS using the ICU methodology for the signalized intersection and HCM methodology for both the signalized and the unsignalized intersections. The results are summarized in **Table 4.7-10, ICU and LOS Summary – Existing Conditions Piru**.

**Table 4.7-10**  
**ICU and LOS Summary – Existing Conditions Piru**

Intersection	AM Peak Hour	PM Peak Hour
Main St./Torrey & Telegraph Rds.		
ICU/LOS	.38 (A)	.43 (A)
Average Delay(s) LOS	16.9 (B)	16.3 (B)
Center Street & Telegraph Rd.		
SB Approach Delay(s)/LOS	22.2 (C)	26.4 (D)

*Source: Austin-Foust Associates (April 2006).*

As shown in **Table 4.7-10**, the intersection of Main Street/Torrey Road and Telegraph Road (signalized) currently operates at LOS A under the ICU methodology, and LOS B under the HCM delay analysis methodology. Using the HCM delay analysis methodology solely for the unsignalized intersection of

Center Street and Telegraph Road results in a LOS C in the AM peak hour and LOS D in the PM peak hour (note that the delay is calculated only for the southbound approach since traffic on Telegraph Road is uncontrolled).

## 6. PROPOSED PROJECT IMPROVEMENTS

### a. Site Access and Proposed Improvements

The Landmark Village project-level circulation system is intended to be consistent with, and implement, the mobility objectives of the Specific Plan's approved Master Circulation Plan. The Newhall Ranch Specific Plan designates Long Canyon Road as a six lane Major Arterial Highway for the segment that passes through the project site. Chiquito Canyon Road is designated as a Limited Secondary Arterial Highway from SR-126 through the Specific Plan area. The Specific Plan designates A Street through the Landmark Village project site as a four-lane Secondary Highway.

All roadways within Landmark Village would be constructed in substantial conformance with the requirements of the Specific Plan and, in many cases, would require only minor project-specific modification to the street sections set forth in the Los Angeles County Subdivision Code. The one change from the Specific Plan's Master Circulation Plan would be the project applicant's request to revise the A Street classification from a four-lane Secondary Highway to a two-lane Collector Street. The Secondary Highway designation is also included in the County's Master Plan of Highways and the Santa Clarita Valley Areawide Plan's Circulation Plan.

The project circulation plan is characterized by a system of local streets with access to and from a curvilinear road (A Street) that traverses the site in an east/west direction. Two north/south roadways, Wolcott Road and Long Canyon Road, would connect A Street to the off-site highway system (SR-126). The primary function of A Street is to provide connectivity between the Landmark Village neighborhoods and access from local streets to the arterial highway system. The proposed project would construct temporary intersections with SR-126, which would be consistent with the project's planned potential future grade separated crossings for Wolcott Road/SR-126 and Long Canyon Road/SR-126.

The project will also construct a fire station, located west of Long Canyon Road. The applicant and the Fire Department have agreed to locating a fire station within the Landmark Village Project, as shown on **Figure 4.14-2, Proposed Fire Station Locations**. Relative to the analysis of traffic impacts, shift change occurs once a day. Station personnel will average 1 to 2 ancillary trips daily. The number of responses from the fire station is projected to be 4 to 5 a day. The traffic impacts of locating a fire station on the site plan have been analyzed in a technical memorandum found in Recirculated Draft EIR **Appendix 4.7**.

The project applicant is also proposing to construct the Long Canyon Road Bridge component of the Specific Plan, in conjunction with the Landmark Village project. The Long Canyon Road Bridge is one of the three bridge crossings over the Santa Clara River, and it would serve central portions of the Newhall Ranch Specific Plan. The new bridge would span the width of the Santa Clara River, equating to a roadway segment of approximately 1,100 feet in length and 100 feet in width. A six-lane highway would be constructed that extends from the proposed realignment of the existing Chiquito Canyon Road/SR-126 intersection in a southerly direction over the Santa Clara River to the proposed bridge terminus.

### **b. Expected Transit Usage**

The mixed-use/commercial areas planned along Wolcott Road permit park-and-ride lots, and the project includes the construction of a park-and-ride lot. In addition, the mixed-use/ commercial area in the vicinity of Wolcott Road reserves a future transit station within the project site. Project residents and employees on the project site are expected to use these to access existing transit facilities in the project area and throughout the valley, as well as any additional transit service that may be expanded to the project area. As will be discussed below, buildout of the proposed project is forecast to generate 41,884 ADT. Of these trips, 2,052 total daily transit trips and approximately 200 peak hour transit trips are expected to be generated at Landmark Village buildout (see **Subsection 7.g., Congestion Management Plan**, below, for how these daily and peak hour transit trips were calculated). As discussed below in Section 7, Project Impacts, it is expected that this trip demand would be met by existing bus service along SR-126 with connections to other locations within the region, Metrolink, and other transit services that may be extended to the project site in the future.

## **7. PROJECT IMPACTS**

### **a. Significance Threshold Criteria**

Significance threshold criteria for traffic/access are specified in Appendix G of the *California Environmental Quality Act (CEQA) Guidelines*. A project would have a significant impact on traffic/access if it would:

- Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections);
- Exceed, either individually or cumulatively, a LOS standard established by the county congestion management agency for designated roads or highways;
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks (addressed in the Project Initial Study);

- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) (addressed in the Project Initial Study);
- Result in inadequate emergency access (addressed in the Project Initial Study);
- Result in inadequate parking capacity;<sup>7</sup> or
- Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).<sup>8</sup>

In addition, Los Angeles County has established performance criteria that are utilized as significance thresholds for purposes of this impact analysis. In most traffic studies, performance criteria for arterial roads and intersections are based on two primary measures. The first is “capacity,” which establishes the vehicle carrying ability of a roadway and the second is “volume.” The volume measure is either a traffic count (in the case of existing volumes) or a forecast for a future point in time. The ratio between the volume and the capacity gives a volume-to-capacity (V/C) ratio and a corresponding LOS.

**Table 4.7-11, Volume/Capacity Ratio Level of Service Ranges**, summarizes the V/C ranges that correspond to LOS A through F for arterial roads and intersections. The V/C ranges are those used by the County of Los Angeles.

Los Angeles County utilizes both the V/C ratio and the LOS when determining impact significance. The county deems certain LOS values unacceptable and increases in the V/C ratio that cause or contribute to the LOS being unacceptable are defined as significant impacts.

Cumulative impacts on the I-5 freeway have been evaluated based on peak hour directional volumes, as required by the Los Angeles County Congestion Management Program (CMP), and calculated LOS based on volume-density (passenger cars per hour per lane) using the Highway Capacity Manual procedures for mainline freeway segment analysis, as recommended by Caltrans.

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<sup>7</sup> The proposed project would provide parking consistent with the parking regulations set forth in Specific Plan, Section 3.7. Therefore, the project would provide adequate parking for the uses proposed under the Landmark Village tract map and no further analysis of parking capacity is necessary.

<sup>8</sup> With respect to alternative transportation policies, plans and programs, this EIR, **Section 2.0, Environmental and Regulatory Setting**, analyzes the proposed project’s consistency with regional plans and policies, including SCAG’s Regional Mobility Element/Regional Transportation Plan, and the Congestion Management Program for Los Angeles County. The project is considered consistent with these adopted plans and programs. Therefore, no further analysis is necessary.

**Table 4.7-11**  
**Volume/Capacity Ratio Level of Service Ranges**

V/C Ratio Range	LOS
<i>Arterial Roads/Intersections</i>	
<b>0.00 – 0.60</b>	<b>A</b>
<b>0.61 – 0.70</b>	<b>B</b>
<b>0.71 – 0.80</b>	<b>C</b>
<b>0.81 – 0.90</b>	<b>D</b>
<b>0.91 – 1.00</b>	<b>E</b>
<b>Above 1.00</b>	<b>F</b>

*Source: Austin-Foust Associates (September 2004).*

The following outlines the impact criteria for the facilities within the project study area.

**(1) Arterial Roads**

The ICU calculation methodology and associated impact criteria proposed for the project study area arterial system are summarized in **Table 4.7-12, Arterial Intersection Performance Criteria**. The county strives to maintain LOS C (ICU not to exceed 0.80) at existing intersections and utilizes LOS D (ICU not to exceed 0.90) as the accepted standard and target LOS for future intersections.

**(2) State Highways**

Since the project is located along a state highway, the methodology for determining intersection LOS that is preferred by Caltrans is also used as part of this study. This procedure determines intersection LOS from the average control delay per vehicle during the peak hours and in this way is different from the County's ICU methodology, which determines intersection LOS from percent of used capacity.

**(3) Congestion Management Plan and Freeway Mainline Facilities**

The CMP defines a significant impact as occurring when the proposed project increases traffic demand on a CMP facility by 2 percent or more of capacity ( $V/C \geq 0.02$ ), causing or worsening LOS F ( $V/C > 1.00$ ).

**Table 4.7-12  
Arterial Intersection Performance Criteria**

<b>ICU Calculation Methodology</b>			
LOS to be based on peak hour ICU values calculated using the following assumptions:			
Saturation Flow Rates:			
County Methodology: 1,600 vehicles/hour/lane for through lanes, right-turn lanes & single left-turn lanes			
2,880 vehicles/hour for dual left-turn lanes			
Clearance Interval: .10			
<b>Performance Standard</b>			
County: LOS D (peak hour ICU less than or equal to 0.90) for new (future) intersections and intersections in the Commerce Center area			
LOS C or existing LOS, whichever is greater, for existing intersections			
<b>Impact Thresholds</b>			
An intersection is considered to be significantly impacted if:			
1. The intersection is forecast to operate deficiently (i.e., worse than the performance standard).			
2. Compared to the ICU in the no-project alternative, the ICU in the with-project alternative increases the ICU by the following:			
<b>PRE-PROJECT ICU</b>	<b>PROJECT INCREMENT</b>	<b>WITH PROJECT ICU</b>	
.00 – .70 (LOS A/B)	greater than or equal to .04	.75 or greater	
.71 – .80 (LOS C)	greater than or equal to .04	N/A	
.81 – .90 (LOS D)	greater than or equal to .02	N/A	
>.90 (LOS E/F)	greater than or equal to .01	N/A	

*Source: Austin-Foust Associates (September 2004).*

*Abbreviations: ICU – Intersection Capacity Utilization; V/C – Volume/Capacity Ratio; LOS – Level of Service*

## **b. Project Construction**

Construction of the proposed project and recommended improvements could result in temporary disruptions of normal traffic patterns on roadways or intersections in the immediate vicinity of the active construction zone. The disruption of normal traffic flow would be limited in both duration and extent, with most occurring during earlier phases of construction when earthwork and utility construction is taking place. Potential traffic disruption and conflicts between construction activities and through traffic will be controlled in accordance with the Caltrans Traffic Manual. These controls are expected to adequately reduce any potentially significant impacts resulting from disruptions of traffic and access during the construction period to a level below significant. Specific measures described in the Traffic Manual that are typically used at a construction site are summarized below:

- All traffic control measures, construction signs, delineators, etc., and their use during the construction phase of this project shall conform to the provisions set forth in the State of California, Department of Transportation, Manual of Traffic Controls, January 1992.
- In areas where traffic control necessitates, the contractor shall provide, post, and maintain “No Parking” and “No Stopping” signs, as directed by the Director of Public Works.
- The location of all signs shall be determined in the field by the County Engineer in conjunction with the contractor.
- No travel lane shall be less than 10 feet wide.
- Delineators shall be spaced at 50 feet maximum, or as noted on the final Traffic Control Plan.
- All traffic signal facilities shall be protected during construction or relocation.
- “Construction Ahead” and appurtenant signs are to be placed 1,000 feet in advance of all approaches to the project area, for the duration of construction.
- Private driveway closures shall be limited to the times of the day that construction is in progress.
- Cross street closures shall be limited to the times of the day that construction is in process.

### c. Project Trip Generation

Trip generation estimates for the proposed project are shown in **Table 4.7-13, Project Land Use and Trip Generation Summary**. Phase 1 is estimated to generate approximately 4,950 ADT with approximately 375 tripends occurring in the AM peak hour and approximately 505 tripends occurring in the PM peak hour. Phase 2 (including the 500 units of Phase 1) is estimated to generate approximately 20,700 total ADT with approximately 1,400 tripends occurring in the AM peak hour and approximately 1,900 tripends occurring in the PM peak hour.

The third phase of the project (project buildout) is estimated to generate an additional 21,200 ADT for a total of 41,900 ADT. The total project will generate approximately 2,900 tripends in the AM peak hour and 4,100 tripends in the PM peak hour.<sup>9</sup>

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<sup>9</sup> In assessing the traffic impacts of the proposed project, the EIR traffic engineer utilized different land use quantities than those presently proposed by the project as the project specifics have evolved since the analysis was conducted. The difference relates primarily to the mix of residential units, with the proposed project including fewer single family detached units (308 v. 591) and more multi-family units (1,136 v. 853) than analyzed in the traffic study, as well as a lesser amount of commercial square footage (1,033,000 v. 1,040,000). As a result, the proposed project unit mix would generate slightly *less* traffic than the mix utilized for the traffic study (41,258 ADT v. 41,884 ADT) and, as such, the potential impacts of the proposed project as reported in this EIR may be slightly overstated. (See Recirculated EIR **Appendix 4.7**, Memorandum, Austin-Foust Associates, Inc., Landmark Village - Final Trip Generation (November 11, 2009).)

#### **d. Project Trip Distribution**

The geographic distribution of project-generated trips was derived by utilizing the SCVCTM, a computerized travel demand model. The SCVCTM first calculates production and attraction tripends for the proposed land uses and, by using the built in distribution functions of the model, an estimation of travel patterns for the project site is developed. The SCVCTM derives trip distribution patterns and related trip lengths based on mathematical functions that consider the amount of trips generated on a zone-by-zone basis, the type of trips generated, and the geographic relationship between these trips and the remainder of trips generated in the modeled area. Data input into the model includes details relevant to the specific land uses that would be developed in each travel analysis zone with implementation of the proposed project. The trip distribution process then utilizes a statistical probability formula to calculate the interchange of trips between travel analysis zones. The quantity of trips internal to the project site, and the length of the project trips, is determined through this process. A special select zone trip assignment calculates the volume of project traffic on roadway segments throughout the study area. Since the volume of traffic generated by Phase 1 is significantly less than the subsequent phases, the distribution for Phase 1 was derived manually using the select zone model runs as a reference. Phase 1 is also unique in that it is the only phase that is made up entirely of residential uses and, therefore, will have a negligible amount of on-site trip capture.

**Table 4.7-13  
Project Land Use and Trip Generation Summary**

Land Use	Units		AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
<b>TRIP GENERATION</b>									
<b>Residential – Phase 1</b>									
Single Family Detached	500	DU	95	280	375	325	180	505	4,950
<b>Residential – Phase 2</b>									
Single Family Detached	91	DU	17	51	68	59	33	92	900
Condominiums	398	DU	24	191	215	187	103	291	3,184
Apartment	455	DU	36	196	232	187	96	282	3,140
<b>Residential Phase 1 + 2 Total</b>	<b>1,444</b>	<b>DU</b>	<b>173</b>	<b>718</b>	<b>890</b>	<b>758</b>	<b>412</b>	<b>1,170</b>	<b>12,174</b>
<b>Non-Commercial</b>									
Elementary School	750	STU	195	150	345	60	68	128	1,088
Developed Park	20.9	AC	0	0	0	1	1	1	54
<b>Non-Commercial Phase 1 + 2 Total</b>			<b>195</b>	<b>150</b>	<b>345</b>	<b>61</b>	<b>68</b>	<b>129</b>	<b>1,142</b>
<b>Commercial – Phase 2</b>									
Commercial Center (<10 ac)	49.0	TSF	53	34	87	163	176	339	4,168
Commercial Shops	9.5	TSF	7	5	11	17	17	34	352
Commercial Office	9.5	TSF	15	2	17	2	12	14	110
Commercial Center (<10 ac)	32.0	TSF	35	22	57	106	115	221	2,722
<b>Commercial – Phase 2 Total</b>	<b>100.0</b>	<b>TSF</b>	<b>110</b>	<b>62</b>	<b>172</b>	<b>288</b>	<b>321</b>	<b>609</b>	<b>7,352</b>
<b>PHASE 1 + 2 TOTAL TRIPENDS</b>			<b>478</b>	<b>930</b>	<b>1,407</b>	<b>1,107</b>	<b>801</b>	<b>1,908</b>	<b>20,668</b>

Land Use	Units	AM Peak Hour			PM Peak Hour			ADT
		In	Out	Total	In	Out	Total	
<b>Commercial – Buildout (Phase 2 + Phase 3)</b>								
Commercial Center (<10 ac)	49.0 TSF	53	34	87	163	176	339	4,168
Commercial Center (<10 ac)	27.1 TSF	30	19	49	90	98	188	2,305
Commercial Shops	9.5 TSF	7	5	11	17	17	34	352
Commercial Office	9.5 TSF	15	2	17	2	12	14	110
Commercial Center (10-30 ac)	252.0 TSF	184	118	302	600	650	1,250	13,623
Commercial Office	692.9 TSF	1,074	131	1,205	146	894	1,040	8,010
<b>Commercial – Buildout Total</b>	<b>1,040 TSF</b>	<b>1,363</b>	<b>309</b>	<b>979</b>	<b>1,018</b>	<b>1,847</b>	<b>2,865</b>	<b>28,568</b>
<b>BUILDOUT TOTAL TRIPENDS</b>		<b>1,731</b>	<b>1,177</b>	<b>2,908</b>	<b>1,837</b>	<b>2,327</b>	<b>4,164</b>	<b>41,884</b>
<b>TRIP RATES</b>								
Single Family (6-10 DU/Ac) – SCVCTM #3	DU	.19	.56	.75	.65	.36	1.01	9.90
Condominium/Townhouse – SCVCTM #4	DU	.06	.48	.54	.47	.26	.73	8.00
Apartment – SCVCTM #5	DU	.08	.43	.51	.41	.21	.62	6.90
Commercial Ctr (10-30 ac) – SCVCTM #11	TSF	.73	.47	1.20	2.38	2.58	4.96	54.06
Commercial Ctr (<10 ac) – SCVCTM #12	TSF	1.09	.69	1.78	3.32	3.60	6.92	85.06
Commercial Shops – SCVCTM #13	TSF	.72	.48	1.20	1.80	1.80	3.60	37.06
Commercial Office – SCVCTM #40	TSF	1.55	.19	1.74	.21	1.29	1.50	11.56
Elementary/Middle School – SCVCTM #20	STU	.26	.20	.46	.08	.09	.17	1.45
Developed Park – SCVCTM #51	AC	.00	.00	.00	.03	.04	.07	2.60

Source: Austin-Foust Associates (June 2004).

DU = dwelling unit; STU = student; TSF = thousand square feet; AC = acre

Peak hour rates are from the County's traffic model (SCVCTM) and are consistent with the TIA preparation guidelines and ITE trip generation manual.

**Figure 4.7-8, Project Distribution – Phase 1**, illustrates the distribution pattern assumed for Phase 1 and **Figure 4.7-9, AM Peak Hour Volumes – Project Phase 1 Trips Only**, and **Figure 4.7-10, PM Peak Hour Volumes – Project Phase 1 Trips Only**, illustrate the project generated trips (Phase 1 only) for the critical AM and PM peak hours, respectively.

**Figure 4.7-11, Project Distribution – Project Phase 2**, illustrates the general distribution pattern for the Phase 2 project traffic on a daily basis and **Figure 4.7-12, AM Peak Hour Volumes – Project Phases 1 + 2 Trips**, and **Figure 4.7-13, PM Peak Hour Volumes – Project Phases 1 + 2 Trips**, illustrate the project generated trips for the AM and PM peak hours, respectively. **Figure 4.7-14, Project Distribution – Project Buildout Phases (1+2+3)**, illustrates the general distribution pattern on a daily basis at project buildout, and **Figure 4.7-15, AM Peak Hour Volumes – Project Buildout Trips Only**, and **Figure 4.7-16, PM Peak Hour Volumes – Project Buildout Trips Only**, illustrates the AM and PM peak hour volumes for buildout of the project site. As noted above, the SCVCTM was utilized to calculate the distribution patterns and since the SCVCTM models the AM and PM peak hours uniquely, there are variations in distribution percentages between the two time periods, as depicted in the figures referenced above. The change from Phase 2 to Phase 3 would also result in a significant change to the mix of land uses, which has an effect on the distribution. In Phase 2, approximately 60 percent of the total tripends would be generated from residential uses whereas in Phase 3, the amount of residential tripends would reduce to approximately 30 percent of the total. Detailed information regarding the on-site interaction between the mixed land-use types and the corresponding on-site and off-site volumes can be found in Appendix F of the Austin-Foust report in Recirculated Draft EIR **Appendix 4.7**.

When taking into account trips to and from the elementary school, as well as the commercial uses on site, approximately 30 percent of the Phase 2 tripends generated by the project would be internal tripends. The remaining 70 percent of the Phase 2 tripends would be for trips off site. When tripends are converted to trips, approximately 18 percent of the total Phase 2 trips would be internal to the site and 82 percent would leave the site. With respect to Project Buildout, with the additional non-residential uses that would result with buildout of the project site, the amount of trips internal to the site changes to a net total of 28 percent of the buildout tripends, and 16 percent of the total trips, as shown by **Table 4.7-14, Project Tripend and Trip Summary – Project Buildout**.

**Table 4.7-14  
Project Tripend and Trip Summary – Project Buildout**

	<b>Internal<sup>1</sup></b>	<b>External<sup>2</sup></b>	<b>Total</b>
Tripends	11,600	30,300	41,900
% of Total Tripends	28%	72%	100%
Trips	5,800	30,300	36,100
% of Total Trips	16%	84%	100%

Source: Austin-Foust Associates (September 2004).

<sup>1</sup> Both the origin and destination tripends on site.

<sup>2</sup> One tripend (either origin or destination) on site, the other tripend (either destination or origin) off site.

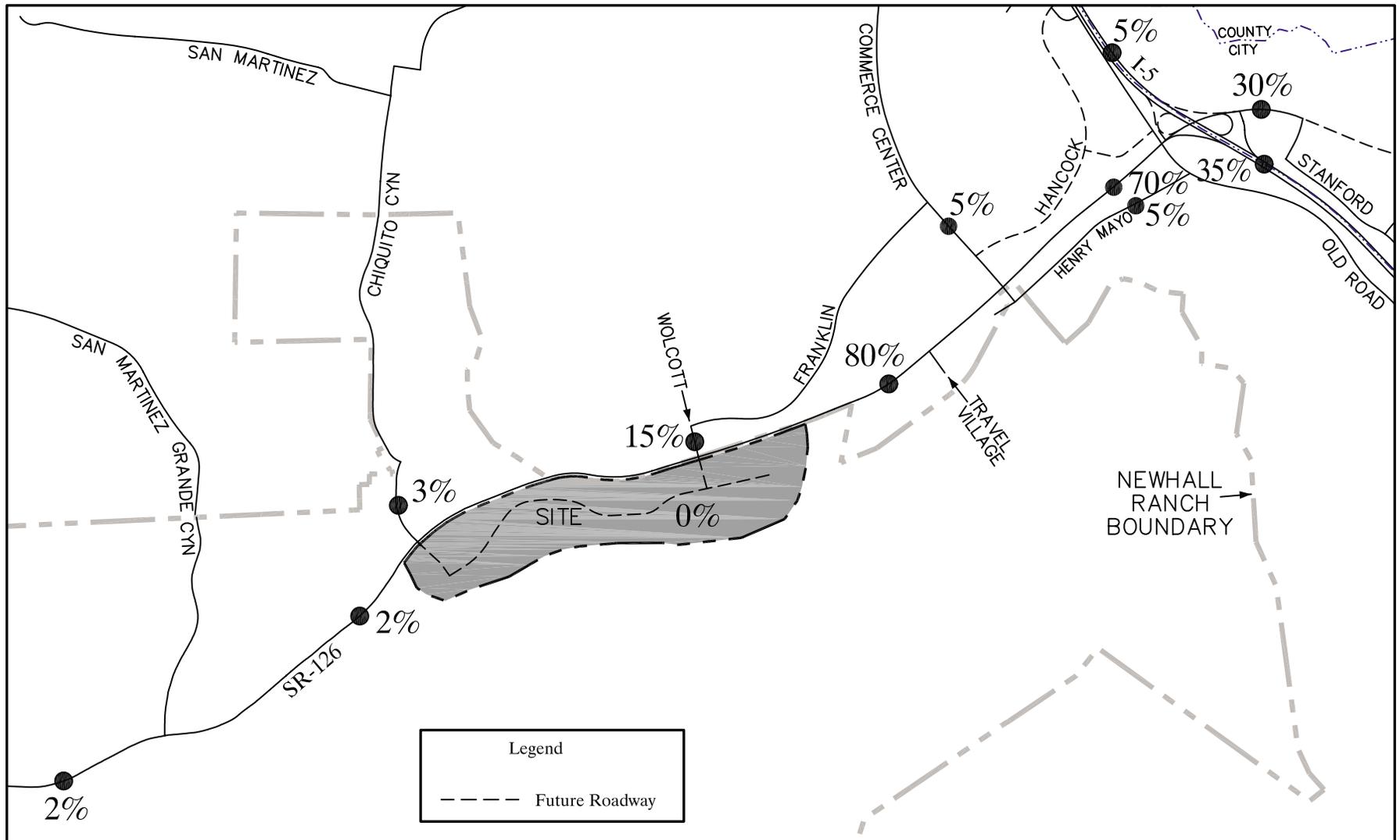
## **e. Phase 1 Impacts**

Phase 1 traffic conditions are based on existing roadway conditions plus four years of ambient growth (2 percent growth per year). This forms the basis for identifying the potential traffic impacts of Phase 1 of the project.<sup>10</sup>

### **(1) Phase 1 Traffic Conditions without Project**

Phase 1 no-project (existing conditions plus ambient growth) peak hour turning movement volumes for the intersections in the study area and ADT volumes for select roadway segments are provided in Appendix G of the Austin-Foust report in Recirculated Draft EIR **Appendix 4.7. Table 4.7-15, ICU and LOS Summary –Traffic Conditions without Project**, provides the corresponding ICU values and also listed for comparison purposes are the ICUs for existing conditions. The ICU tabulations indicate that, based on ambient growth only, by Phase 1 the LOS of Commerce Center Drive/SR-126 would change from LOS B to LOS C. Each of the remaining intersections is forecast to remain at current LOS or improve due to improvement projects currently underway, as discussed in **Subsection 5, Proposed Improvements and Expected Transit Ridership**.

<sup>10</sup> Representative study area traffic counts taken in 2003, 2004, 2005, 2006, 2007 and 2008 (see Section 4, subsection b, above) indicate changes in ambient traffic volume since 2003 range between approximately - 10 percent and -4 percent for that period. Based on this data, a +2 percent annual ambient growth rate assumption is reasonable and, in fact, likely results in overstating future ambient traffic growth.



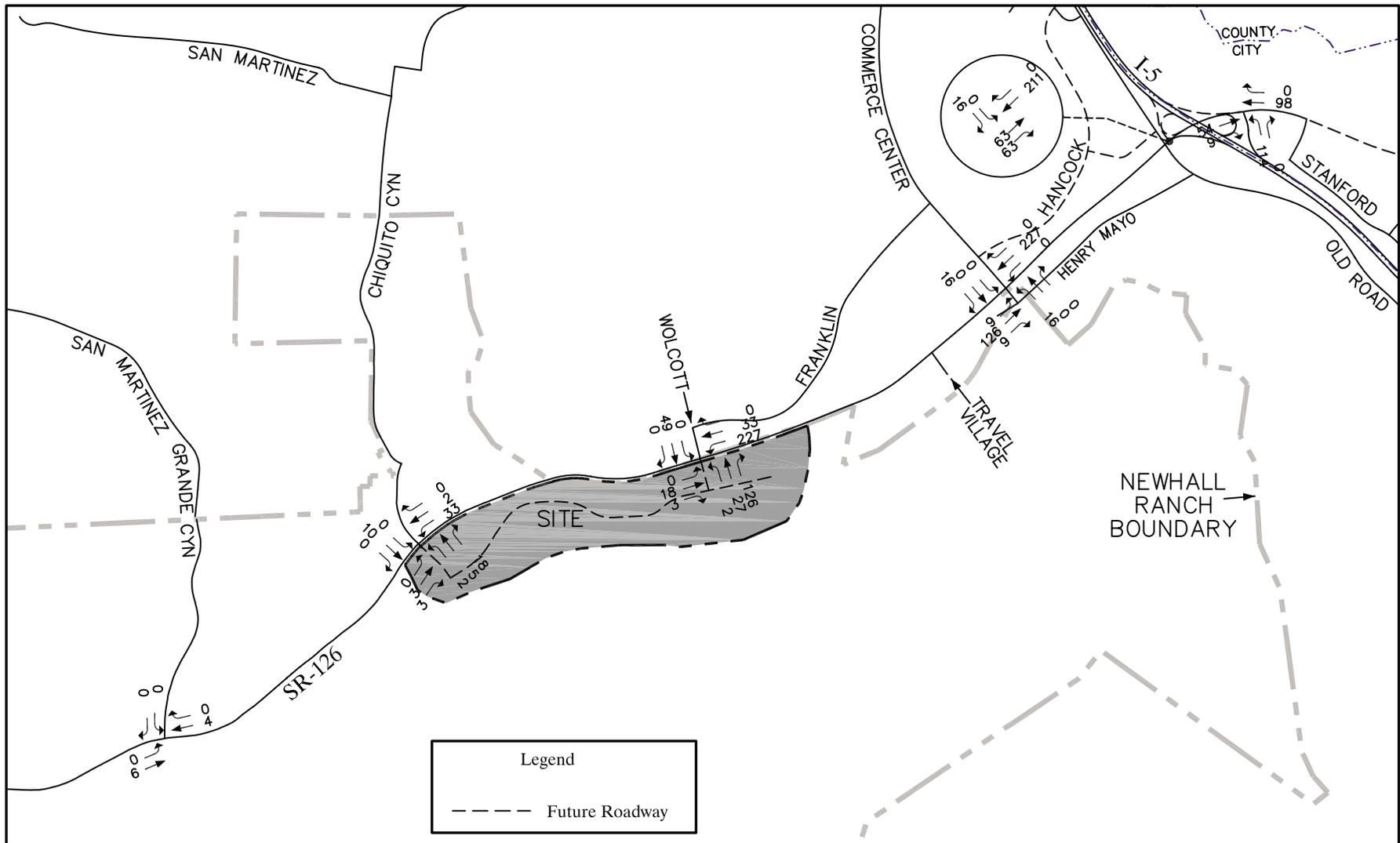
NOT TO SCALE

SOURCE: Austin-Foust Associates, Inc. – September 2004

FIGURE 4.7-8

Project Distribution — Phase 1



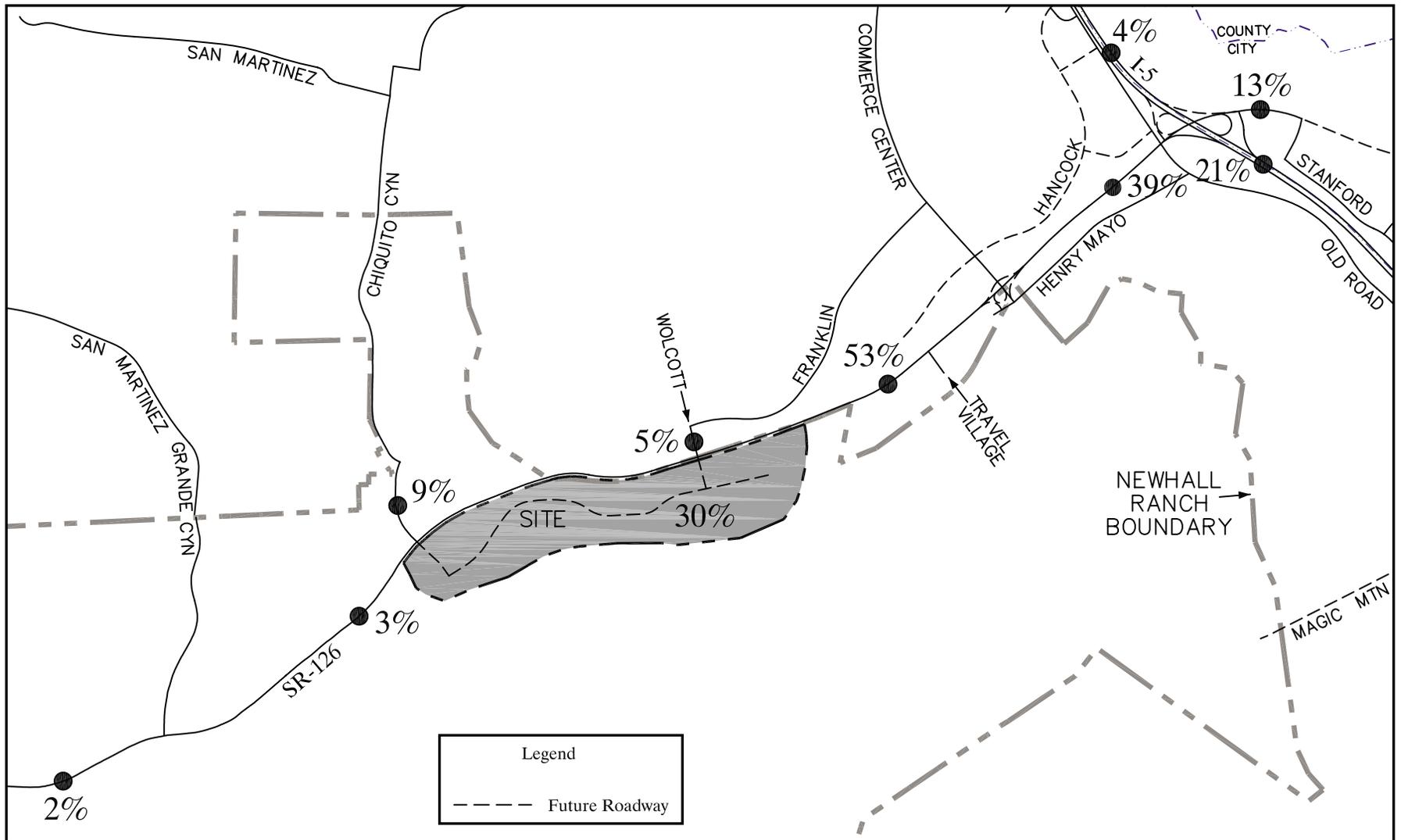


NOT TO SCALE

SOURCE: Austin-Foust Associates, Inc. – September 2004

FIGURE 4.7-10

PM Peak Hour Volumes — Project Phase 1 Trips Only



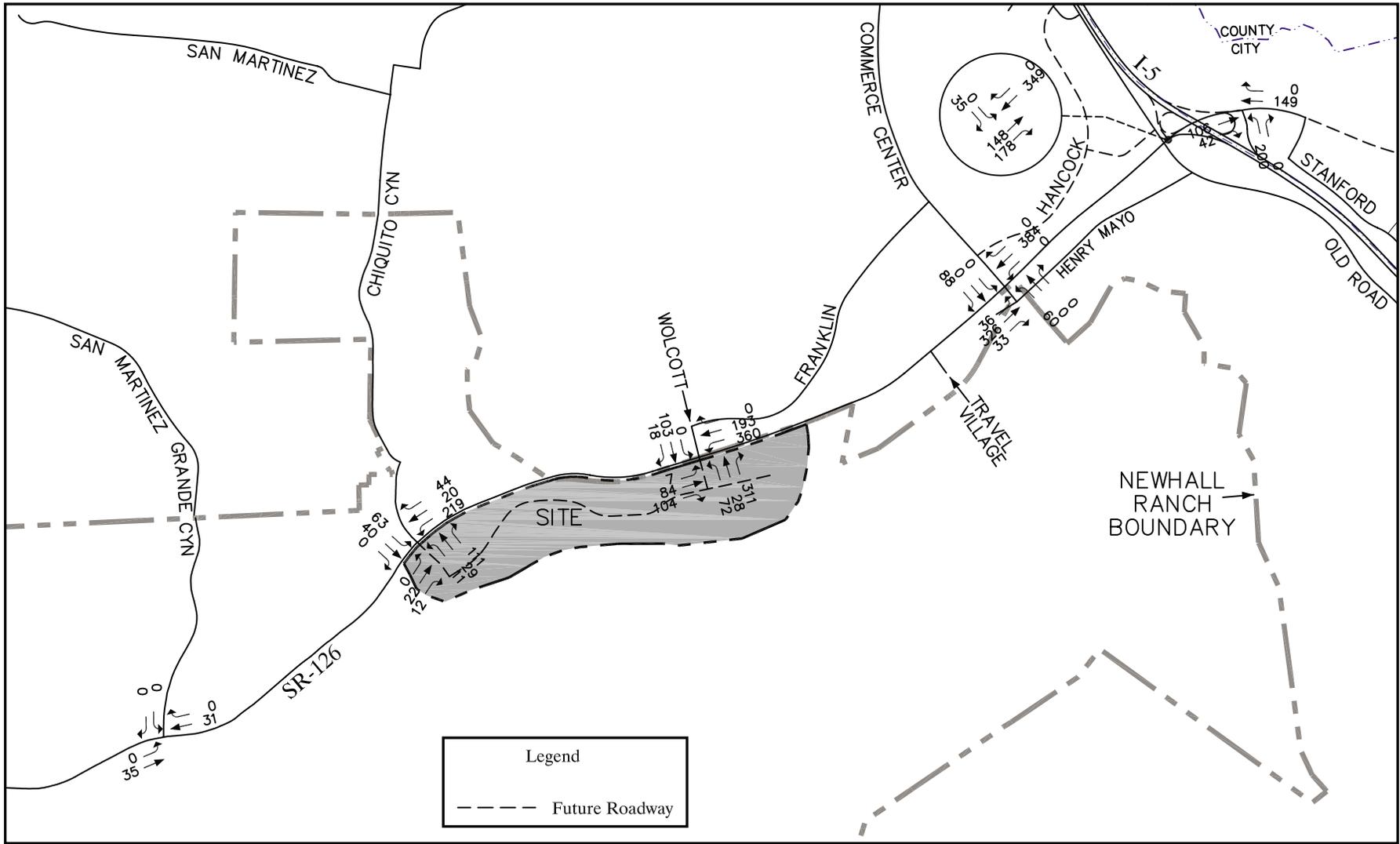
NOT TO SCALE

SOURCE: Austin-Foust Associates, Inc. – September 2004

FIGURE 4.7-11

Project Distribution — Project Phase 2



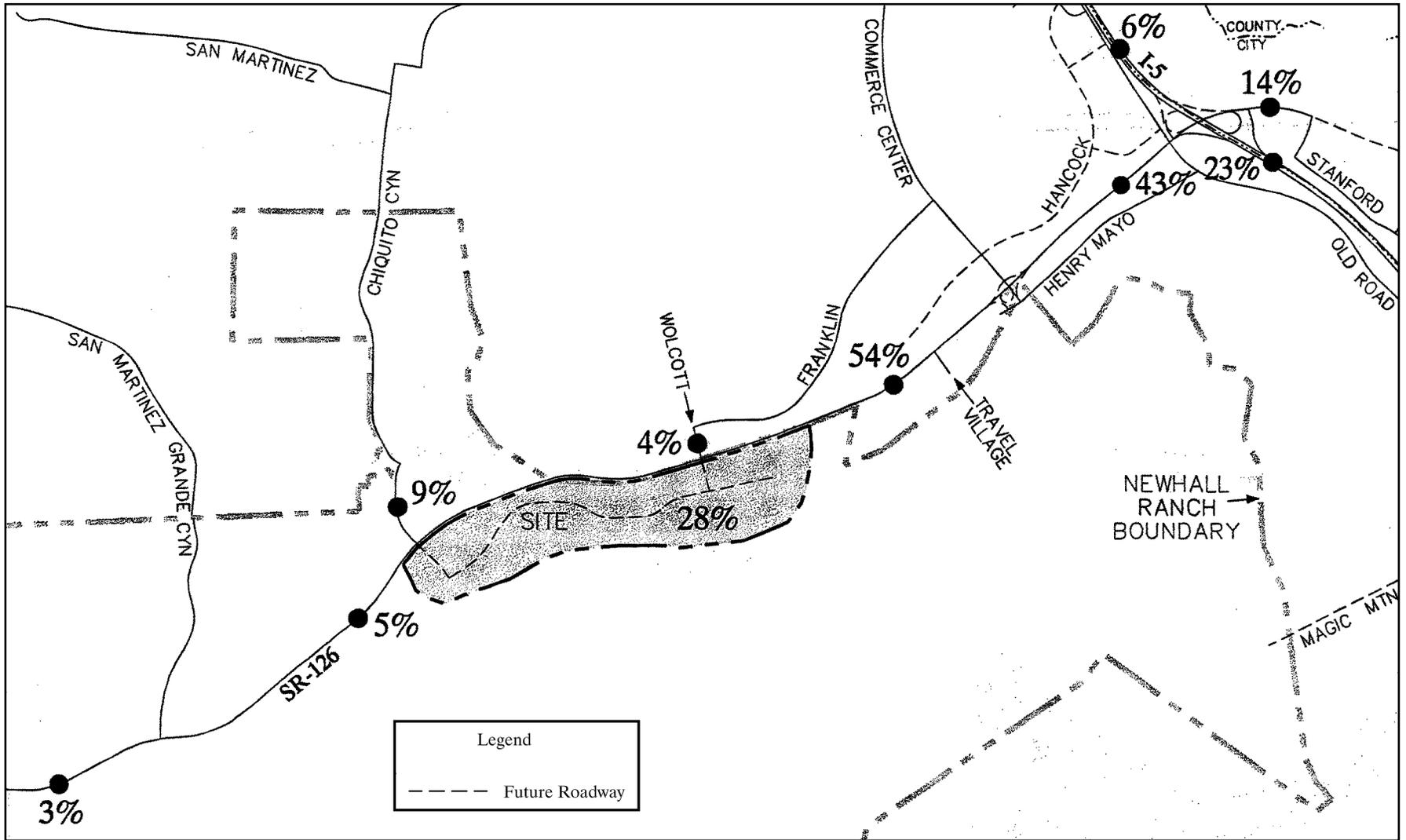


 NOT TO SCALE

SOURCE: Austin-Foust Associates, Inc. – September 2004

FIGURE 4.7-13

PM Peak Hour Volumes — Project Phases 1 + 2 Trips



Legend  
 - - - - - Future Roadway

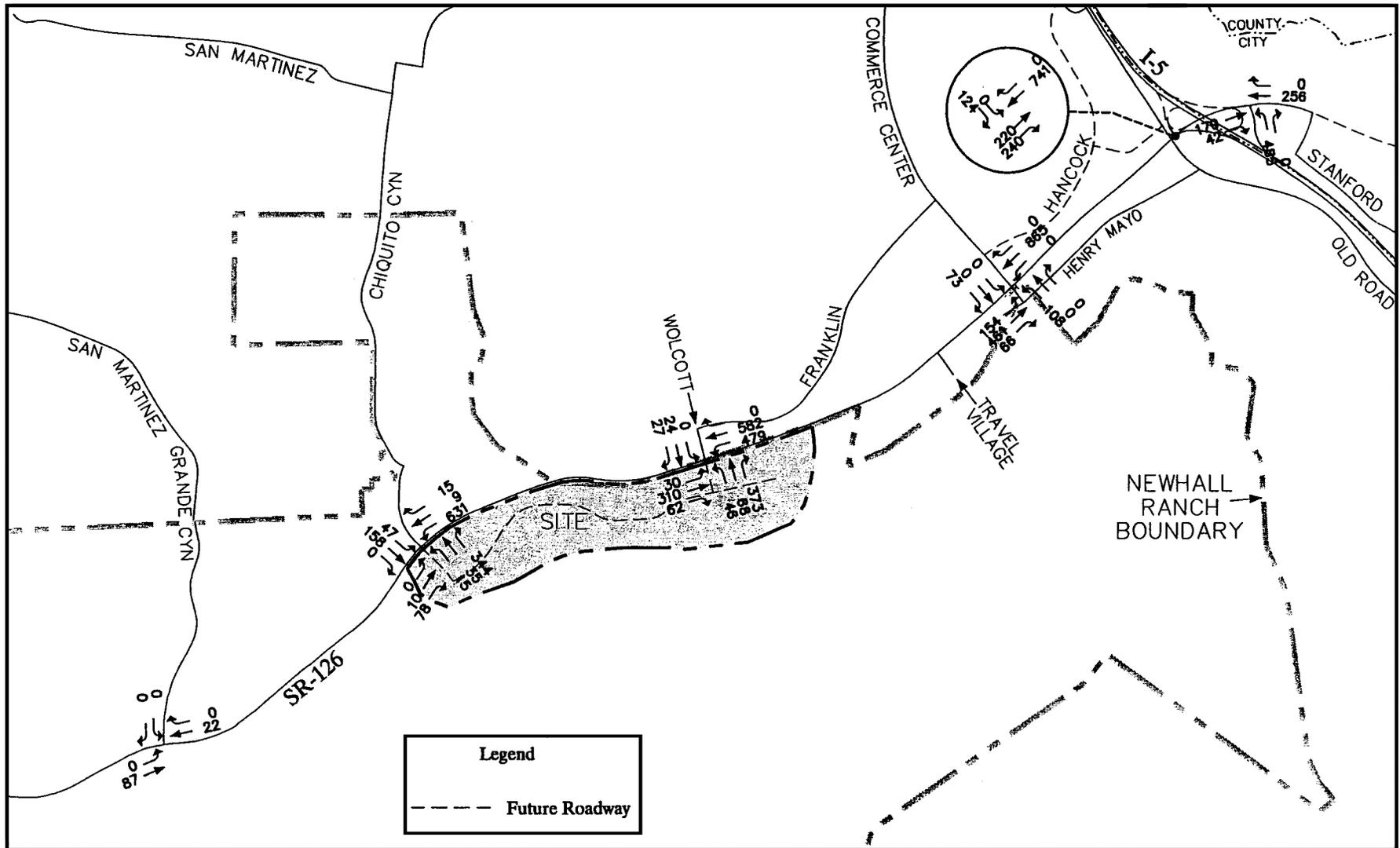


NOT TO SCALE

SOURCE: Austin-Foust Associates, Inc. – September 2004

FIGURE 4.7-14

Project Distribution – Project Buildout Phases (1 + 2 + 3)

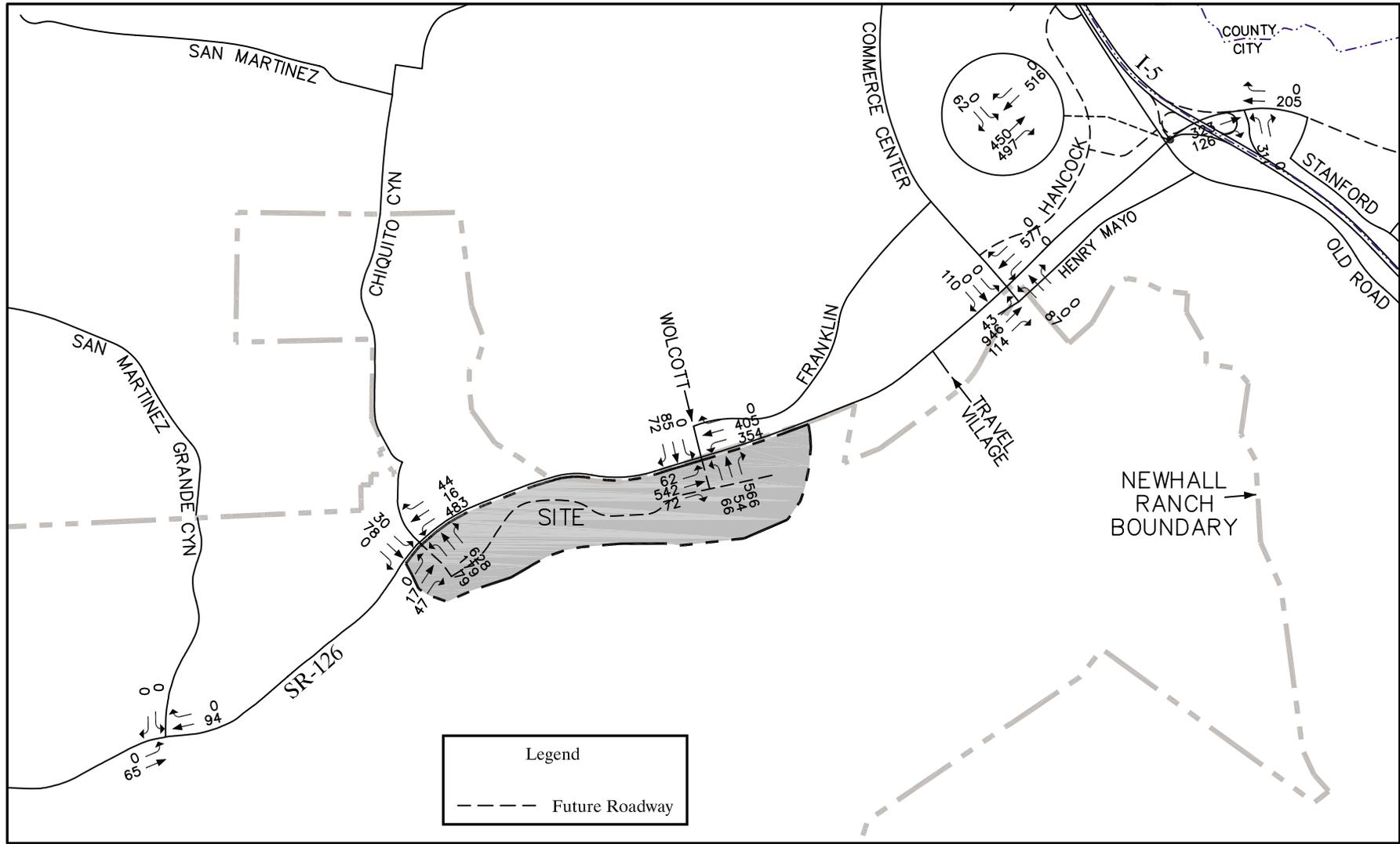


NOT TO SCALE

SOURCE: Austin-Foust Associates, Inc. – September 2004

FIGURE 4.7-15

AM Peak Hour Volumes — Project Buildout Trips Only



 **NOT TO SCALE**

SOURCE: Austin-Foust Associates, Inc. – September 2004

FIGURE 4.7-16

PM Peak Hour Volumes — Project Buildout Trips Only

**Table 4.7-15  
ICU and LOS Summary – Traffic Conditions without Project**

Intersection	Existing				Phase 1 No Project (Existing Plus Ambient)				Increase	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
7. I-5 SB Ramps/SR-126	.39	A	.36	A	.51	A	.48	A	.12	.12
8. I-5 NB Ramps/SR-126	.71	C	.77	C	.50	A	.50	A	-.21	-.27
80. Wolcott/SR-126	.34	A	.42	A	.36	A	.45	A	.02	.03
89. Old Road/SR-126 WB Ramps*	.34	A	.32	A	--		--		--	--
94. Commerce Center/SR-126	.52	A	.68	B	.55	B	.72	C	.03	.04
96. San Martinez Canyon/SR-126**	.31	A	.40	A	.32	A	.43	A	.01	.03
110. Chiquito Canyon/SR-126**	.36	A	.43	A	.39	A	.46	A	.03	.03
117. SR-126 EB Ramp/Henry Mayo*	.19	A	.22	A	--		--		--	--

Source: Austin-Foust Associates (September 2004).

\*Removed by SR-126/I-5 Interchange Project

\*\*Stop Sign Control

Level of service ranges:

.00 – .60	A
.61 – .70	B
.71 – .80	C
.81 – .90	D
.91 – 1.00	E
Above 1.00	F

## (2) Traffic Conditions with Project Phase 1

Year 2007 volumes with Phase 1 traffic (existing conditions plus ambient growth plus Phase 1) and ADT volumes for select roadway segments are provided in Appendix G of the Austin-Foust report in Recirculated Draft EIR **Appendix 4.7**. Peak hour ICU values can be found in **Table 4.7-16, ICU and LOS Summary – Traffic Conditions with Project Phase 1**, which also provides a comparison between 2007 no-project and 2007 with-project conditions. The table shows that no intersections would experience a significant traffic impact due solely to project-generated traffic for Phase 1.

**Table 4.7-16**  
**ICU and LOS Summary – Traffic Conditions with Project Phase 1**

Intersection	2007 No Project				With Project Phase 1				Increase	
	AM		PM		AM		PM		AM	PM
7. I-5 SB Ramps/SR-126	.51	A	.48	A	.53	A	.54	A	.02	.06
8. I-5 NB Ramps/SR-126	.50	A	.50	A	.54	A	.56	A	.04	.06
80. Wolcott/SR-126	.36	A	.45	A	.52	A	.69	B	.16	.24
94. Commerce Center/SR-126	.55	B	.72	C	.61	B	.80	C <sup>1</sup>	.06	.08
96. San Martinez Canyon/SR-126	.32	A	.43	A	.32	A	.43	A	.00	.00
110. Chiquito-Long Canyon/SR-126	.39	A	.46	A	.41	A	.49	A	.02	.03

Source: Austin-Foust Associates (September 2004).

<sup>1</sup> Since this intersection achieves LOS C and given that LOS D is the established design LOS for intersections serving (and within) the Valencia Commerce Center, there is not a significant project impact for this scenario. This intersection is planned for reconstruction as a grade separated interchange by 2008.

Level of service ranges:

.00 – .60	A
.61 – .70	B
.71 – .80	C
.81 – .90	D
.91 – 1.00	E
Above 1.00	F

## f. Phase 2 Impacts

The Phase 2 traffic conditions are based on existing roadway conditions plus five years of ambient growth. This forms the basis for identifying the potential Phase 2 traffic impacts of the proposed project. The following sections discuss the Phase 2 no-project and with-project conditions.

### (1) Phase 2 Traffic Conditions without Project

The Phase 2 no-project (existing conditions plus ambient growth) peak-hour turning movement volumes for the intersections in the project study area and ADT volumes for select roadway segments are shown in Appendix G of the Austin-Foust report in Recirculated Draft EIR **Appendix 4.7**. The Phase 2 no-project conditions are discussed in the following subsections as a comparison to the with-project conditions.

### (2) Traffic Conditions with Project Phases 1 and 2

As previously discussed, Phase 2 of the Landmark Village project would add the remaining 944 residential units, the elementary school and 100,000 square feet of commercial uses to Phase 1 development. To assess the impact of Phases 1 and 2 combined, the traffic volumes generated by these phases were added to the 2008 no-project (existing plus ambient) traffic volumes.

Year 2008 volumes that include traffic from Phases 1 and 2 (existing conditions plus ambient growth plus project Phases 1 and 2) are provided in Appendix G of the Austin-Foust report in Recirculated Draft EIR **Appendix 4.7**. Peak hour ICU values are presented in **Table 4.7-17, ICU and LOS Summary – Traffic Conditions with Project Phases 1 and 2**, which also provides a comparison between 2008 no-project and 2008 with-project conditions. The table shows that the following two intersections would experience a significant impact due solely to project generated traffic for Phases 1 and 2 unless mitigated.

- 80. Wolcott/SR-126
- 94. Commerce Center Drive/SR-126

**Table 4.7-17**  
**ICU and LOS Summary – Traffic Conditions with Project Phases 1 and 2**

Intersection	2008 No Project				2008 with Project Phases 1 & 2				Increase	
	AM		PM		AM		PM		AM	PM
7. I-5 SB Ramps/SR-126	.51	A	.48	A	.57	A	.59	A	.06	.11
8. I-5 NB Ramps/SR-126	.50	A	.51	A	.58	A	.62	B	.08	.11
80. Wolcott/SR-126	.36	A	.46	A	.80	C	1.00	E	.44*	.54*
94. Commerce Center/SR-126	.55	A	.74	C	.68	B	.92	E	.13	.18*
96. San Martinez Canyon/SR-126	.33	A	.43	A	.33	A	.44	A	.00	.01
110. Chiquito-Long Canyon/SR-126	.40	A	.46	A	.56	A	.73	C	.27	.27

Source: Austin-Foust Associates (September 2004).

\*Significant Project Impact

Level of service ranges:

.00 – .60	A
.61 – .70	B
.71 – .80	C
.81 – .90	D
.91 – 1.00	E
Above 1.00	F

## **g. Project Buildout Impacts**

The project buildout traffic conditions are based on existing roadway conditions plus seven years of ambient growth. This forms the basis for identifying the potential traffic impacts of the proposed project at buildout. The following subsections discuss the no-project and with-project buildout conditions.

**(1) Traffic Conditions without Project**

The no-project (existing conditions plus ambient growth) peak hour turning movement volumes for the intersections in the project study area and ADT volumes for select roadway segments are shown in Appendix G of the Austin-Foust report in Recirculated Draft EIR **Appendix 4.7**.

**(2) Traffic Conditions with Project Buildout**

The analyses presented in previous subsections were based on Phase 1 and Phase 2 of the proposed project. As previously discussed, Phase 3 would add an additional 940,000 square feet of commercial (retail and office) uses to Phases 1 and 2 and represents project buildout. To assess the impact of project buildout, the traffic volumes generated by the project were added to the no-project (existing plus ambient) traffic volumes.

Year 2010 volumes that include traffic generated by project Phases 1, 2, and 3 combined (existing conditions plus ambient growth plus project Phase 3) are provided in Appendix G of the Austin-Foust report in Recirculated Draft EIR **Appendix 4.7**. Peak hour ICU values can be found in **Table 4.7-18, ICU and LOS Summary – Traffic Conditions with and without Project Buildout**, which provides a comparison between 2010 no-project and 2010 with-project conditions. The table shows that the following intersections would experience a significant impact due solely to the traffic generated by the built-out project unless mitigated:

- I-5 Southbound Ramps/SR-126
- Wolcott/SR-126
- Commerce Center Drive/SR-126
- Chiquito-Long Canyon/SR-126

**Table 4.7-18  
ICU and LOS Summary – Traffic Conditions with and without Project Buildout**

Intersection	No Project (Existing Plus Ambient)				Project Buildout				Increase	
	AM		PM		AM		PM		AM	PM
7. I-5 SB Ramps/SR-126	.54	A	.49	A	.79	C	.66	B	.25*	.17
8. I-5 NB Ramps/SR-126	.52	A	.53	A	.74	C	.73	C	.22	.20
80. Wolcott/SR-126	.37	A	.47	A	1.05	F	1.31	F	.68*	.84*
94. Commerce Center/SR-126	.58	A	.77	C	.95	E	1.08	F	.37*	.31*
96. San Martinez Canyon/SR-126	.34	A	.44	A	.36	A	.47	A	.02	.03
110. Chiquito-Long Canyon/SR-126	.40	A	.48	A	1.08	F	1.35	F	.68*	.87*

Source: Austin-Foust Associates (September 2004).

\*Significant Project Impact

Level of service ranges:

.00 – .60	A
.61 – .70	B
.71 – .80	C
.81 – .90	D
.91 – 1.00	E
Above 1.00	F

### (3) Traffic Conditions with Project Buildout and Related Projects

Illustrations of 2010 conditions for the AM and PM peak hours, respectively, with the new roadway network, existing traffic, project traffic and related project traffic, as well as ADT volumes for this scenario, are provided in Appendix G of the Austin-Foust report in Recirculated Draft EIR **Appendix 4.7**.

Peak hour ICU values for project buildout conditions can be found in **Table 4.7-19, ICU and LOS Summary – Traffic Conditions With Project Buildout and Related Projects**, which provides a comparison between the 2010 no-project conditions and the 2010 with project buildout plus related projects. The ICU table shows that the following four intersections would experience a significant impact due to the cumulative impact of the project and related projects unless mitigated:

- I-5 Southbound Ramps/SR-126
- I-5 Northbound Ramps/SR-126
- Wolcott/SR-126
- Chiquito-Long Canyon/SR-126

**Table 4.7-19**  
**ICU and LOS Summary – Traffic Conditions with Project Buildout and Related Projects**

Intersection	No Project (Existing Plus Ambient)				Project Buildout Plus Related Projects				Increase	
	AM		PM		AM		PM		AM	PM
7. I-5 SB Ramps/SR-126	.54	A	.49	A	1.51	F	1.06	F	.97*	.57*
8. I-5 NB Ramps/SR-126	.52	A	.53	A	1.40	F	1.34	F	.88*	.81*
80. Wolcott/SR-126	.37	A	.47	A	.82	D	.90	D	.45*	.43*
81. Commerce Center/Henry Mayo**	--		--		.56	A	.41	A	--	--
82. Commerce Center/SR-126 EB**	--		--		.28	A	.21	A	--	--
83. Commerce Center/SR-126 WB**	--		--		.78	C	.64	B	--	--
94. Commerce Center/SR-126	.58	A	.77	C	--		--		--	--
96. San Martinez Canyon/SR-126	.34	A	.44	A	.57	A	.52	A	.23	.08
110. Chiquito-Long Canyon/SR-126	.40	A	.48	A	1.07	F	.81	D	.67*	.33*

Source: Austin-Foust Associates (September 2004).

\*Significant Project Impact

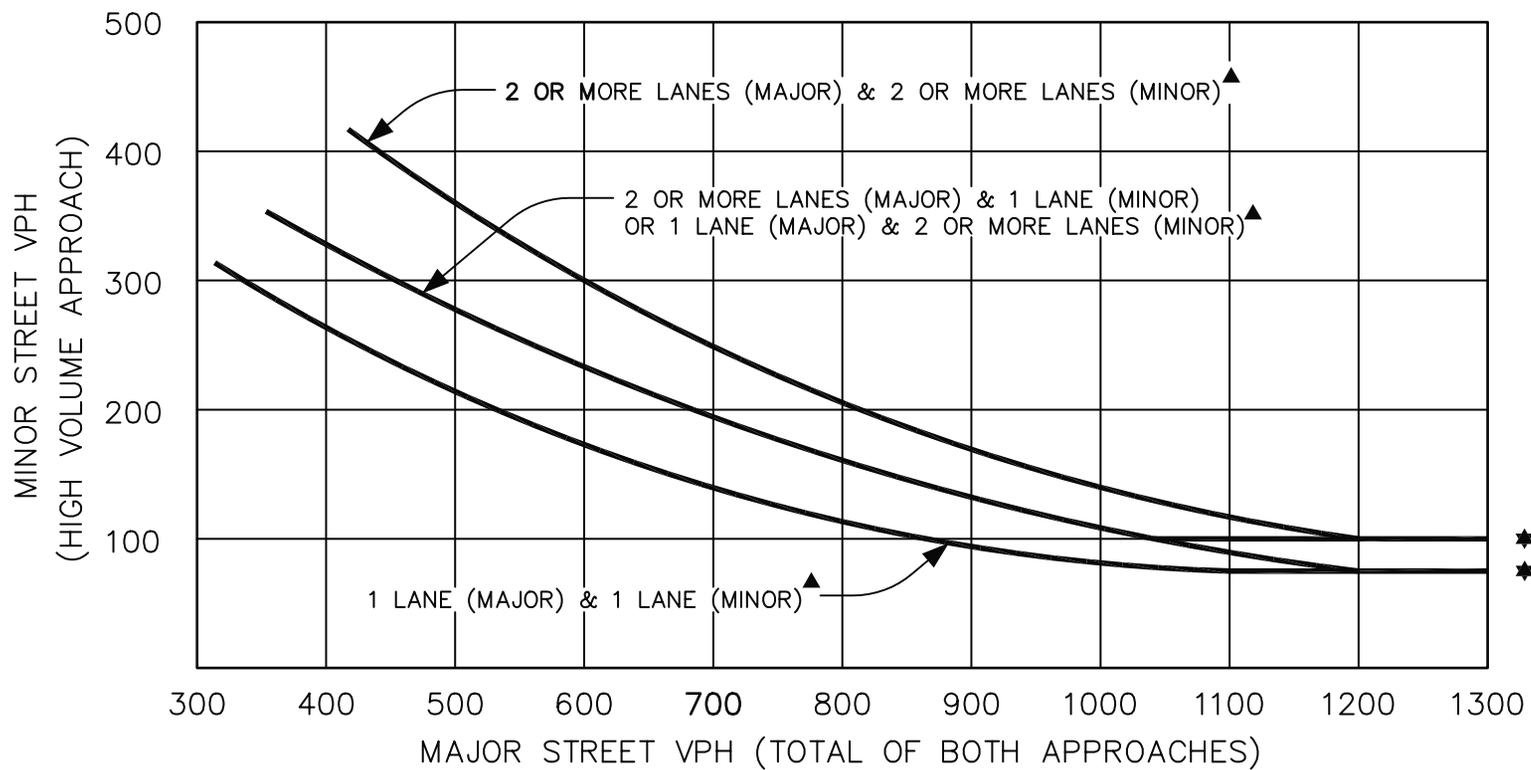
\*\*New Intersection

Level of service ranges:

.00 – .60	A
.61 – .70	B
.71 – .80	C
.81 – .90	D
.91 – 1.00	E
Above 1.00	F

## h. Traffic Signal Warrant

A number of study locations either are or previously were stop sign controlled intersections. One of these, the I-5 northbound off-ramp at SR-126, recently was signalized as part of the current construction project at that location. **Table 4.7-20, Traffic Signal Peak Hour Volume Warrant**, summarizes peak hour forecast traffic volumes for the other locations (including applicable on-site intersections) and evaluates them using the Caltrans peak hour volume warrant. The peak hour volume warrant for rural areas (or major street speed of 40 miles per hour [mph] or greater) is illustrated in **Figure 4.7-17, Peak hour Volume Signal Warrant – Rural**, and the peak hour volume warrant for urban areas (or major street speed of 35 mph or less) is illustrated in **Figure 4.7-18, Peak Hour Volume Signal Warrant – Urban**. For on-site intersections the warrant analysis is performed only for the intersections that meet the minimum criteria of 100 vehicles per hour for side street volumes.



- ▲ NOTE: THESE CURVES ARE RECOMMENDED FOR USE IN AREAS OF RURAL CLASSIFICATION (i.e. POSTED SPEED LIMIT ON THE MAJOR STREET IS 40 MPH OR HIGHER).
- ★ NOTE: 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES, AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH ONE LANE.

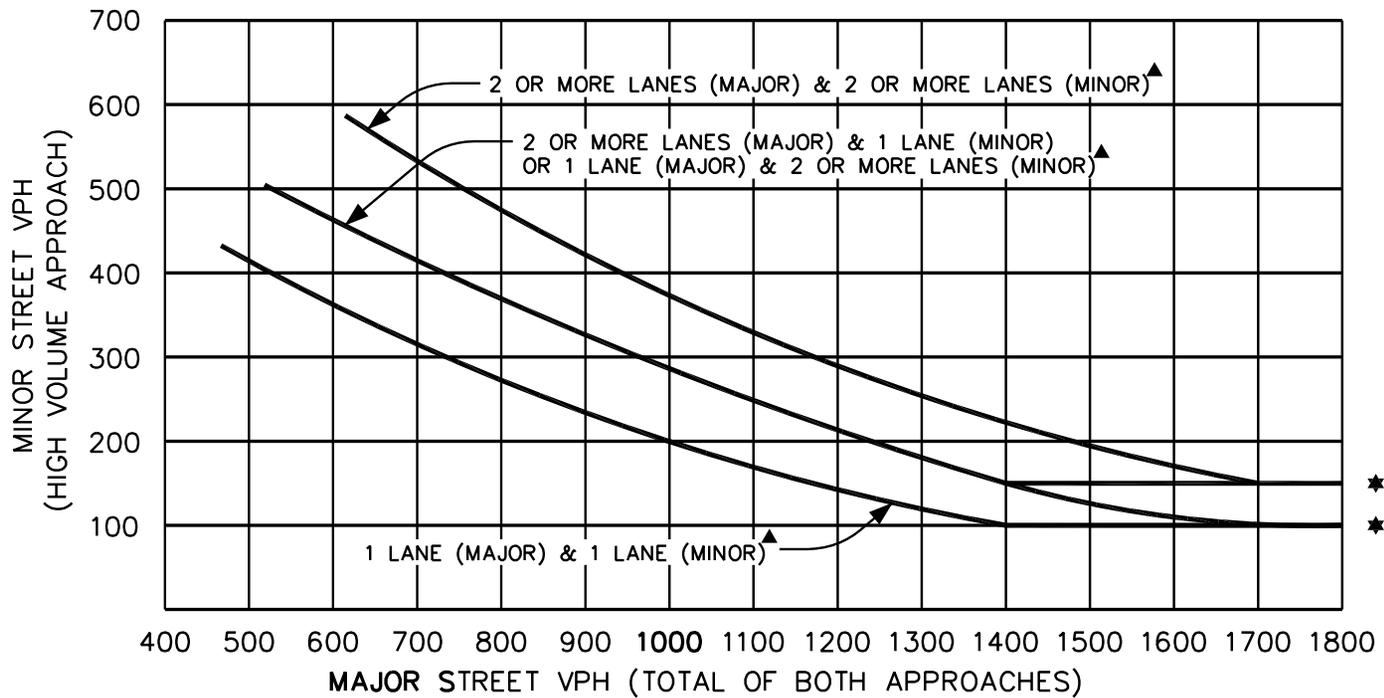


NOT TO SCALE

SOURCE: Austin-Foust Associates, Inc. – September 2004

FIGURE 4.7-17

Peak Hour Volume Signal Warrant — Rural



- ▲ NOTE: THESE CURVES ARE RECOMMENDED FOR USE IN AREAS OF URBAN CLASSIFICATION (i.e. POSTED SPEED LIMIT ON THE MAJOR STREET IS 35 MPH OR LESS).
- ★ NOTE: 150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES, AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH ONE LANE.



NOT TO SCALE

SOURCE: Austin-Foust Associates, Inc. – September 2004

FIGURE 4.7-18

Peak Hour Volume Signal Warrant — Urban

**Table 4.7-20  
Traffic Signal Peak Hour Volume Warrant**

Intersection	Approach	No Project		With Project		With Project Plus Related Projects		Project Share (Percent)
		AM	PM	AM	PM	AM	PM	
<b>PROJECT PHASE 1</b>								
110. Chiquito-Long Canyon/SR-126								
Major Approach	Eastbound	722	1,017	724	1,023	896	1,039	
	Westbound	794	1,103	807	1,138	965	1,238	
	Totals	<u>1,516</u>	<u>2,120</u>	<u>1,531</u>	<u>2,161</u>	<u>1,861</u>	<u>2,277</u>	
Minor Approach	Southbound	89	63	92	73	202	161	
	Satisfies Warrant? (Rural)	NO	NO	NO	NO	<b>YES</b>	<b>YES</b>	17
<b>PROJECT PHASE 2</b>								
110. Chiquito-Long Canyon/SR-126								
Major Approach	Eastbound	736	1,037	753	1,071	1,456	1,220	
	Westbound	808	1,124	864	1,407	1,195	2,004	
	Totals	<u>1,544</u>	<u>2,161</u>	<u>1,617</u>	<u>2,478</u>	<u>2,651</u>	<u>3,224</u>	
Minor Approach	Southbound/ Northbound	90	64	228	167	571	354	
	Satisfies Warrant? (Rural)	NO	NO	<b>YES</b>	<b>YES</b>	<b>YES</b>	<b>YES</b>	100
On-Site #2: Long Canyon/A Street								
Major Approach	Eastbound	--	--	63	27	--	--	
	Westbound	--	--	144	92	--	--	
	Totals	<u>--</u>	<u>--</u>	<u>207</u>	<u>119</u>	<u>--</u>	<u>--</u>	
Minor Approach	Southbound	--	--	37	284	--	--	
	Satisfies Warrant? (Urban)			NO	NO			N/A
On-Site #17: School/A St.								
Major Approach	Eastbound	--	--	200	182	--	--	
	Westbound	--	--	148	167	--	--	
	Totals	<u>--</u>	<u>--</u>	<u>348</u>	<u>349</u>	<u>--</u>	<u>--</u>	
Minor Approach	Southbound	--	--	116	61	--	--	
	Satisfies Warrant? (Urban)			YES <sup>1</sup>	YES <sup>1</sup>			N/A
On-Site #21: M Street/A Street								
Major Approach	Eastbound	--	--	269	223	--	--	
	Westbound	--	--	218	258	--	--	
	Totals	<u>--</u>	<u>--</u>	<u>487</u>	<u>481</u>	<u>--</u>	<u>--</u>	
Minor Approach	Southbound	--	--	27	143	--	--	
	Satisfies Warrant? (Urban)			NO	NO			N/A

Intersection	Approach	No Project		With Project		With Project Plus Related Projects		Project Share (Percent)
		AM	PM	AM	PM	AM	PM	
<b>PROJECT BUILDOUT</b>								
96. San Martinez Canyon/SR-126								
Major Approach	Eastbound	742	1,068	829	1,133	1,490	1,232	
	Westbound	752	1,071	774	1,165	1,018	1,283	
	Totals	1,494	2,139	1,603	2,298	2,508	2,515	
Minor Approach	Southbound	7	11	7	11	12	17	
	Satisfies Warrant? (Rural)	NO	NO	NO	NO	NO	NO	
On-Site #2: Long Canyon/A Street								
Major Approach	Northbound	--	--	--	--	1,827	670	
	Southbound	--	--	--	--	496	1,671	
	Totals	--	--	--	--	2,323	2,341	
Minor Approach	Westbound	--	--	--	--	315	816	
	Satisfies Warrant? (Urban)					<b>YES</b>	<b>YES</b>	
On-Site #4: Commercial Dwy/A St.								
Major Approach	Eastbound	--	--	436	692	--	--	
	Westbound	--	--	313	444	--	--	
	Totals	--	--	749	1,136	--	--	
Minor Approach	Southbound	--	--	22	214	--	--	
	Satisfies Warrant? (Urban)			NO	NO			
On-Site #6: Commercial Dwy/A St.								
Major Approach	Eastbound	--	--	108	227	--	--	
	Westbound	--	--	405	137	--	--	
	Totals	--	--	513	414	--	--	
Minor Approach	Northbound/ Southbound	--	--	35	154	--	--	
	Satisfies Warrant? (Urban)			NO	NO			
On-Site #17: School/A St.								
Major Approach	Eastbound	--	--	218	193	--	--	
	Westbound	--	--	318	187	--	--	
	Totals	--	--	536	380	--	--	
Minor Approach	Southbound	--	--	108	52	--	--	
	Satisfies Warrant? (Urban)			YES <sup>1</sup>	YES <sup>1</sup>			
On-Site #21: M Street/A Street								
Major Approach	Eastbound	--	--	238	171	--	--	
	Westbound	--	--	421	207	--	--	
	Totals	--	--	659	378	--	--	
Minor Approach	Southbound	--	--	34	198	--	--	
	Satisfies Warrant? (Urban)			NO	NO			

Source: Austin-Foust Associates (September 2004).

N/A = Not applicable.

Signal warrant analysis for on-site locations is provided only for locations that meet the minimum site street volume of 100 vehicles per hour. See Figures 4.7-17 and 4.7-18 for the rural and urban peak hour volume signal warrant criteria, respectively.

<sup>1</sup>Traffic signal warranted based on Pedestrian Volume Warrant and School Crossing Warrant (source: Austin-Foust Associates (June 29, 2007)).

At one location, Chiquito Canyon Road-Long Canyon Road/SR-126, the warrant is met for Phase 2 conditions when project traffic is added to background conditions. Within the project site, the warrant is met at the Long Canyon Road/A Street intersection for buildout conditions, and at the School Driveway/A Street intersection. Since each location would provide access to or within the project site, the project is responsible for 100 percent of the cost for installing the signals.

### **i. Congestion Management Program (CMP)**

The CMP is a state-mandated program enacted by the state legislature with the passage of various Assembly Bills. The requirements for the program became effective with voter approval of Proposition 111 in June of 1990.

The CMP highway network, which is evaluated in this analysis, consists of all state highways (both freeways and arterials) and principal arterials that meet the criteria established by the Metropolitan Transportation Authority (MTA). Impacts are evaluated by monitoring LOS performance standards for specific highway segments and key roadway intersections on the CMP highway network, as designated by the MTA.

The CMP for Los Angeles County requires quantification of a proposed development's impacts on the CMP highway system and the local and regional transit systems.

#### **(1) Project Impacts on CMP Highway System**

The geographical area examined in a CMP traffic impact analysis (TIA) consists of the CMP monitoring locations that meet the following criteria:

1. CMP intersections where the proposed project would add 50 or more trips during the AM or PM weekday peak hours (of adjacent street traffic); and/or
2. Mainline freeway locations where the project would add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.

##### **(a) CMP Intersections**

Combined, Phase 1 and Phase 2 of the project meets the above criteria for analysis at the intersection of Chiquito Canyon Road and SR-126. Buildout of the project site also meets the above criteria for this location and at one additional location, as shown in the following list:

- Chiquito Canyon Road/SR-126 Intersection (Phases 1, 2, and Full Project).
- Valencia Boulevard/Magic Mountain Parkway Intersection (Full Project Only).

**Table 4.7-21, ICU and LOS Summary – CMP Monitoring Intersections**, shows that no CMP intersection would experience a significant impact due to the project. A comparison of traffic volumes to LOS is provided in **Table 4.7-22, Freeway V/C and LOS Summary – CMP Monitoring Locations**.

**Table 4.7-21  
ICU and LOS Summary – CMP Monitoring Intersections**

Intersection	Without Project				With Project				Increase	
	AM		PM		AM		PM			
	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	AM	PM
<b>PHASE 1</b>										
110. Chiquito Cyn/SR-126	.51	A	.52	A	.52	A	.52	A	.01	.00
<b>PHASE 2</b>										
110. Chiquito Cyn/SR-126	.86	D	.64	B	.78	C	.73	B	-.08	.09
<b>PROJECT BUILDOUT</b>										
57. Valencia/Magic Mtn	.92	E	1.22	F	.93	E	1.23	F	.01	.01
110. Chiquito Cyn/SR-126	.81	D	.57	A	.79	C	.64	B	-.02	.07

Source: Austin-Foust Associates (September 2004).

\* Significant Project Impact – CMP Criteria (V/C increase  $\geq$  .02 causing or worsening LOS F)

ICUs calculated using Los Angeles County CMP methodology. With project scenario includes mitigation measures listed below in Subsection 8. Project Mitigation Measures.

Level of service ranges:

.00 – .60	A
.61 – .70	B
.71 – .80	C
.81 – .90	D
.91 – 1.00	E
Above 1.00	F

#### (b) CMP Freeway Segments

**Table 4.7-22, Freeway V/C and LOS Summary – CMP Monitoring Locations**, summarizes the CMP freeway segments that meet the criteria for analysis. The table shows that, based on CMP criteria, no significant freeway impacts would occur due to the project. Subsequent 2014 traffic forecasts prepared in connection with implementation of the Newhall Ranch Specific Plan that include Landmark Village traffic validate the CMP analysis results. (See *Westside Santa Clarita Valley Roadway Phasing Analysis*, Austin-Foust Associates (November 2006), Recirculated Draft EIR **Appendix 4.7**.) Please see Section 9, Cumulative Impacts, for further analysis of the proposed project's impacts on I-5.

**Table 4.7-22  
Freeway V/C and LOS Summary – CMP Monitoring Locations**

Location	Without Project				With Project			
	Capacity	Volume	V/C	LOS	Capacity	Volume	V/C	LOS
<b>I. AM PEAK HOUR</b>								
I-5 n/o SR-14, Northbound	10,000	9,000	.90	D	10,000	9,174	.92	D
<b>II. PM PEAK HOUR</b>								
I-5 n/o SR-14, Southbound	10,000	9,000	.90	D	10,000	9,150	.92	D

Source: Austin-Foust Associates (September 2004).

Source of Capacities LOS ranges: 2002 Los Angeles County CMP.

n/o = north of

Level of service ranges:

.00 – .35	A
.36 – .54	B
.55 – .77	C
.78 – .93	D
.94 – 1.00	E
Above 1.00	F

## (2) Project Transit Impacts

Another component of the CMP transportation impact analysis is a review of transit impacts. This review includes evidence that transit operators received the Notice of Preparation for this EIR (provided in Recirculated Draft EIR **Appendix ES**), estimation of the number of project trips assigned to transit, information on facilities and/or programs that would encourage public transit use, and an analysis of project impacts on transit service. Information on existing transit service to the project area was provided earlier in this EIR section.

Buildout of the Landmark Village project is forecast to generate 41,884 ADT (20,669 ADT for Phases 1 and 2 combined). To estimate the number of project trips that would use public transit, the number of project ADT is multiplied by an occupancy factor to determine total person trips, which is then multiplied by the applicable MTA factor. (MTA's factor is the most common and most reliable guideline used). The conversion to person trips is accomplished by using the MTA guidelines (multiplying the ADT by an occupancy factor of 1.4), which results in a total of 58,637 (28,935 for Phases 1 and 2 combined) average daily person trips. Applying the MTA's factor for converting total person trips to transit trips (.035) results in approximately 2,052 (1,013 for Phases 1 and 2 combined) total daily transit trips and approximately 200 (100 for Phases 1 and 2 combined) peak hour transit trips (based on the peak hour representing 10 percent of the total daily trips). Public transit facilities would be in place prior to Phase 3.

The County of Los Angeles does not have LOS standards for transit service that are applicable to future development, such as the proposed project; however, the substantial demand for transit service that would result from the Landmark Village project (2,052 total daily trips) has the potential to result in a significant impact to transit services. As previously noted, in accordance with Specific Plan approval, the project includes the construction of a park-and-ride lot, as well as the reservation of a right-of-way for future train service. Additionally, transit service is evaluated and funded on an as-needed basis. Coordination with the transit provider to identify appropriate bus stops and the payment of transit mitigation fees (adopted by SCT, MTA), as appropriate, would reduce the potential for transit-related impacts to a less than significant level. In this regard, to ensure that adequate transit capacity to serve the proposed project is available in the future, mitigation is proposed that requires the project applicant to pay applicable transit mitigation fees at the time of building permit issuance, unless the payment of such fees is modified by a transit mitigation agreement.

#### **j. State Highways**

The project is located south of and adjacent to SR-126, which is a four-lane highway. Approximately 2 miles east of the project site is the I-5 Freeway which provides regional access for residents of the site.

The project site would obtain access from SR-126 via two existing intersections: Chiquito Canyon Road and Wolcott Way, each of which is to be supplemented with additional capacity to be constructed by the project.

The I-5/SR-126 interchange reconstruction project is substantially complete and, when fully completed, will accommodate the buildout traffic demands of the area. For example, traffic counts taken in April 2006 (post-SR-126/I-5 interchange improvements) indicate AM traffic volumes on the I-5 northbound off ramp at SR-126 are higher than the 2003 traffic counts used in the underlying traffic study (the PM peak hour counts taken in April 2006 are similar to the 2003 traffic counts used in the study). Level of service (LOS) at the intersection for post-construction conditions is better than the LOS in 2003 due to the significant amount of capacity that has been added by the interchange reconstruction project. **Table 4.7-23, Comparison of Traffic Volumes to LOS**, compares the traffic volumes and the LOS at this location for the conditions shown in the traffic study to the 2006 post-construction conditions. The table shows that LOS improves from LOS C to LOS A after construction. Since the traffic study did not assume the additional capacity from this construction project as part of the background conditions, the traffic study presents a worse-case scenario in comparison to what would be presented if the 2006 counts and the 2006 capacities were used.

In 2010 through 2012, approximately 1 mile west of the I-5/SR-126 interchange reconstruction project, a grade-separated interchange will be constructed at Commerce Center Drive and SR-126. This

improvement replaces the existing at-grade intersection with a partial cloverleaf interchange designed to increase capacity and improve access to the Valencia Commerce Center area.

**Table 4.7-23<sup>1</sup>**  
**Comparison of Traffic Volumes to LOS**

Location	Caltrans Volume (2001)	Landmark 2003		2006 (Post-Construction)	
		Volume	ICU/LOS	Volume	ICU/LOS
I-5 NB Off-Ramp at SR-126					
AM Peak Hour	1642	840	.71/C	1292	.43/A
PM Peak Hour	962	656	.77/C	688	.33/A

<sup>1</sup> An ICU spreadsheet for the 2006 volumes can be found in Recirculated Draft EIR Appendix 4.7.

**Table 4.7-24, Project Volumes on State Highways**, summarizes the volume of project traffic forecast to use I-5, including the I-5/SR-126 interchange. As previously discussed, the project would cause a significant impact at the SR-126/I-5 interchange at buildout, and the project would be responsible for its fair share of the remaining improvements to be made at this interchange.

**Table 4.7-24**  
**Project Volumes on State Highways**

Location	Phase 2		Project Buildout	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
<b>I-5 Mainline</b>				
n/o SR-126/Newhall Ranch Rd - Northbound	21	42	43	126
n/o Magic Mountain Parkway - Northbound	85	200	486	311
n/o SR-14 – Northbound	28	62	174	104
n/o SR-126/Newhall Ranch Road - Southbound	27	35	124	62
n/o Rye Canyon Road – Southbound	170	178	240	497
n/o Magic Mountain Parkway - Southbound	183	166	248	487
n/o SR-14 – Southbound	60	47	84	150
<b>I-5/SR-126 Interchange</b>				
Northbound Off-Ramp	84	200	485	311
Northbound Loop On-Ramp	19	42	42	126
Northbound Direct On-Ramp (future)	0	0	0	0
Southbound Off-Ramp	27	35	124	62
Southbound Loop On-Ramp (future)	0	0	0	0
Southbound Direct On-Ramp	170	178	240	497

Source: Austin-Foust Associates (September 2004).

n/o = north of

## k. Ventura County

**Table 4.7-25, Phase 1 Ventura County ADT Traffic Volumes**, summarizes the existing traffic volumes together with the forecasts with Phase 1 of the proposed project. **Table 4.7-26, Phases 1 and 2 Ventura County ADT Traffic Volumes**, provides the Phases 1 and 2 forecasts and **Table 4.7-27, Project Buildout Ventura County ADT Traffic Volumes**, provides the project buildout forecasts. The tables show that, with buildout of the Landmark Village project, the highest amount of project traffic on SR-126 in Ventura County (SR-126 west of Center Street in Piru) would be 130 ADT, which is less than one-half of 1 percent of the total volume forecast for that location. Therefore, it can be concluded that the project would not result in a significant impact at these locations along SR-126 within Ventura County.

**Table 4.7-25  
Phase 1 Ventura County ADT Traffic Volumes**

Location	Average Daily Traffic (ADT)			Newhall Ranch Volume at Buildout	Landmark Village Volume at Buildout	Existing Plus Phase 1 Landmark Village	2011 Plus Phase 1 Landmark Village
	Existing	2011	2020				
<b>SR-126</b>							
Ventura Co./Los Angeles Co. Line	25,000	26,000	31,000	1,038	15	25,015	26,015
West of Center Street (Piru)	25,000	26,000	31,000	1,033	15	25,015	26,015
Fillmore East City Limits	26,000	28,000	33,000	1,009	15	26,015	28,015
West of SR-23 (Fillmore)	30,000	31,000	36,000	869	13	30,013	31,013
West of Los Serenos Road (Fillmore)	29,000	31,000	37,000	835	12	29,012	31,012
Little Red School House	33,000	34,000	38,000	835	12	33,012	34,012
<b>SR-23</b>							
North of Casey Road (Moorpark)	8,000	8,000	9,000	78	1	8,001	8,001

Source: Austin-Foust Associates (September 2004).

Newhall Ranch Buildout - Total ADT - 334,000

Landmark Village - Phase 1 ADT - 4,950

**Table 4.7-26  
Phase 1 and 2 Ventura County ADT Traffic Volumes**

Location	Average Daily Traffic (ADT)			Newhall Ranch Volume at Buildout	Landmark Village Volume at Buildout	Existing Plus Phases 1 and 2 Landmark Village	2012 Plus Phases 1 and 2 Landmark Village
	Existing	2012	2020				
<b>SR-126</b>							
Ventura Co./Los Angeles Co. Line	25,000	27,000	31,000	1,038	64	25,064	27,064
West of Center Street (Piru)	25,000	27,000	31,000	1,033	64	25,064	27,064
Fillmore East City Limits	26,000	28,000	33,000	1,009	62	26,062	28,062
West of SR-23 (Fillmore)	30,000	32,000	36,000	869	54	30,054	32,054
West of Los Serenos Road (Fillmore)	29,000	31,000	37,000	835	52	29,052	31,052
Little Red School House	33,000	34,000	38,000	835	52	33,052	34,052
<b>SR-23</b>							
North of Casey Road (Moorpark)	8,000	8,000	9,000	78	5	8,005	8,005

Source: Austin-Foust Associates (September 2004).

Newhall Ranch Buildout - Total ADT - 334,000

Landmark Village - Phase 2 ADT - 20,668

**Table 4.7-27  
Project Buildout Ventura County ADT Traffic Volumes**

Location	Average Daily Traffic (ADT)			Newhall Ranch Volume at Buildout	Landmark Village Volume at Buildout	Existing Plus Landmark Village Project Buildout	2014 Plus Landmark Village Project Buildout
	Existing	2014	2020				
<b>SR-126</b>							
Ventura Co./Los Angeles Co. Line	25,000	27,000	31,000	1,038	130	25,130	27,130
West of Center Street (Piru)	25,000	27,000	31,000	1,033	130	25,130	27,130
Fillmore East City Limits	26,000	29,000	33,000	1,009	127	26,127	29,127
West of SR-23 (Fillmore)	30,000	32,000	36,000	869	109	30,109	32,109
West of Los Serenos Road (Fillmore)	29,000	32,000	37,000	835	105	29,105	32,105
Little Red School House	33,000	35,000	38,000	835	105	33,105	35,105
<b>SR-23</b>							
North of Casey Road (Moorpark)	8,000	8,000	9,000	78	10	8,010	8,010

Source: Austin-Foust Associates (September 2004).

Newhall Ranch Buildout - Total ADT - 334,000

Landmark Village - Landmark Village Total ADT - 41,884

## 1. On-Site Circulation Impacts

The Landmark Village circulation plan is characterized by a system of local streets that draw access from a curvilinear spine road (A Street) that traverses the site in an east/west direction. Two north south roadways, Wolcott Way and Long Canyon Road, connect A Street to the off-site highway system.

To evaluate the proposed plan, a special traffic model was developed specifically for the Landmark Village (see Appendix F in the Austin-Foust report in Recirculated Draft EIR **Appendix 4.7**). A detailed zone system allows for the use of a fine-grain network that can be used to assign traffic to virtually all of the local streets. The overall distribution of on-site traffic was calibrated to match the SCVCTM forecasts used in the off-site impact analysis. The following analyses utilize this local area model to evaluate the proposed plan in greater detail than is capable with a large area model such as the SCVCTM.

**(1) Spine Road (A Street)**

The primary function of A Street is to provide connectivity between the Landmark Village neighborhoods and to provide access from the local streets to the arterial highway system.

**Figure 4.7-19, On-Site ADT and Peak Hour Volumes – Landmark Village Phase 2**, illustrates turning movement volumes along A Street that correspond to buildout of Phase 2 of the project. Since some of the side streets represent private driveways without assigned names, each intersection is numbered for reference. For example, intersection 2 is A Street’s intersection with Long Canyon Road and the roundabout at Wolcott Way is labeled as location 22. The second proposed roundabout is represented at location 5. Turning movement volumes that correspond to buildout of the project site are shown in **Figure 4.7-20, On-Site ADT and Peak Hour Volumes – Landmark Village Buildout and Newhall Ranch Buildout**. The buildout volumes are also based on buildout of the entire Newhall Ranch site and, thus, include the resulting increase to traffic volumes along Long Canyon Road.

One of the design goals of the spine road is to minimize the need for traffic signals for all locations, other than the intersection with Long Canyon Road and the intersection with the school driveway, by utilizing roundabouts at the high-volume locations (discussed below). While the traffic volume figures referenced above illustrate the main street and side street volumes, traffic signal warrants have been prepared for each of the conventional intersections in which the side street volumes meet the minimum warrant criteria of 100 vehicles per hour. These warrants (discussed previously) show that only the Long Canyon Road/A Street intersection meets the minimum peak hour volume warrant. In addition, the school driveway intersection meets the pedestrian volume and the school crossing warrants. The two locations with the heaviest turning movement volumes, Wolcott Way and the main commercial center entrance (location 5), are proposed to be modern roundabouts.

A second design goal of the spine road involves configuring the roadway in such a manner that non-local (through) traffic is discouraged from using the roadway as an alternative to SR-126. This is accomplished by using a curvilinear alignment that lengthens the total distance of the road, as well as traffic calming design features such as curb bulb-outs and on-street parking. **Figure 4.7-21, On-Site Lane Configurations**, illustrates the recommended intersection lane geometry for the spine road.

A 30 percent internal/70 percent external value is a function of the mix of residential and non-residential uses. A detailed breakdown of how the tripends generated by the mix of uses relating to internal and external trips is provided in Recirculated Draft EIR **Appendix 4.7, Traffic Study, Appendix F, Table 1**.

**Table 4.7-28, Internal Mix of Trip Ends** demonstrates that approximately 75 percent of the residential tripends are off-site trips, approximately 48 percent of the Schools/Parks tripends are off-site trips, and

approximately 63 percent of the commercial tripends are off-site trips. When taken together, this equates to 70 percent of the total tripends as off-site trips.

**Table 4.7-28  
Internal Mix of Trip Ends**

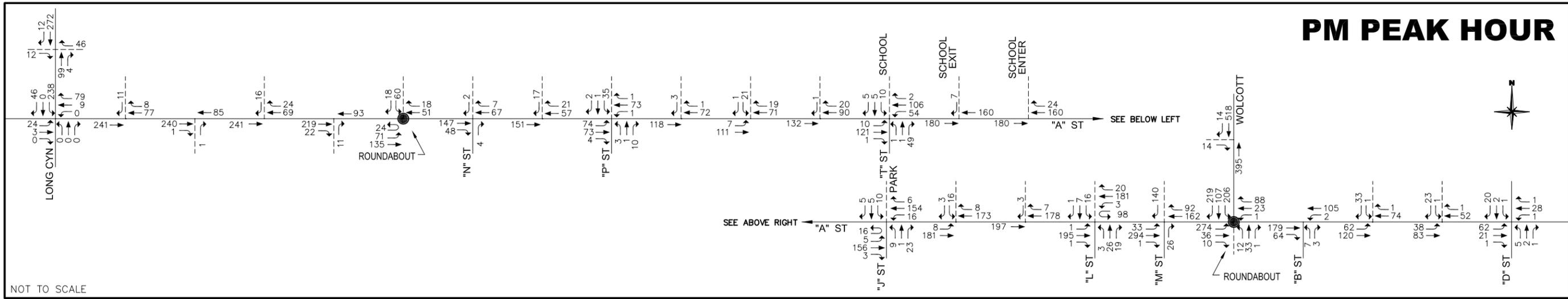
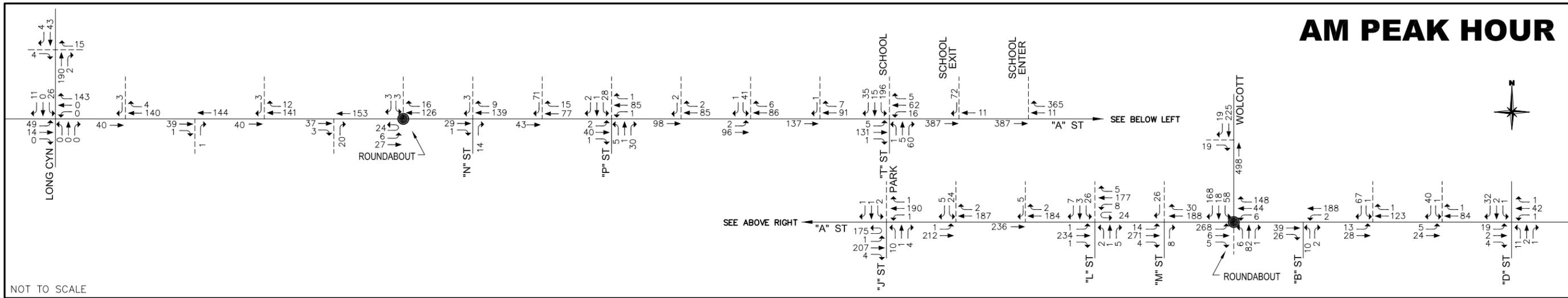
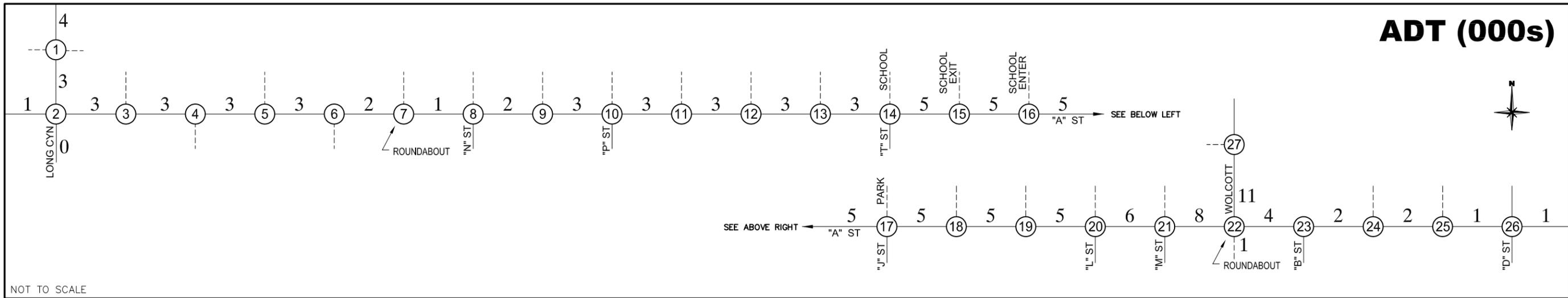
ADT	To:				
	Residential	Schools/Parks	Commercial	Off-Site	Total
From:					
Residential	0	275	1,223	4,575 (75%)	6,072
Schools/Parks	214	0	53	295 (52%)	562
Commercial	1,227	53	122	2,366 (63%)	3,767
Off-Site	4,627 (76%)	247 (43%)	2,328 (62%)	0	7,202
<b>Total</b>	6,068	575	3,725	7,235	17,604
<b>Total ADT Off-Site= 14,438 (70%)</b>					

**(2) Long Canyon Road**

Long Canyon Road, together with Wolcott Way, would provide access to SR-126 from the Landmark Village Project. Ultimately, Long Canyon Road would also be one of the primary north/south roadways through Newhall Ranch.

The Phase 1 and 2 combined traffic forecasts presented previously are based on Long Canyon Road terminating at the spine road. The Landmark Village buildout forecasts used for the on-site analysis conducted above include the full buildout of Newhall Ranch and the corresponding through traffic volumes on Long Canyon Road. Initially, Long Canyon Road would need to be constructed with two lanes (one lane each direction) to serve Phase 1 and 2 traffic volumes. The first two phases of the project would be accessed via SR-126 at Chiquita Canyon Road via an interim signalized intersection.

The Newhall Ranch Specific Plan identifies Long Canyon Road as a Major Highway (six lanes) from just south of the Santa Clara River to SR-126. To allow for the buildout needs of this roadway, sufficient right-of-way should be reserved to accommodate a major class roadway. The buildout traffic forecast volumes for the intersection of Long Canyon Road with the spine road indicate that two through lanes in the north/south direction together with separate turn pockets for right and left turning vehicles would result in LOS C for the AM peak hour and LOS B for the PM peak hour, which would be a less than significant impact (see Appendix A of the Austin-Foust report in Recirculated Draft EIR **Appendix 4.7** for ICU worksheets).



Legend

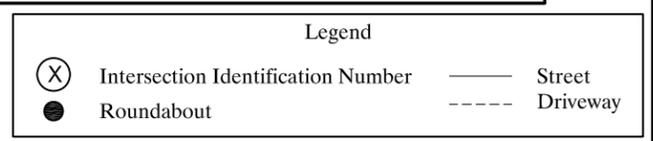
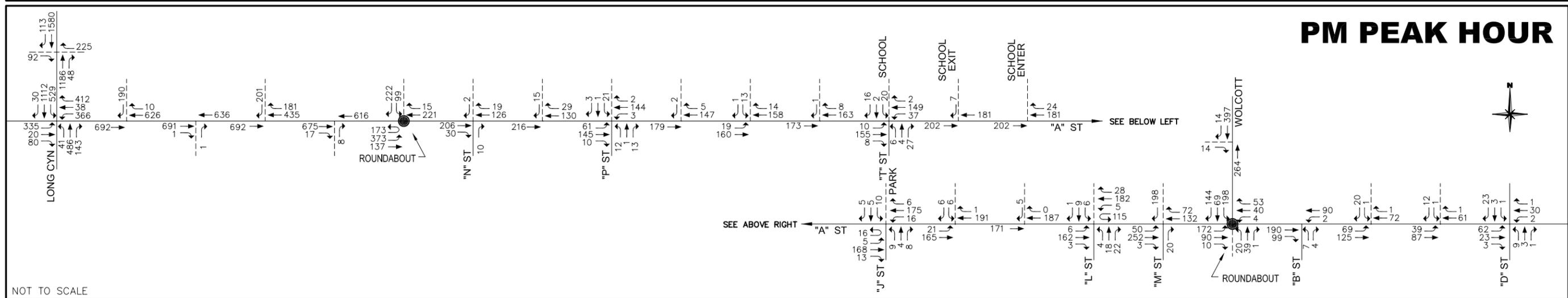
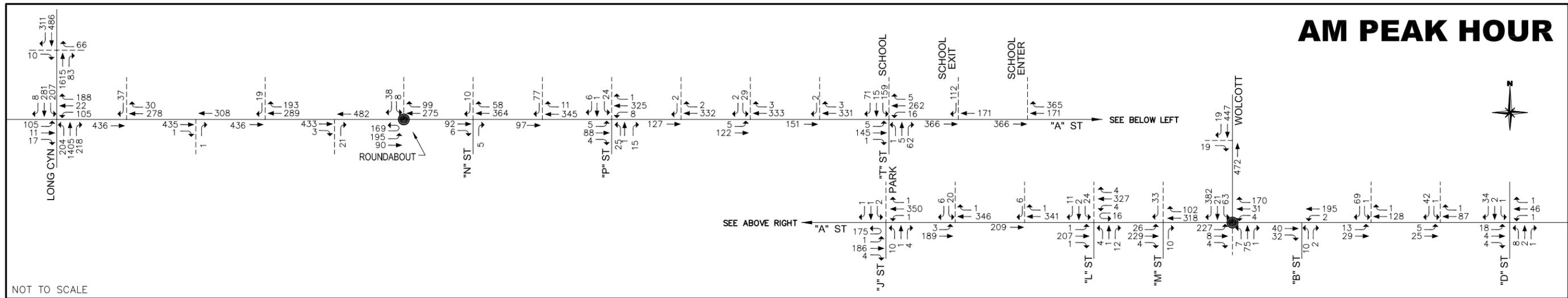
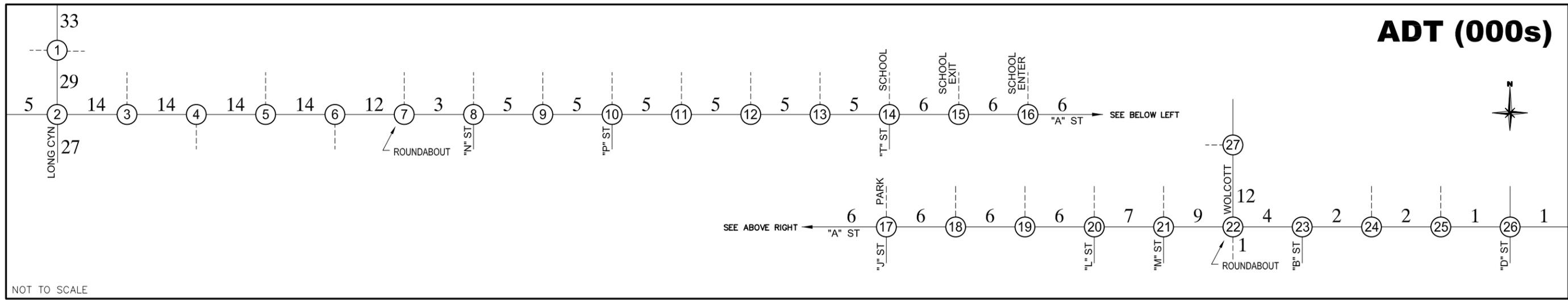
- X Intersection Identification Number
- Roundabout
- Street
- - - - - Driveway

NOT TO SCALE

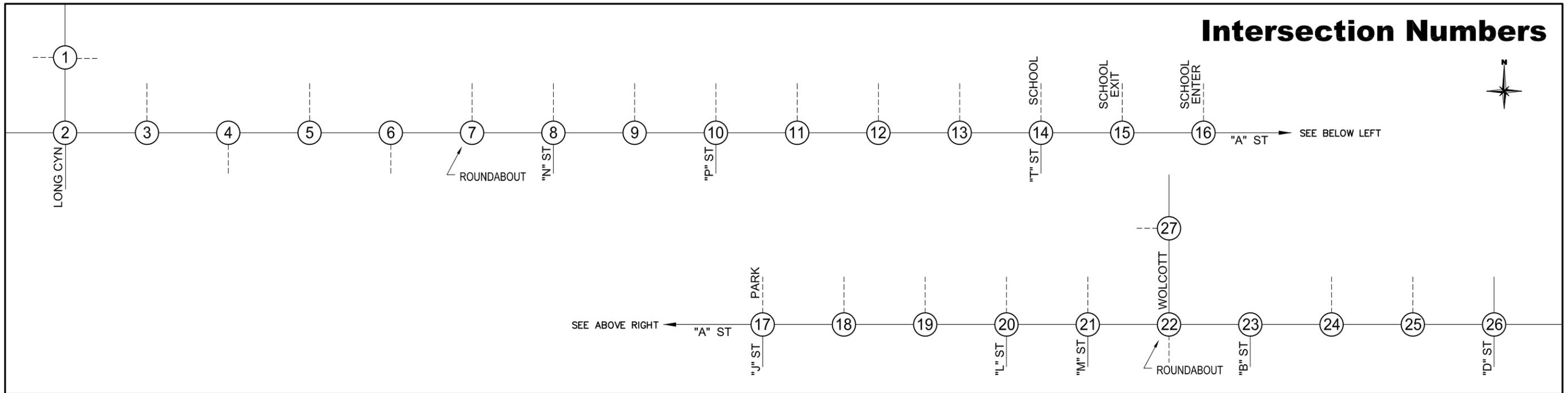
SOURCE: Austin-Foust Associates – August 2008

FIGURE 4.7-19

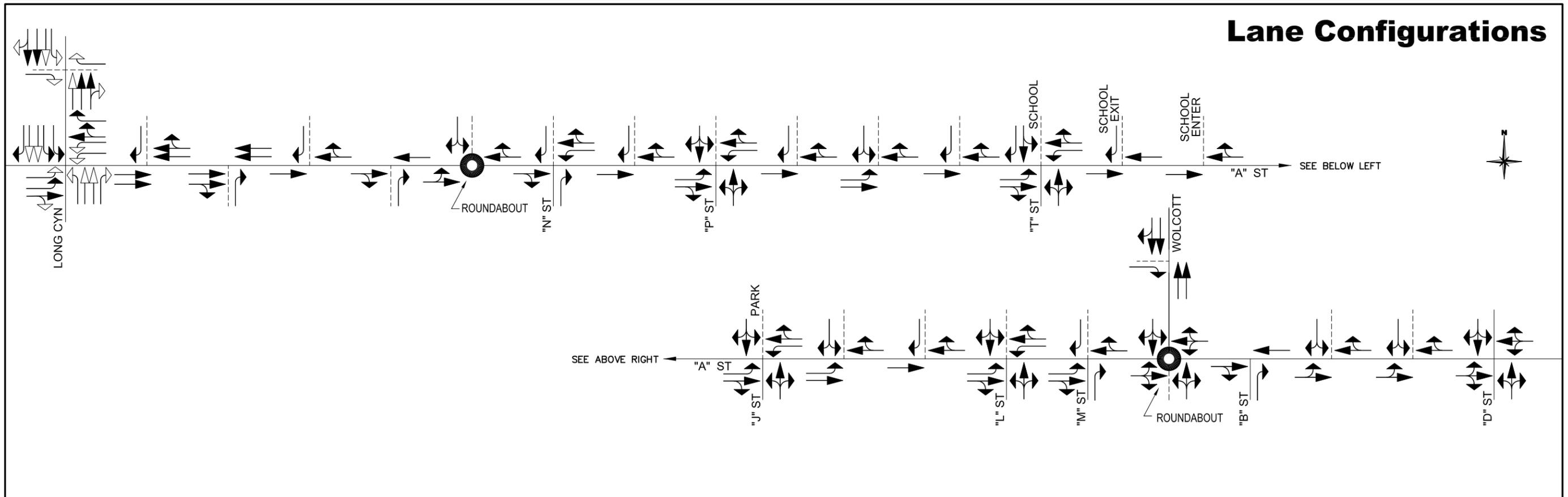
On-Site ADT and Peak Hour Volumes — Landmark Village Phase 2



# Intersection Numbers



# Lane Configurations



**Legend**

- Modern Roundabout
- Phases 1 & 2 Lanes
- Buildout Lanes
- Street
- Driveway

NOT TO SCALE

SOURCE: Austin-Foust Associates – August 2008

FIGURE 4.7-21

## On-Site Lane Configurations

### (3) Roundabouts

The proposed modern roundabouts on the spine road at Wolcott Way and at the main commercial center entrance (location 5) have been evaluated using the *Sidra* software package, which incorporates the *Highway Capacity Manual* delay and queue models. Results of the evaluation show that each roundabout would operate at LOS A, which would be a less than significant impact. Appendix E of the Austin-Foust report in Recirculated Draft EIR **Appendix 4.7** contains a complete summary of the *Sidra* calculations.

### (4) Elementary School Access

The community's elementary school site is proposed north of A Street near to where it would intersect with N Street. While a final site plan for the school has not yet been prepared, a conceptual plan has been prepared based on driveway configurations approved by the Regional Planning Commission in 2007. Evaluation of this conceptual plan indicates access to the school parking lot from the N Street intersection and two additional driveways along A Street. The westerly driveway would create a four-way intersection with A Street at N Street, the center driveway would function as an exit only with only right-turns onto A Street permitted, and the easterly driveway would function as an entrance only with only right-turns from A street permitted.

The school intersection does not meet the traffic warrant for minimum volumes as previously demonstrated, but it does meet the pedestrian volume and school crossing warrants.<sup>11</sup> Therefore, a traffic signal will be constructed at the school entrance driveway in conjunction with construction of the school.

### m. Rail Corridor Safety

The design of the Landmark Village project reserves 8 acres of land in a 35-foot wide strip along the south side of the SR-126 as a future rail corridor right of way. There is no proposal to construct a rail line along this corridor at the present time. If a rail line is proposed in the future, the future proposal would be responsible for providing adequate engineering and planning of safety improvements for road crossings. Types of safety design features and improvements commonly used at such crossings include:

- Warning devices: Installation of automatic flashing light signals and/or gates and/or signal circuitry improvement at existing at-grade crossings.
- Interconnects: Upgrading the circuitry at grade crossings where warning signals are connected to the adjacent traffic signals so that the two systems operate in a synchronized manner.

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<sup>11</sup> Source: Austin-Foust Associates, June 29, 2007 (see Recirculated EIR **Appendix 4.7**).

- Approaches: Improvements to the portion of the public roadway directly adjacent to the crossing surface.
- Connecting roads: Construction of a roadway between a closed crossing and an adjacent open, improved crossing.
- Wayside monitoring devices: Sensor devices in the circuitry of grade crossing warning devices which immediately alert the railroad to any failures in warning device operations.

Use of such features would provide sufficient safety for a future crossing.

## 8. MITIGATION MEASURES

Although the proposed Landmark Village project may result in potential traffic/access impacts absent mitigation, the County has already imposed mitigation measures as part of the Newhall Ranch Specific Plan. These mitigation measures, as they relate to traffic/access, are found in the previously certified Newhall Ranch Specific Plan Program EIR and the adopted Mitigation Monitoring Plan for the Specific Plan (May 2003). In addition, this EIR identifies recommended mitigation measures specific to the Landmark Village project site. The project applicant has committed to implementing the applicable mitigation measures from the Newhall Ranch Specific Plan. The applicant will implement the mitigation measures recommended for the proposed Landmark Village project to ensure that adequate traffic capacity exists to accommodate build out of the Specific Plan, and that future development of the project site would not adversely affect adjacent properties.

### a. Mitigation Measures Required by the Adopted Newhall Ranch Specific Plan, as they Relate to the Landmark Village Project

The following mitigation measures (Mitigation Measure Nos. 4.8-1 through 4.8-13, below) were adopted by the County in connection with its approval of the Newhall Ranch Specific Plan (May 2003). The applicable mitigation measures will be implemented to mitigate the potentially significant traffic/access impacts associated with the proposed Landmark Village project. These measures are preceded by “SP,” which stands for Specific Plan.

#### (1) On-Site Mitigation (Except SR-126)

**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. *(All on-site traffic improvements included as part of the Landmark Village project will be funded and/or constructed by the project applicant).*

- 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. *(This EIR, Section 4.7, provides the required transportation performance evaluation and, in combination with Section 1.0, Project Description, indicates the on-site roadway improvements necessary to provide adequate capacity.)*
- 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 [of the Newhall Ranch Specific Plan Final EIR] 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 [of the Newhall Ranch Specific Plan Final EIR]. *(Two of the intersections within the Landmark Village site will be signalized intersections, including the one intersection depicted as signalized by Specific Plan Figure 4.8-17, Long Canyon Road/A Street. This EIR, Section 4.7, in combination with the traffic report presented in Recirculated Draft EIR Appendix 4.7, provides the required signal warrants.)*
- 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. *(The Landmark Village project would conform to the County's 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. *(Final locations of bus pull-ins will be coordinated with the local transit provider and the Department of Public Works and constructed in conjunction with the project.)*

**(2) 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 needed improvements of 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 of the Newhall Ranch Specific Plan Final EIR. 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. (*This EIR, Section 4.7, provides the referenced transportation performance evaluation, including a determination of the improvements necessary to each off-site arterial, as well as appropriate fair-share funding requirements.*)

**(3) 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. (*The future performance evaluation presented in this EIR, Section 4.7, determined that the Landmark Village project would cause a significant impact at the SR-126/I-5 interchange at buildout and would be responsible for its fair share of the improvements to this interchange.*) (*This improvement has since been completed.*)

**(4) Congestion Management Plan Mitigation**

**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. (*The future performance evaluation presented in this EIR, Section 4.7, complies with the requirements of the Congestion Management Program presented in effect.*)

**(5) 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. (*This EIR, Section 4.7, in combination with the traffic reports presented in Recirculated Draft EIR Appendix 4.7, provides the required transportation evaluation of SR-126 intersections in Ventura County. As discussed in the EIR, Subsection 9.b.(3), buildout of the Newhall Ranch Specific Plan would contribute to potentially significant cumulative impacts at the intersection of Center Street and Telegraph Road (SR-126) in the Ventura County community of Piru. Pursuant to mitigation measure LV-4.7-21, below, the applicant will pay to Ventura County its fair-share of*

*the costs to implement recommended roadway improvements at the Center Street/Telegraph Road intersection. Additionally, as discussed in the EIR, Subsection 9.b.(4), buildout of the Newhall Ranch Specific Plan would contribute to potentially significant cumulative impacts at two intersections in the Ventura County City of Fillmore. Pursuant to Mitigation Measure LV-4.7-20, the applicant will pay \$300,000 to the City of Fillmore as its agreed-upon fair-share of the costs to construct transportation-related improvements deemed necessary by the City of Fillmore.)*

**(6) 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 of the Newhall Ranch Specific Plan Final EIR. Each future transportation performance evaluation required by Mitigation 4.8-2 of the Newhall Ranch Specific Plan Final EIR 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. *(The transportation performance evaluation presented in this EIR, Section 4.7, fulfills the requirements of this Specific Plan mitigation measure relative to Landmark Village.)*
- 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. *(The Board of Supervisors has not adopted a developer fee program for the Santa Clarita Valley. However, the applicant will participate in funding its fair share of mainline improvements in accordance with Mitigation Measures LV-4.7-17 through LV-4.7-20.)*
- 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. *(The applicant will be required to pay the applicable transit fees in place at the time of building permit issuance.)*
- 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 of the Newhall Ranch Specific Plan Final EIR. 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. *(The traffic analysis presented in this EIR, Section 4.7, fulfills the requirements of this Specific Plan mitigation measure.)*

## b. Additional Mitigation Measures Proposed by this EIR

The following project-specific mitigation measures are recommended to mitigate the potentially significant traffic/access impacts that may occur with implementation of the Landmark Village project. These mitigation measures are in addition to those adopted in the certified Newhall Ranch Specific Plan Program EIR. To reflect that the measures relate specifically to the Landmark Village project, each measure is preceded by "LV," which stands for Landmark Village.

### (1) On-Site Mitigation

**LV 4.7-1** The project applicant shall construct all on-site local roadways and intersections to County of Los Angeles codes and regulations, unless provided otherwise on the Vesting Tentative Tract Map when approved.

**LV 4.7-2** The main access for Landmark Village will be provided from SR-126 via the existing intersections of Wolcott Way and Chiquito Canyon Road. Future phases of the Newhall Ranch Specific Plan (NRSP) will provide access to and from Landmark Village via Long Canyon Road. Unless an updated long range study is prepared which demonstrates that the intersections will adequately handle the area build-out traffic as at grade intersections, adequate road right of way shall be reserved for future grade separated interchanges at these two locations, as approved in the NRSP.

### (2) Off-Site Mitigation

When impacts occur solely due to the addition of project traffic or for when improvements are to provide access to the project site, the project is fully responsible for mitigation. For impacts that are the result of the cumulative effect of project traffic together with related project traffic, the project is responsible for a fair share cost of the mitigation (see Section 6.3 of the Austin-Foust report for the fair share calculations).

The improvements identified for the I-5/SR-126 interchange are consistent with the improvements substantially completed to date at that location, and, when fully completed, represent the ultimate lane geometry determined in the Project Study Report for the interchange. The improvements identified for the Commerce Center Drive/SR-126 grade separated interchange also represent the configuration determined in that location's Project Study Report and which are currently in the Project Report process.

Under the analysis provided in **Subsection 7(f)**, the Commerce Center Drive/SR-126 intersection (Intersection 94) would experience a significant impact due to project generated traffic under the Phase 2 scenario (Phase 1 + Phase 2 traffic). Similarly, under the analysis provided in **Subsection 7(g)**, the Commerce Center Drive/SR-126 intersection would experience a significant impact due to project generated traffic under the Phase 3/Project Buildout scenario.

However, as discussed in **Subsection 4(f)**, an improvement is planned for the Commerce Center Drive/SR-126 intersection that would reconstruct the intersection into a grade-separated intersection. This improvement is estimated to be in place by the year 2012, the estimated year of Phase 2 occupancy. Because of this significant pending improvement project, an interim improvement to mitigate just the impacts of the project's traffic would not be feasible. The proposed project would contribute 6.6 percent of the total traffic to the intersection under the Phase 1 scenario, an additional 9.1 percent under the Phase 1+2 scenario, and an additional 18.1 percent under the Phase 3/Project Buildout scenario. (See, Traffic Impact Analysis, Austin-Foust Associates, Inc. (September 2004), Table 6-1; and, County of Los Angeles, Department of Public Works Letter, December 9, 2004, Recirculated Draft EIR **Appendix 4.7**). Therefore, the proposed project's total share of the increased traffic at the intersection is 33.8 percent. Accordingly, the mitigation measure proposed in this section requires that prior to occupancy of Phase 2 development, the project applicant is to fund 33.8 percent of the cost to construct the grade-separated interchange at the Commerce Center Drive/SR-126 intersection. It should also be noted that the project applicant will fund the remaining share of the interchange improvement costs as mitigation for other area projects, including expansion of the Commerce Center commercial development.

**(a) Phase 1 Mitigation Measures**

- LV 4.7-3** 80. Wolcott/SR-126 – Prior to occupancy of the first dwelling unit, the project applicant shall: (i) re-stripe the southbound shared left-turn/through lane to an exclusive through lane (resulting in 1 southbound left-turn lane, 1 southbound through lane, and 1 southbound right turn lane); (ii) add a northbound left turn lane and 2 northbound right turn lanes (resulting in 1 northbound left turn lane, 1 northbound through lane and 2 northbound right turn lanes); (iii) add an eastbound right turn lane (resulting in 1 eastbound left turn lane, 2 eastbound through lanes, and 1 eastbound right turn lane); and (iv) add a second westbound left turn lane (resulting in 2 westbound left turn lanes, 2 westbound through lanes, and 1 westbound right turn lane). Said improvements are to be completed at their ultimate design locations and operational to the satisfaction of the County of Los Angeles Department of Public Works (Department of Public Works) concurrently with the installation of the curb, gutter, the first lift of asphalt pavement, and the temporary traffic detection loops, if needed. Signals shall be modified to the satisfaction of the Department of Public Works.
- LV 4.7-4** The Landmark Village traffic study is based on the Santa Clarita Valley Consolidated Traffic Model and assumes the following roadway improvements will be in place with Phase I of the project. In accordance with the County of Los Angeles Department of Public Works Traffic Impact Analysis Report Guidelines (TIARG), the following improvements shall be made a condition of approval for the project to be completed at their ultimate design locations, and operational to the satisfaction of the Department of Public Works, concurrently with the installation of the curb, gutter, the first lift of asphalt pavement, and the temporary traffic detection loops, if needed:
- Reconstruct the Golden State (I-5) Freeway/SR-126 Freeway interchange by adding access to eastbound SR-126 from southbound I-5, access to southbound I-5 from

westbound SR-126, direct access to northbound I-5 from westbound SR-126, and widening bridge to accommodate 8 lanes. *[This measure has been completed.]*

- Construct Newhall Ranch Road segment between Vanderbilt Way and Copper Hill Drive/Rye Canyon Road. *[This measure has been completed.]*

**(b) Phase 2 Mitigation Measures**

- LV 4.7-5** 110. Chiquito Canyon/Long Canyon/SR-126 – Prior to occupancy of the 501<sup>st</sup> dwelling unit or a comparable amount of dwelling units plus commercial square feet (to be determined based on a conversion factor of 2.5 dwelling units per thousand square feet), the project applicant shall add: (i) a northbound left turn lane and a northbound right turn lane (resulting in 1 northbound left turn lane, 1 northbound through lane, and 1 northbound right turn lane); (ii) a southbound left turn lane (resulting in 1 southbound left turn lane and 1 shared southbound through lane/southbound right turn lane); and (iii) a westbound left turn lane (resulting in 1 westbound left turn lane, 2 westbound through lanes, and 1 westbound right turn lane). Said improvements are to be completed and operational to the satisfaction of the Department of Public Works concurrently with the installation of the curb, gutter, the first lift of asphalt pavement, and the temporary traffic detection loops, if needed.

**(c) Phase 3 Mitigation Measures**

- LV 4.7-6** 7. I-5 SB Ramps/SR-126 – Prior to exceeding occupancy of 1,444 dwelling units and 100,000 commercial square feet (or fewer dwelling units and a greater amount of commercial square feet, to be calculated based on a conversion factor of 2.5 dwelling units per thousand square feet of commercial space), the project applicant shall add a third westbound through lane (resulting in 3 westbound through lanes and a free flow westbound right turn lane) to be completed at its ultimate design location and operational to the satisfaction of Public Works concurrently with the installation of the curb, gutter, the first lift of asphalt pavement, and the temporary traffic detection loops, if needed. Signals shall be modified to the satisfaction of the Department of Public Works. *[This measure has been completed.]*

- LV 4.7-7** 80. Wolcott/SR-126 – Prior to exceeding occupancy of 1,444 dwelling units and 100,000 commercial square feet (or fewer dwelling units and a greater amount of commercial square feet, to be calculated based on a conversion factor of 2.5 dwelling units per thousand square feet of commercial space), the project applicant shall add: (i) a second southbound left turn lane (resulting in 2 southbound left turn lanes, 1 southbound through lane, and 1 southbound right turn lane); (ii) a second eastbound left turn lane and a third eastbound through lane (resulting in 2 eastbound left turn lanes, 3 eastbound through lanes, and 1 eastbound right turn lane); and (iii) a third westbound through lane (resulting in 2 westbound left turn lanes, 3 westbound through lanes, and 1 westbound right turn lane). Said improvements are to be completed at their ultimate design locations and operational to the satisfaction of the Department of Public Works concurrently with the installation of the curb, gutter, the first lift of asphalt pavement, and the temporary traffic detection loops, if needed. Signals shall be modified to the satisfaction of the Department of Public Works. *(While the Project Applicant is required by this measure to construct each of the designated improvements, the Landmark Village project's fair-share*

responsibility for the improvements identified in this mitigation measure is 62.1 percent [Phase 1, 12.2 percent; Phase 2, 19.3 percent; and, Project Buildout, 30.6 percent], with the exception of the third eastbound through lane required as part of improvement (ii); the project's fair-share for that improvement is 100 percent. This fair-share information is provided to facilitate any future action by the Project applicant to seek participatory funding from other development unrelated to the Landmark Village project.)<sup>12</sup>

- LV 4.7-8** 110. Chiquito Canyon/Long Canyon Road/SR-126 – Prior to exceeding occupancy of 1,444 dwelling units and 100,000 commercial square feet (or fewer dwelling units and a greater amount of commercial square feet, to be calculated based on a conversion factor of 2.5 dwelling units per thousand square feet of commercial space), the project applicant shall add: (i) a second northbound through lane, and a second northbound right turn lane (resulting in 1 northbound left turn lane, 2 northbound through lanes, and 2 northbound right turn lanes); (ii) convert the southbound shared through lane/right-turn lane to a southbound through lane and add a southbound right turn lane (resulting in 1 southbound left turn lane, 1 southbound through lane, and 1 southbound right turn lane); (iii) add an eastbound right turn lane (resulting in 1 eastbound left turn lane, 2 eastbound through lanes, and 1 eastbound right turn lane); and (iv) add a second westbound left turn lane (resulting in 2 westbound left turn lanes, 2 westbound through lanes, and 1 westbound right turn lane). Signals shall be modified to the satisfaction of the Department of Public Works. Alternatively, the project applicant shall construct a grade separated crossing to the satisfaction of the County of Los Angeles Department of Public Works. Said improvements shall be completed at their ultimate design locations and operational to the satisfaction of Public Works concurrently with the installation of the curb, gutter, the first lift of asphalt pavement, and the temporary traffic detection loops, if needed.

**(d) Project Buildout (Phase 3) with Related Projects Mitigation Measures**

- LV 4.7-9** 7. I-5 SB Ramps/SR-126 – The project applicant shall fund its fair share of the cost to add: (i) a fourth southbound lane (resulting in 2 southbound left-turn lanes, 1 shared southbound left turn lane/southbound right turn lane, and 1 dedicated southbound right turn lane); (ii) a third and fourth eastbound through lane (resulting 4 four eastbound through lanes and 1 free flow eastbound right turn lane); and (iii) a fourth westbound through lane (resulting in 4 westbound through lanes and 1 free flow westbound right turn lane). Signals shall be modified to the satisfaction of the Department of Public Works. (Project share = 38.3 percent. The project may elect to pay by phase as each phase gets recorded: Phase I= 8.3 percent, Phase II= 8.1 percent and Phase III= 21.9 percent).<sup>13</sup> Said improvements shall be completed at their ultimate design locations and operational to the satisfaction of Public Works concurrently with the installation of the curb, gutter, the first lift of asphalt pavement, and the temporary traffic detection loops, if needed. [This measure, with the exception of striping a fourth westbound through lane and striping a shared southbound left-turn/right-turn lane, has been completed.]

<sup>12</sup> Percentage pro-rata calculation figures for this interchange were determined by the County of Los Angeles, Department of Public Works, written communication of December 9, 2004.

<sup>13</sup> *Ibid.*

- LV 4.7-10** 8. I-5 NB Ramps/SR-126 –The project applicant shall fund its fair share of the cost to: (i) add a third northbound left turn lane (resulting in 3 northbound left turn lanes and 1 northbound right turn lane); (ii) add a third and fourth eastbound through lane (resulting in 4 eastbound through lanes and 1 free flow eastbound right turn lane); and (iii) add a third westbound through lane (for 3 westbound through lanes and 1 free flow westbound right turn lane). Signals shall be modified to the satisfaction of the Department of Public Works. (Project Share = 20.8 percent. The project may elect to pay by phase as each phase gets recorded: Phase I= 4.7 percent, Phase II= 4.0 percent and Phase III= 12.1 percent).<sup>14</sup> Said improvements shall be completed at their ultimate design locations and operational to the satisfaction of Public Works concurrently with the installation of the curb, gutter, the first lift of asphalt pavement, and the temporary traffic detection loops, if needed. [*This measure has been completed.*]
- LV 4.7-11** 81, 82, 83 and 94. Commerce Center/SR-126 – The project applicant shall fund its fair share of the cost to construct a Grade Separated Interchange. (Project Share = 33.8 percent. The project may elect to pay by phase as each phase gets recorded: Phase I= 6.6 percent, Phase II= 9.1 percent and Phase III= 18.1 percent).<sup>15</sup>
- LV 4.7-12** 110. Chiquito Canyon/Long Canyon Road/SR-126 – The project applicant shall fund its fair share of the cost to add: (i) a second northbound left turn lane (resulting in 2 northbound left turn lanes, 2 northbound through lanes and 2 northbound right turn lanes); (ii) a second southbound left turn lane, and second and third southbound through lanes (resulting in 2 southbound left turn lanes, 3 southbound through lanes and 1 southbound right turn lane); (iii) a second eastbound left turn lane and a third eastbound through lane (resulting in 2 eastbound left turn lanes, 3 eastbound through lanes, and 1 eastbound right turn lane); and (iv) a third westbound through lane (resulting in 2 westbound left turn lanes, 3 westbound through lanes, and 1 westbound right turn lane) Alternatively, the project applicant shall construct a grade separated crossing to the satisfaction of the County of Los Angeles Department of Public Works (Project Share = 62 percent. The project applicant may elect to pay its fair-share by phase as each phase is recorded: Phase I= 3 percent, Phase II= 16 percent and Phase III= 43 percent)<sup>16</sup>. Said improvements shall be completed at their ultimate design locations and operational to the satisfaction of Public Works concurrently with the installation of the curb, gutter, the first lift of asphalt pavement, and the temporary traffic detection loops, if needed.

**(d) Other Mitigation Measures**

- LV 4.7-13** Applicable transit mitigation fees shall be paid by the project applicant at the time of building permit issuance, unless modified by an approved transit mitigation agreement.
- LV 4.7-14** Prior to the commencement of project construction activities, the applicant shall institute construction traffic management controls in accordance with the California Department of Transportation (Caltrans) traffic manual. These traffic management controls shall

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<sup>14</sup> *Ibid.*

<sup>15</sup> *Ibid.*

<sup>16</sup> *Ibid.*

include measures determined on the basis of site-specific conditions including, as appropriate, the use of construction signs (e.g., "Construction Ahead") and delineators, and private driveway and cross-street closures.

**LV 4.7-15** Traffic signals shall be designed and installed or designed and funded, as specified below, at each of the intersections listed below. The design and the construction of the traffic signals shall be the sole responsibility of the project. The signals shall be completed at their ultimate design locations and operational to the satisfaction of Public Works concurrently with the installation of the curb, gutter, the first lift of asphalt pavement, and the temporary traffic detection loops, if needed, and prior to the development milestones described below:

Phase I: Wolcott Way at Henry Mayo Drive (SR-126) (signal modification), prior to the first lift of paving on Wolcott Way or SR-126, whichever comes first;

Phase II: Chiquito Canyon Road and Long Canyon Road (Future) at Henry Mayo Drive (SR-126) (design and install), prior to the first lift of paving on Chiquito or SR-126, whichever comes first;

Phase II: School West Driveway at "A" Street (TT 53108) (design and install), prior to rough grade certification for the school lot (Lot 309); Additionally, final school/park site plans and detailed street signing and striping plans for along the school/park frontages, as well as the signal plan for the traffic signal, should be prepared and submitted to Public Works' Traffic and Lighting Division for review and approval;

Phase II: School/Park East Driveway at "A" Street (TT 53108), the project applicant shall prepare the traffic signal design plans and secure adequate funds with the Los Angeles County Department of Public Works for the full construction of the traffic signal. The intersection shall be monitored for the installation of the signal once the school is fully occupied with 750 students; and,

Phase III: Long Canyon Road at "Y" Street and "A" Street (TT 53108) (design and install), prior to the issuance of the certificate of occupancy for building(s) on the fire station.

**LV 4.7-16** The developer shall use its best efforts to coordinate with the Castaic Union School District (CUSD) in the development of the school's traffic circulation plan and drop-off/pick-up procedures. The Traffic and Lighting Division recommends that a mechanism for enforcement and levying of noncompliance penalties be included in the plan. The traffic circulation plan should include the distribution of informational packets containing the approved drop-off/pick-up procedures to the parents/guardians of students of the school, and trip reduction strategies such as carpooling and increased bus operations, with specific average vehicle ridership goals for students and staff members, to minimize traffic generation in the area.

### c. Post-Mitigation Level of Significance

**Table 4.7-29, Intersection Average Control Delay with Mitigation**, summarizes the average control delay per vehicle and LOS for each intersection by phase. Average control delay ranges from 8.9 seconds

per vehicle (s/veh) to 39.1 s/veh, per intersection, and in no case does the LOS exceed the midpoint of LOS D. It can, therefore, be concluded that the mitigation measures recommended in this EIR section would reduce project traffic impacts to less than significant.

To provide a comparison to the ICU based LOS evaluations presented in **Subsection 7., Project Impacts**, post-mitigation ICUs calculated using the County's prescribed methodology are presented in **Table 4.7-30, ICU and LOS Summary With Project Mitigation.**

**Table 4.7-29  
Intersection Average Control Delay with Mitigation**

Intersection	AM Peak Hour		PM Peak Hour	
	Average Delay (seconds) LOS		Average Delay (seconds) LOS	
<b>Phase 1 &amp; Related Projects</b>				
7. I-5 SB Ramps/SR-126	12.2	B	10.1	B
8. I-5 NB Ramps/SR-126	12.9	B	9.5	A
80. Wolcott/SR-126	24.6	C	33.1	C
110. Chiquito-Long Canyon/SR-126	33.0	C	31.1	C
<b>Phase 2 &amp; Related Projects</b>				
7. I-5 SB Ramps/SR-126	12.7	B	9.1	A
8. I-5 NB Ramps/SR-126	13.6	B	10.0	B
80. Wolcott/SR-126	36.9	D	38.8	D
110. Chiquito-Long Canyon/SR-126	38.5	D	31.8	C
<b>Project Buildout &amp; Related Projects</b>				
7. I-5 SB Ramps/SR-126	15.9	B	8.9	A
8. I-5 NB Ramps/SR-126	15.6	B	10.4	B
80. Wolcott/SR-126	28.7	C	32.8	C
110. Chiquito-Long Canyon/SR-126	39.1	D	22.3	C

Source: Austin-Foust Associates (September 2004).

Control Delay per Vehicle (s/veh)	Level of Service
0.0 – 10.0	A
10.1 – 20.0	B
20.1 – 35.0	C
35.1 – 55.0	D
55.1 – 80.0	E
Above 80.0	F

Average Control Delay measured in seconds per vehicle (s/veh) based on Highway Capacity Manual methodology.

See Appendix B of the Austin-Foust report in Recirculated EIR **Appendix 4.7** for HCM2000 summary worksheets.

Level of service ranges:	
.00 – .60	A
.61 – .70	B
.71 – .80	C
.81 – .90	D
.91 – 1.00	E
Above 1.00	F

**Table 4.7-30  
ICU and LOS Summary with Project Mitigation**

Intersection	Without Project				With Project				With Project & Related Projects			
	AM		PM		AM		PM		AM		PM	
	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
<b>Phase 1</b>												
80. Wolcott & SR-126 Without Mitigation	.36	A	.45	A	.52	A	.69	B				
With Mitigation	----	N/A	----		.46	A	.62	B				
110. Chiquito/Long Canyon & SR-126 Without Mitigation	.39	A	.46	A	.41	A	.49	A		N/A		
With Mitigation	----	N/A	----		.40	A	.46	A				
<b>Phase 2</b>												
80. Wolcott & SR-126 Without Mitigation	.36	A	.46	A	.80	C	1.00	E				
With Mitigation	----	N/A	----		.51	A	.72	C				
94. Commerce Center & SR-126 Without Mitigation	.55	A	.74	C	.68	B	.92	E		N/A		
With Mitigation	----	N/A	----				(1)					
110. Chiquito/Long Canyon & SR-126 Without Mitigation	.40	A	.46	A	.56	A	.73	A				
With Mitigation	----	N/A	----		.50	A	.66	B				
<b>Project Buildout</b>												
7. I-5 SB Ramps & SR-126 Without Mitigation	.54	A	.49	A	.79	C	.66	B	1.14	F	1.06	F
With Mitigation	----	N/A	----		.60	A	.51	A	.88	D	.62	B
8. I-5 NB Ramps & SR-126 Without Mitigation	.52	A	.53	A	.74	C	.73	C	1.40	F	1.34	F
With Mitigation	----	N/A	----		----	N/A	----		.88	D	.80	C

Intersection	Without Project				With Project				With Project & Related Projects				
	AM		PM		AM		PM		AM		PM		
	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	
80. Wolcott & SR-126													
Without Mitigation	.37	A	.47	A	1.05	F	1.31	F	.82	D	.90	D	
With Mitigation	----	N/A	----		.62	B	.71	C	.72	C	.75	C	
81. Commerce Center & Henry Mayo													
Without Mitigation	----	N/A			----	N/A			.66	B	.44	A	
With Mitigation	----	N/A	----		----	N/A			----	N/A			
83. Commerce Center & SR-126 WB													
Without Mitigation	----	N/A	----		----	N/A			.78	C	.64	B	
With Mitigation	----	N/A	----		----	N/A			----	N/A			
94. Commerce Center & SR-126													
Without Mitigation	.58	A	.77	C	.95	E	1.08	F	(1)	(1)	(1)	(1)	
With Mitigation	----	N/A	----		(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	
110. Chiquito/Long Canyon & SR-126													
Without Mitigation	.40	A	.48	A	1.08	F	1.35	F	1.07	F	.81	D	
With Mitigation	----	N/A	----		.67	B	.73	C	.79	C	.64	B	

Source: Austin-Foust Associates (September 2004).

<sup>1</sup> The Commerce Center Drive/SR-126 grade separation (see intersections 81-83) is required for the Related Project 2008 & 2010 scenarios and serves as mitigation for project stand alone and cumulative impacts.

Level of service ranges:

.00 – .60	A
.61 – .70	B
.71 – .80	C
.81 – .90	D
.91 – 1.00	E
Above 1.00	F

**Figure 4.7-22, Off-Site Improvement Program**, illustrates the off-site improvement program developed for this project. For each of the intersections identified with significant impacts due to either the project or the cumulative effect of project plus related projects, the mitigation measures identified above will form the improvement program for the project phases.

## 9. CUMULATIVE IMPACTS

### a. Introduction

As discussed in detail in this EIR, **Section 3.0, Cumulative Impact Analysis Methodology**, Section 15130(b) of the *CEQA Guidelines* allows two methods for identifying the future projects to be considered when assessing cumulative impacts. These two methods involve:

- (a) *A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or*
- (b) *A summary of projections contained in an adopted general plan or related planning document or in a prior environmental document which has been adopted or certified, which described or evaluated regional or areawide conditions contributing to the cumulative impact.*

The first scenario (list method) was utilized above under **Subsection 7(g)(3)** for Phase 3 (Project Buildout), plus related projects. Significant cumulative impacts were identified under the list approach at the following intersections:

- I-5 Southbound Ramps/SR-126
- I-5 Northbound Ramps/SR-126
- Wolcott/SR-126
- Chiquito-Long Canyon/SR-126

### b. Plans and Projections Approach

The following provides an analysis of cumulative transportation impacts using a plans/projections approach. The Newhall Ranch Specific Plan Program EIR included a long-range cumulative impacts analysis, which entailed build-out of all lands under the current land use designations in the Los Angeles County Santa Clarita Valley Areawide Plan and the City of Santa Clarita General Plan, plus the proposed Specific Plan, plus all known active pending General Plan Amendment requests for additional urban development in the County unincorporated area of Santa Clarita Valley and the City of Santa Clarita. This section updates that information by presenting long-range cumulative traffic volume forecasts based on the current cumulative land use data for the Santa Clarita Valley, as well as regional growth, which is

traffic volume increases occurring outside of the Santa Clarita Valley area including Centennial, Gorman Post Ranch, Frazier Park Estates, Tejon Mountain Village, Tejon Industrial Complex, Northlake, River Park and Gates-King, and is based upon the traffic report *Landmark Village Long-Range Cumulative (Buildout) Conditions Traffic Forecasts (December 2007)*, Austin-Foust Associates, Inc., contained in this Recirculated Draft EIR **Appendix 4.7**.

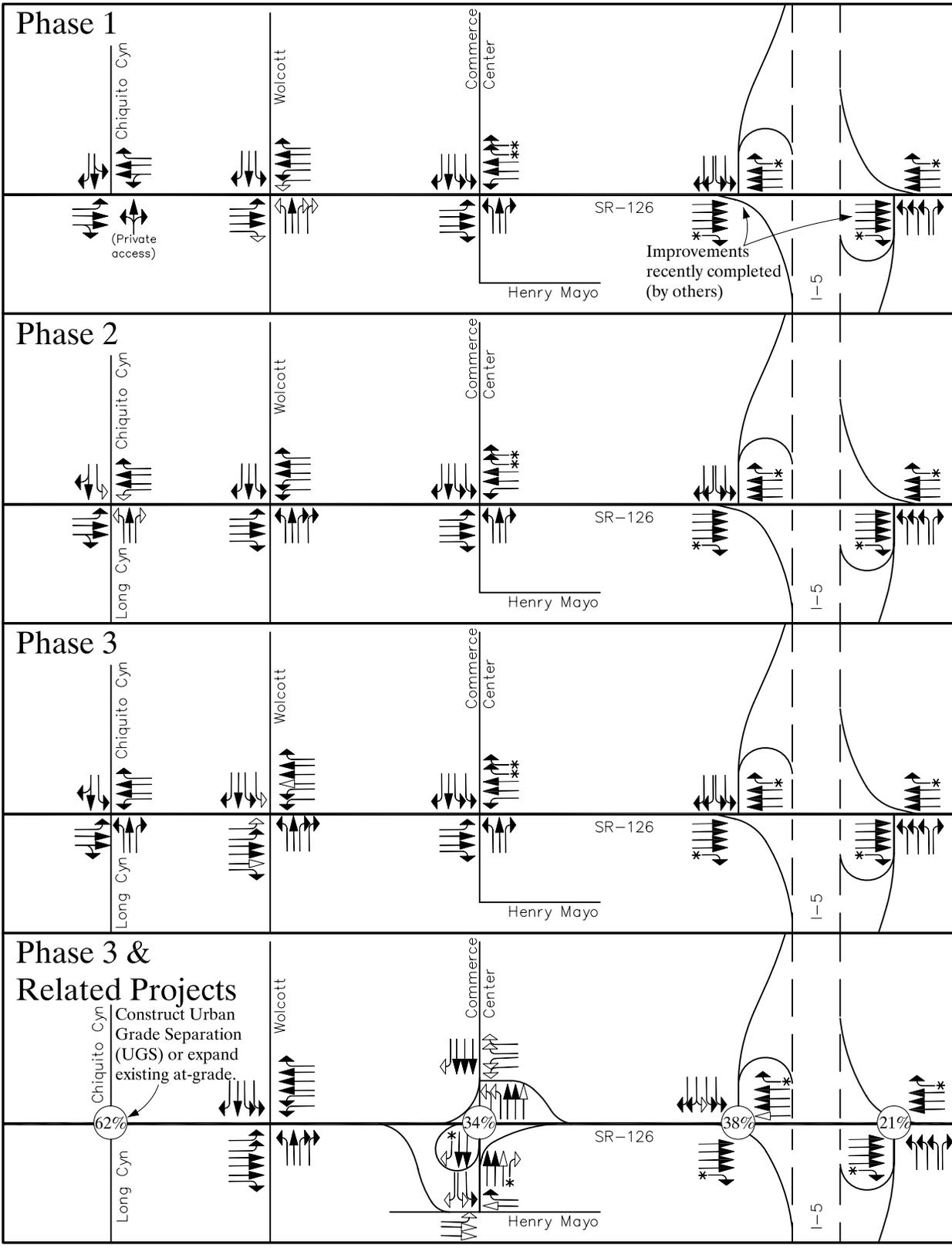
Long-range cumulative traffic volumes that include trips generated by the Landmark Village project are illustrated in **Figure 4.7-23 Long-Range ADT Volumes with Landmark Project and Cumulative Land Uses**. The area depicted corresponds to the study area of the Newhall Ranch Program EIR traffic study. The illustrated volumes have been derived using the SCVCTM Version 4.1, and represent long-range (2030) cumulative conditions. Recirculated Draft EIR **Appendix 4.7** identifies the traffic analysis zones and land use categories used to compare traffic volumes in the base year (2004) and the long-range cumulative traffic volumes.

An updated ADT capacity analysis for arterial roadways was also conducted, which includes the cumulative land uses within the traffic analysis zones in the long-range Los Angeles County Santa Clarita Valley Areawide Plan and the City of Santa Clarita General Plan database. A comparison of tripends with and without the cumulative land uses shows an additional 129,512 ADT (or an increase of 4.2 percent), as shown in **Table 4.7-31**. These additional trips are distributed throughout the model area on both the east and west side of I-5. The resulting updated capacity analysis was then conducted for the Highway Network. (The Highway Network includes the County's Master Plan of Highways, and the City's Circulation Plan.)

**Table 4.7-31  
Long-Range Tripend Comparison**

Land Use Category	Units	Long-Range General Plan		Long-Range Cumulative		Difference	
		Amount	ADT	Amount	ADT	Amount	ADT
1. Single Family Residential	DU	90,924.00	892,468	87,869.00	862,222	-3,055.00	-30,246
2. Multi-Family Residential	DU	48,019.00	374,792	62,339.00	481,378	14,320.00	106,586
3. Commercial Square Footage	TSF	82,475.13	1,579,917	80,390.53	1,615,521	-2,084.60	35,604
4. Other	--	--	247,247	--	264,815	--	17,568
TOTAL	--	--	3,094,424	--	3,223,936	--	129,512

Source: SCVCTM 4.1



**Legend**

- Background Conditions or Lanes from Previous Phase
- Lane New This Phase
- Project's Share of Cumulative Traffic

**NOT TO SCALE**

SOURCE: Austin-Foust Associates – September 2008

FIGURE 4.7-22

Off-site Improvement Program

(1) **Cumulative Impact on Arterial Roadways and SR-126 in Los Angeles County**

Figure 4.7-23, **Long-Range ADT Volumes – with Landmark Project and Cumulative Land Uses**, shows the long-range ADT volumes on the Highway Network with the addition of both the Landmark project and the cumulative land uses. The resulting impact of the Landmark project, plus the cumulative land uses on the Highway Network is shown on **Table 4.7-32, Long-Range ADT Volume Summary, Arterial Highway and SR-126 Network**, which shows those locations with a measurable project impact. This table shows the combined traffic volumes of both the Landmark project and the cumulative land uses, and it includes the project-only contribution.

No arterial or SR-126 locations exceed the acceptable LOS (V/C greater than 1.00) with the addition of the cumulative land uses, and, therefore the project would not result in a significant impact on the planned arterial highway network or SR-126 under long-range cumulative conditions.

(2) **Cumulative Impact on Freeways in Los Angeles County**

Cumulative impacts on freeways (Interstate-5) were assessed based on a peak hour analysis as recommended by Caltrans and as required by the CMP, which identifies peak hour directional volumes as the basis for the evaluation. LOS was calculated based on volume-density (passenger cars per hour per lane) using the Highway Capacity Manual procedures for mainline freeway segment analysis, as recommended by Caltrans. The results of the analysis, in the form of peak hour volumes, are summarized in **Table 4.7-33, Year 2030 Long-Range Cumulative Freeway Conditions – With and Without Project (Existing Lanes)**. This table shows the combined project and cumulative contribution of traffic volumes at each location (by V/C ratio, volume-density, and LOS calculations) for Year 2030 conditions with and without the project, and based on the existing eight-lane (four lanes in each direction) freeway configuration. Based on the CMP impact criteria for mainline freeway segments, which provides that a significant impact occurs when a project increases a volume to capacity (V/C) ratio by .02 or more and results in or worsens LOS F conditions, the project would have a significant impact at the following four freeway segments within the study area, with all impacts occurring during the PM peak hour in the southbound direction:

- I-5 between Rye Canyon Road and Magic Mountain Parkway
- I-5 between Magic Mountain Parkway and Valencia Boulevard
- I-5 between Valencia Boulevard and McBean Parkway
- I-5 between Pico Canyon Road/Lyons Avenue and Calgrove Avenue

**Table 4.7-32  
Long-Range ADT Volume Summary, Arterial Highway and SR-126 Network**

	Location	Lanes	Capacity	ADT Volumes w/out Landmark Village		ADT Volumes w/Landmark Village		Project Cont.
				Volume	V/C	Volume	V/C	
6	Chiquito Cyn n/o SR-126	6	54,000	25,000	.46	26,000	.48	.02
26	Old Road s/o Henry Mayo	6	54,000	16,000	.30	19,000	.35	.06
27	Old Road n/o Rye Cyn	6	54,000	51,000	.94	52,000	.96	.02
37	McBean e/o Rockwell	6	54,000	35,000	.65	36,000	.67	.02
40	McBean n/o Magic Mtn	8	72,000	70,000	.97	71,000	.99	.01
41	McBean s/o Newhall Ranch	8	72,000	61,000	.85	62,000	.86	.01
46	SR-126 w/o Chiquito Cyn	6(lim)	60,000	44,000	.73	46,000	.77	.04
47	SR-126 e/o Chiquito Cyn	8(lim)	86,000	68,000	.79	69,000	.80	.01
48	SR-126 w/o Commerce Center	8(exp)	112,000	64,000	.57	79,000	.71	.14
49	SR-126 e/o Commerce Center	8(exp)	112,000	71,000	.63	79,000	.71	.08
50	Newhall Ranch e/o I-5	8	72,000	63,000	.88	66,000	.92	.04
51	Newhall Ranch w/o Rye	8	72,000	67,000	.93	69,000	.96	.03
52	Newhall Ranch e/o Rye	8	72,000	57,000	.79	58,000	.81	.01
53	Newhall Ranch w/o Baywood	8(aug)	86,000	76,000	.88	77,000	.90	.01
54	Newhall Ranch e/o McBean	8(aug)	86,000	72,000	.84	73,000	.85	.01
55	Newhall Ranch e/o Bouquet	6	54,000	40,000	.74	41,000	.76	.02
70	Decoro e/o Copper Hill	4	32,000	8,000	.25	9,000	.28	.03
71	Decoro e/o Dickason	4	32,000	13,000	.41	14,000	.44	.03
107	Via Princessa e/o Magic Mtn	6	54,000	47,000	.87	48,000	.89	.02
128	Newhall Ranch w/o Bouquet	8	72,000	69,000	.96	70,000	.97	.01
141	Tibbitts n/o Magic Mtn	6	54,000	27,000	.50	28,000	.52	.02
170	Stanford n/o Rye Cyn	4	32,000	6,000	.19	7,000	.22	.03
197	Magic Mtn n/o Via Princessa	6	54,000	35,000	.65	36,000	.67	.02
222	Santa Clarita s/o Soledad	6	54,000	47,000	.87	48,000	.89	.02
233	Stanford e/o Rye Cyn	4	32,000	13,000	.41	14,000	.44	.03
240	Wolcott n/o SR-126	2	16,000	3,000	.19	4,000	.25	.06
322	McBean s/o Copper Hill	6	54,000	25,000	.46	26,000	.48	.02

## Notes:

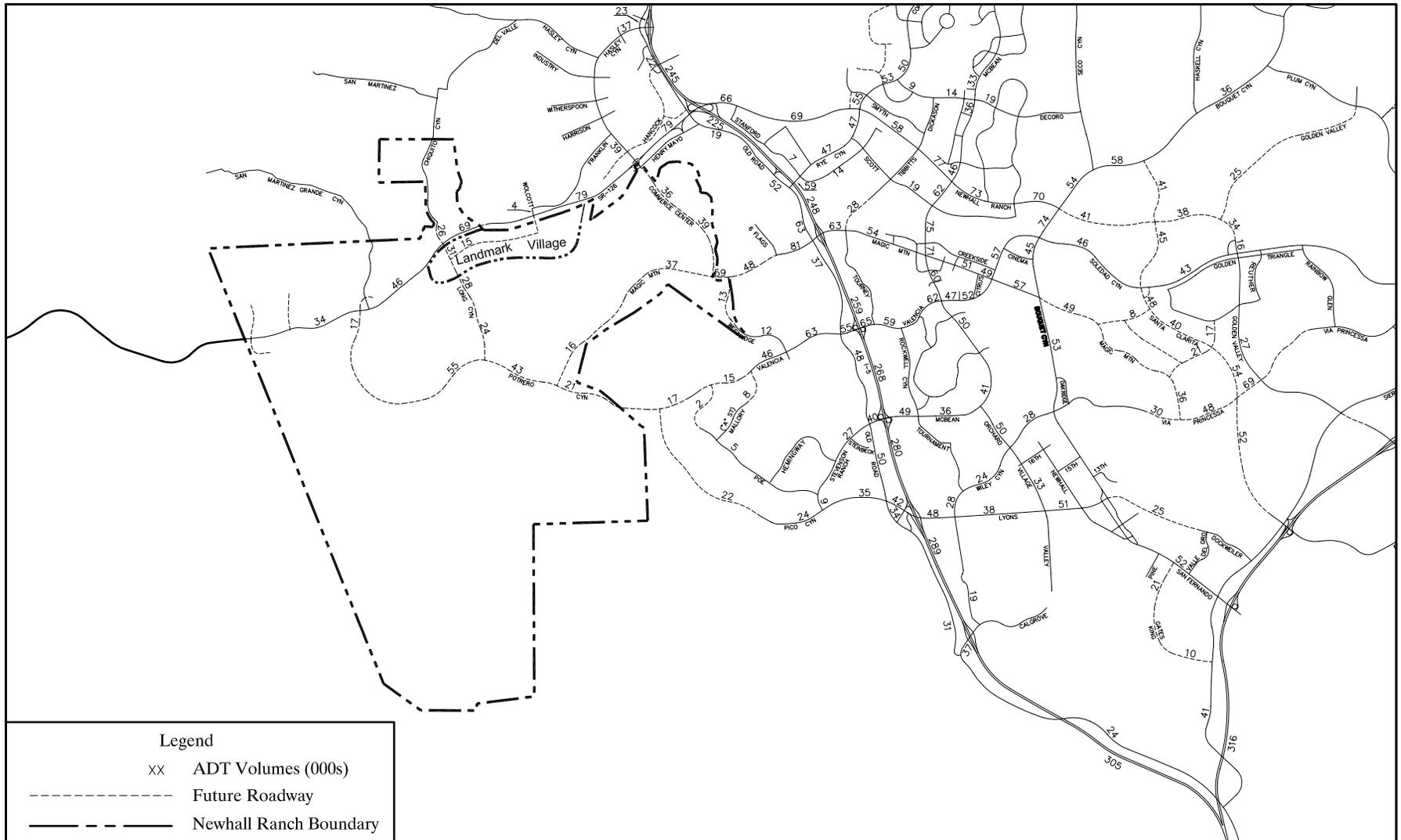
Volume Source: SCVCTM 4.1

ADT Capacity Source: Newhall Ranch Traffic Analysis

(lim) = Limited Access (High Capacity) Facility

(exp) = Expressway

(aug) = Facility with Augmented Capacity n/o = north of; s/o = south of; e/o = east of; w/o = west of



**Legend**

- xx ADT Volumes (000s)
- - - - - Future Roadway
- — — — — Newhall Ranch Boundary

Volume Source: SCVCTM 4.1.b Long-range Cumulative - I-5 Constrained Flow Model



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

FIGURE 4.7-23

Long Range ADT Volumes – with Landmark Project and Cumulative Land Uses

As shown on **Table 4.7-33**, under all scenarios (AM, PM, northbound, and southbound), the increment of project traffic on the segments of I-5 between Calgrove Avenue and SR-14, and between Hasley Canyon Road and SR-126, would not increase the V/C ratio by more than .017, nor would the project add 150 or more trips to these segments, which is the threshold for CMP analysis. Based on this information and because the increment of project traffic decreases as the distance from the project site increases, the project would not result in significant traffic impacts north of SR-126, nor south of the confluence of the I-5 and SR-14.

**Table 4.7-33**  
**Year 2030 Long-Range Cumulative Freeway Conditions – With and Without Project (Existing Lanes)**

I-5 Segment	AM Peak Hour						PM Peak Hour					
	Lanes	Capacity	Volume	V/C	Density	LOS	Lanes	Capacity	Volume	V/C	Density	LOS
<i>Northbound</i>												
403. Parker to Hasley Canyon	4	8,300					4	8,300				
Without Project			4,858	.585	19.9	C			8,141	.981	42.6	E
With Project			4,900	.590	20.1	C			8,200	.988	42.9	E
Project Increment			42	.005					59	.007		
404. Hasley Canyon to SR-126	4	8,300					4	8,300				
Without Project			6,444	.776	27.5	D			8,637	1.041	>45.0	F
With Project			6,500	.783	27.7	D			8,700	1.048	>45.0	F
Project Increment			56	.007					63	.007		
405. SR-126 to Rye Canyon	4	8,300					4	8,300				
Without Project			6,728	.811	29.4	D			7,632	.920	36.4	E
With Project			6,900	.831	30.2	D			7,700	.928	36.7	E
Project Increment			172	.020					68	.008		
406. Rye Canyon to Magic Mountain	4	8,300					4	8,300				
Without Project			6,728	.811	29.4	D			7,632	.920	36.4	E
With Project			6,900	.831	30.2	D			7,700	.928	36.7	E
Project Increment			172	.020					68	.008		
407. Magic Mountain to Valencia	4	8,300					4	8,300				
Without Project			6,975	.840	31.0	D			7,864	.947	38.6	E
With Project			7,100	.855	31.6	D			7,900	.952	38.8	E
Project Increment			125	.015					36	.005		
408. Valencia to McBean	4	8,300					4	8,300				
Without Project			7,482	.901	35.2	E			8,254	.994	43.6	E
With Project			7,600	.916	35.8	E			8,300	1.000	43.8	E
Project Increment			118	.015					46	.006		

I-5 Segment	AM Peak Hour						PM Peak Hour					
	Lanes	Capacity	Volume	V/C	Density	LOS	Lanes	Capacity	Volume	V/C	Density	LOS
409. McBean to Pico	4	8,100					4	8,100				
Without Project			7,381	.911	37.3	E			8,375	1.034	>45.0	F
With Project			7,500	.926	37.9	E			8,400	1.037	>45.0	F
Project Increment			119	.015					25	.003		
410. Pico to Calgrove	4	8,400					4	8,400				
Without Project			6,896	.821	30.2	D			8,374	.997	44.5	E
With Project			7,000	.833	30.7	D			8,400	1.000	44.6	E
Project Increment			104	.012					26	.003		
411. Calgrove to SR-14	4	8,200					4	8,200				
Without Project			6,310	.770	26.4	D			8,181	.998	41.3	E
With Project			6,400	.780	26.8	D			8,200	1.000	41.4	E
Project Increment			90	.010					19	.002		
<b>Southbound</b>												
403. Parker to Hasley Canyon	4	8,300					4	8,300				
Without Project			6,693	.806	29.1	D			7,552	.910	35.9	E
With Project			6,700	.807	29.1	D			7,600	.916	36.1	E
Project Increment			7	.001					48	.006		
404. Hasley Canyon to SR-126	4	8,300					4	8,300				
Without Project			7,193	.867	32.4	D			9,043	1.090	>45.0	F
With Project			7,200	.867	32.4	D			9,100	1.096	>45.0	F
Project Increment			7	.000					57	.006		
405. SR-126 to Rye Canyon	4	8,300					4	8,300				
Without Project			6,925	.834	30.6	D			9,038	1.089	>45.0	F
With Project			7,000	.843	30.9	D			9,200	1.108	>45.0	F
Project Increment			75	.009					162	.019		
406. Rye Canyon to Magic Mountain	4	8,300					4	8,300				
Without Project			7,160	.863	32.2	D			9,854	1.187	>45.0	F
With Project			7,200	.867	32.4	D			10,100	1.217	>45.0	F
Project Increment			40	.004					246	.030		
407. Magic Mountain to Valencia	4	8,000					4	8,000				
Without Project			7,300	.913	36.5	E			9,592	1.199	>45.0	F
With Project			7,300	.913	36.5	E			9,800	1.225	>45.0	F
Project Increment			0	.000					208	.026		
408. Valencia to McBean	4	8,000					4	8,000				
Without Project			8,105	1.013	>45.0	F			9,816	1.227	>45.0	F
With Project			8,100	1.013	>45.0	F			10,000	1.250	>45.0	F
Project Increment			-5	.000					184	.023		
409. McBean to Pico	4	8,200					4	8,200				
Without Project			7,821	.954	37.5	E			9,446	1.152	>45.0	F
With Project			7,800	.951	37.4	E			9,600	1.171	>45.0	F
Project Increment			-21	-.003					154	.019		

I-5 Segment	AM Peak Hour						PM Peak Hour					
	Lanes	Capacity	Volume	V/C	Density	LOS	Lanes	Capacity	Volume	V/C	Density	LOS
410. Pico to Calgrove	4	7,200					4	7,200				
Without Project			7,312	1.016	>45.0	F			8,755	1.216	>45.0	F
With Project			7,300	1.014	>45.0	F			8,900	1.236	>45.0	F
Project Increment			-12	-.002					145	.020		
411. Calgrove to SR-14	4	7,200					4	7,200				
Without Project			7,428	1.032	>45.0	F			8,674	1.205	>45.0	F
With Project			7,400	1.028	>45.0	F			8,800	1.222	>45.0	F
Project Increment			-28	-.004					126	.017		

Notes: V/C = Volume to Capacity Ratio; D = Density (Passenger Cars Per Hour Per Lane); LOS = Level of Service; Capacities shown here are an estimate based on the LOS as calculated using the HCM volume-density methodology. Significant impacts are shown in bold.

Source: "I-5 PA&ED HOV & Truck Lanes – SR-14 to Parker Road Traffic Study," Austin-Foust Associates, Inc., October 2007.

Caltrans recently completed a comprehensive traffic study that evaluates a planned improvement project for the I-5 freeway through the Santa Clarita Valley (I-5 Improvement Project).<sup>17</sup> The improvements will add capacity to the freeway by adding high occupancy vehicle (HOV) lanes and truck lanes. The environmental studies and preliminary engineering work for the improvements have been completed, and construction of the truck lanes is expected to be completed in approximately 2015, while construction of the HOV lanes is expected to be completed sometime thereafter. The improvements include the addition of one HOV lane in each direction between SR-14 and Parker Road, connecting to the HOV lanes currently under construction on the I-5 freeway south of the SR-14 freeway. Additionally, one truck lane is planned in the northbound direction between SR-14 and Calgrove Avenue, one southbound truck lane is planned between Pico Canyon Road/Lyons Avenue and Calgrove Avenue, and two southbound truck lanes are planned for the segment between Calgrove Avenue and SR-14. Each of these truck lanes will connect to the dedicated truck lanes that exist currently within the I-5/SR-14 freeway interchange.<sup>18</sup>

As mitigation for the significant cumulative impacts to the I-5 freeway identified above, the project will contribute its fair-share cost of the I-5 Improvement Project for those segments to which the project results in a significant impact. **Table 4.7-34, Landmark Village I-5 Share Summary**, illustrates the Landmark Village fair-share percentage relative to the total amount of future long-range cumulative traffic; the project trips shown represent the number of trips attributable to the project as determined by a nexus study of cumulative development. The table shows that the project's share at the significantly impacted locations ranges from 1.7 percent to 3.1 percent, with a weighted average share of 2.4 percent.

<sup>17</sup> I-5 PA & ED HOV & Truck Lanes - SR-14 to Parker Road Traffic Study, Austin-Foust Associates, Inc., October 2007. (A copy of the study is included in Recirculated EIR **Appendix 4.7.**)

<sup>18</sup> Ibid.

**Table 4.7-34  
Landmark Village I-5 Share Summary**

<b>Location</b>	<b>Project Trips</b>	<b>Other Future Trips</b>	<b>Existing Trips</b>	<b>Total Future Trips</b>
406. I-5 s/o Rye Canyon Road to Magic Mtn. Pky. PM Peak Hour Trips Share	311 3.1%	9,591 96.9%	8,258	18,160
407. I-5 s/o Magic Mountain Pky. to Valencia Blvd. PM Peak Hour Trips Share	219 2.5%	8,494 97.5%	9,987	18,700
408. I-5 s/o Valencia Blvd. to McBean Pky. PM Peak Hour Trips Share	202 2.1%	9,511 97.9%	10,657	20,370
410. I-5 s/o Pico/Lyons to Calgrove Avenue PM Peak Hour Trips Share	126 1.7%	7,387 98.3%	11,347	18,860
Total PM Peak Hour Trips Average Share	858 2.4%	34,983 97.6%	40,249	76,090

*Source: SCVCTM 4.1.a Long-Range Cumulative Constrained Flow Model (Cumulative Development Nexus Share Summary). See Recirculated Draft EIR **Appendix 4.7** for share calculations for all I-5 improvement project segments.*

**Table 4.7-35, Year 2030 Long-Range Cumulative Freeway Conditions With Landmark Village (I-5 Improvement Project Lanes)**, summarizes the freeway volume-density and LOS calculations for the long-range cumulative setting with the planned I-5 freeway improvements in place. With the improvements in place, no freeway segment is forecast to exceed LOS E and, therefore, the significant long-range cumulative impacts to the I-5 freeway would be mitigated to levels below significant.

**Table 4.7-35  
Year 2030 Long-Range Cumulative Freeway Conditions With Landmark Village (I-5 Improvement Project Lanes)**

I-5 Segment	Mixed Flow Lanes						HOV Lane				Truck Lane			
	AM Peak Hour			PM Peak Hour			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Volume	Density	LOS	Volume	Density	LOS	Volume	V/C	Volume	V/C	Volume	V/C	Volume	V/C
<b>Northbound</b>														
403. Parker to Hasley Cyn	3,920	16.1	B	6,630	28.7	D	980	.49	1,570	.79	--	--	--	--
404. Hasley Canyon to SR-126	5,290	24.3	C	7,130	31.9	D	1,210	.61	1,570	.79	--	--	--	--
405. SR-126 to Rye Cyn	5,690	23.5	C	6,160	25.8	C	1,210	.61	1,540	.77	--	--	--	--
406. Rye Canyon to Magic Mtn	5,690	23.5	C	6,160	25.8	C	1,210	.61	1,540	.77	--	--	--	--
407. Magic Mtn to Valencia	5,680	23.5	C	6,320	26.7	D	1,420	.71	1,580	.79	--	--	--	--
408. Valencia to McBean	6,180	25.9	C	6,720	29	D	1,420	.71	1,580	.79	--	--	--	--
409. McBean to Pico	6,080	26.8	D	6,910	32.4	D	1,420	.71	1,490	.75	--	--	--	--
410. Pico to Calgrove	5,740	23.6	C	6,910	30.1	D	1,260	.63	1,490	.75	--	--	--	--
411. Calgrove to SR-14	4,760	18.6	C	6,100	24.2	C	1,190	.60	1,520	.76	450	.38	580	.48
<b>Southbound</b>														
403. Parker to Hasley Cyn	5,360	22.1	C	6,080	25.6	C	1,340	.67	1,520	.76	--	--	--	--
404. Hasley Canyon to SR-126	5,860	21.7	C	7,280	33	D	1,340	.67	1,820	.91	--	--	--	--
405. SR-126 to Rye Cyn	5,660	23.4	C	7,360	33.7	D	1,340	.67	1,840	.92	--	--	--	--
406. Rye Canyon to Magic Mtn	5,860	24.3	C	8,120	41.4	E	1,340	.67	1,980	.99	--	--	--	--
407. Magic Mtn to Valencia	5,960	26.4	D	7,840	43.1	E	1,340	.67	1,960	.98	--	--	--	--
408. Valencia to McBean	6,770	24.6	C	8,040	31.2	D	1,330	.67	1,960	.98	--	--	--	--
409. McBean to Pico	6,470	27.4	D	7,680	36.2	E	1,330	.67	1,920	.96	--	--	--	--
410. Pico to Calgrove	5,420	21.3	C	6,610	26.7	D	1,350	.68	1,650	.83	530	.44	640	.53
411. Calgrove to SR-14	5,360	23.7	C	6,380	29.7	D	1,340	.67	1,590	.80	700	.58	830	.69

Source: "I-5 PA&ED HOV & Truck Lanes – SR-14 to Parker Road Traffic Study," Austin-Foust Associates, Inc., October 2007.

### (3) Cumulative Impacts-Ventura County Community of Piru

Mitigation Measure 4.8-9 from the Newhall Ranch Specific Plan Program EIR requires that, prior to recordation of the first subdivision map, a transportation evaluation is to be prepared for two SR-126 intersections in the Ventura County community of Piru in order to calculate the cost of fair share funding of improvements needed to accommodate Specific Plan generated traffic growth in the community. The two intersections to be evaluated are Main Street/Torrey Road and Telegraph Road (SR-126), and Center Street and Telegraph Road. The following summarizes the findings of the analysis undertaken for the two intersections, and is based upon the traffic report, *SR-126 Traffic Analysis for the Community of Piru in Ventura County*, Austin-Foust, April 2006 contained in this EIR (Recirculated Draft EIR **Appendix 4.7**).

To determine Specific Plan impacts in the community of Piru, long-range (2020) peak hour buildout volumes were obtained by factoring side street volumes and deriving through-traffic volumes on Telegraph Road (SR-126) from the Ventura County Traffic Model (VCTM), which includes Newhall Ranch Specific Plan buildout traffic. To determine side street volumes, demographic data from the VCTM was utilized, comparing existing trip generation data with Specific Plan buildout (Year 2020) forecasts. The comparison yields a 2.6 percent annual growth rate, which equates to 42 percent growth over the period 2004–2020. These projected future side street volumes were then added to the projected through volumes on Telegraph Road (SR-126), and the resulting turning movements were used to calculate Year 2020 LOS and ICU conditions. These buildout conditions, which include Specific Plan generated traffic growth, were then compared to existing conditions to assess cumulative impacts. **Table 4.7-36** summarizes the existing and forecast levels of service and ICU for Year 2020 traffic conditions, including Specific Plan buildout, for the two SR-126 intersections located in the community of Piru.

As shown on **Table 4.7-36**, the intersection of Main Street/Torrey Road at Telegraph Road would operate at acceptable levels of service (LOS B and C in the AM and PM peak hours, respectively) under Year 2020 conditions that include Specific Plan buildout traffic. Using the HCM delay analysis methodology produces similar results, acceptable LOS C conditions in both the AM and PM peak hour at this intersection. At the intersection of Center Street and Telegraph Road, however, using the HCM delay analysis methodology for unsignalized intersections, the intersection would operate at LOS F conditions for the southbound approach in both the AM and PM peak hours, respectively, under Year 2020 conditions. Therefore, Specific Plan buildout would contribute to significant cumulative impacts at this intersection.

**Table 4.7-36**  
**ICU Summary – Long-Range (Year 2020) Traffic Conditions Including**  
**Specific Plan Buildout-Piru**

Intersection	Existing				Buildout			
	AM		PM		AM		PM	
Main St./Torrey & Telegraph Rds								
ICU/LOS	.38	A	.43	A	.60	B	.73	C
Average Delay (s)/LOS	16.9	B	16.3	B	20.6	C	34.6	C
Center St. & Telegraph Road								
SB Approach Delay/LOS	22.2	C	26.4	D	55.0	F*	199.2	F*

Source: Austin-Foust Associates (April 2006).

\*Significant Cumulative Impact

Level of service ranges:

.00 – .60	A
.61 – .70	B
.71 – .80	C
.81 – .90	D
.91 – 1.00	E
Above 1.00	F

The intersection of Center Street and Telegraph Road (SR-126) is presently stop sign controlled on Center Street, while the intersection of Main Street/Torrey Road is signalized. A signal warrant analysis conducted for the Center Street and Telegraph Road intersection determined that projected future peak hour traffic volumes would not meet the criteria for intersection signalization based on present forecasts of side street (Center Street) traffic. However, the volume of Telegraph Road traffic will warrant the installation of a traffic signal with just a slight increase in side street traffic. As this analysis is based upon the conceptual buildout of the community of Piru and long-term projected future traffic levels in Ventura County, a small increase in future traffic volumes above those presently forecast would trigger the requirement that a traffic signal be installed at this location. Therefore, the future installation of a traffic signal at this intersection can be reasonably anticipated as a necessary future intersection improvement. **Table 4.7-37, Buildout Signal Warrant Volumes**, summarizes the signal warrant volumes at buildout of the Specific Plan.

**Table 4.7-37  
Buildout Signal Warrant Volumes**

Intersection	Direction of Travel	AM	PM
Center St. & Telegraph Rd. Major Approach	Eastbound	1420	1460
	Westbound	1080	1460
Minor Approach	Southbound	30	40
	<b>Satisfies Warrants?</b>	No	No

Based on the results of this analysis, three intersection improvements have been identified to enhance safety and reduce delay at the Center Street and Telegraph Road intersection. These improvements are:

1. Re-stripe the Center Street southbound approach resulting in separate left and right turn lanes;
2. Add a westbound right turn deceleration lane to Telegraph Road; and
3. Install a traffic signal at the intersection when warranted.

The roadway improvements would reduce delay in the AM from 55.0 seconds to 52.9 seconds, and would reduce delay in the PM from 199.2 seconds to 170.1 seconds. In combination, there is a 12 percent reduction in delay associated with these improvements. This reduction is to be compared with the 9 percent increase in ADT forecast for the year 2020 on Telegraph Road in Piru that is attributable to Specific Plan buildout.<sup>19</sup> Additionally, the installation of a traffic signal at this location would result in LOS A conditions in both the AM and PM peak hour, with average vehicle delays of 4.6 and 5.6 seconds, respectively. Therefore, implementation of the recommended improvements at the intersection of Center Street and Telegraph Road would reduce the identified potentially significant cumulative impacts to a level below significant.

<sup>19</sup> See, Newhall Ranch Supplemental Traffic Analysis, Ventura County Impact Analysis (Austin Foust Associates, February 2001), which determined that existing volumes on Telegraph Road in Piru are approximately 20,000 ADT, that 31,000 ADT are forecast for that location by the year 2020, and that the Newhall Ranch Specific Plan would contribute approximately 1,000 vehicles per day to the 31,000 forecast. Based on the projected increase of 11,000 ADT for this location by the year 2020 (31,000-20,000), the Newhall Ranch Specific Plan share of increased traffic would be approximately nine percent (1,000 divided by 11,000 = .09). Of the additional 1,000 trips per day that would result from the Specific Plan, 13% or 130 of those trips would be attributable to Landmark Village [42,000 of 334,000]. Therefore, the Landmark Village share of increased traffic on Telegraph Road in Piru would be approximately one percent (130 divided by 11,000 = .01).

**(4) Cumulative Impacts-Ventura County City of Fillmore**

Newhall Ranch Specific Plan Program EIR Mitigation Measure 4.8-9 requires the preparation of a transportation evaluation to determine the specific improvements made necessary by the addition of Newhall Ranch buildout traffic at designated SR-126 intersections in the Ventura County City of Fillmore. (Please see Recirculated Draft EIR **Appendix 4.7** Newhall Ranch Traffic Analysis, Fillmore Traffic Impacts, Austin-Foust, Inc, April 2006). **Figure 4.7-24, Ventura County City of Fillmore Intersection Locations**, depicts the twelve SR-126 intersections to be evaluated by the analysis.

To evaluate the potential impacts of Newhall Ranch traffic on the City's designated intersections, Newhall Ranch buildout traffic levels through the City were estimated for each of the three affected roadway sections -- SR-23 (A Street), and SR-126 (Ventura Street) east and west of SR-23. These peak hour volumes are shown on **Table 4.7-38, Peak Hour Newhall Ranch Buildout Volumes - City of Fillmore**.

**Table 4.7-38**  
**Peak Hour Newhall Ranch Buildout Volumes - City of Fillmore**

Location	AM Peak Hour				PM Peak Hour		
	EB/NB	WB/SB	Total		EB/NB	WB/SB	Total
Ventura Street (SR-126)							
East of A Street	25	54	79		53	35	88
West of A Street	22	49	71		48	31	79
A Street (SR-23)							
South of Ventura Street	3	5	8		5	4	9

*Source: Austin-Foust Associates (April 2006).*

These peak hour volumes were then deducted from the year 2020 peak hour intersection data provided in the City's Citywide Traffic and Circulation Impact Study (Wildan, 2002) ("City Traffic Study") in order to determine LOS conditions with and without Newhall Ranch buildout traffic. The City Traffic Study, which includes Newhall Ranch buildout traffic volumes, was conducted to determine the City's long-range traffic needs relative to build-out of its General Plan. A copy of the City Traffic Study is provided in Recirculated Draft EIR **Appendix 4.7**.

To assess significant impacts, the analysis applied the same significance criteria identified in the Newhall Ranch Specific Plan Program EIR for traffic impacts on state highways in Ventura County. (See, specifically, Newhall Ranch Revised Additional Analysis, Volume VIII (May 2003) in, Section 2.1, Table 2.1-3 [significance threshold criteria for state highways and freeways] Recirculated Draft EIR **Appendix 4.10**). Under the applicable significance criteria, build-out of Newhall Ranch Specific Plan would result in

a significant cumulative impact at the City's intersections if the addition of project traffic increases the ICU by more than .01, and the additional traffic results in deficient conditions.

As shown on **Table 4.7-39, 2020 PM Peak Hour ICU Values – City of Fillmore**, build-out of the Newhall Ranch Specific Plan would result in ICU increases greater than .01 at the following five SR-126 intersections:

- Intersection No. 2 E Street & Ventura Street (SR-126);
- Intersection No. 3 D Street & Ventura Street;
- Intersection No. 5 B Street & Ventura Street;
- Intersection No. 10 Pole Creek Road & Ventura Street; and
- Intersection No. 12 El Dorado Road & Ventura Street.

**Table 4.7-39  
2020 PM Peak Hour ICU Values – City of Fillmore**

Intersection	PM Peak Hour				Difference
	Without Project		With Project		
	ICU	LOS	ICU	LOS	
1. Old Telegraph & SR-126	.47	A	.48	A	.01
2. E Street & Ventura Street (SR-126)	.66	B	.68	B	.02*
3. D Street & Ventura Street (SR-126)	.78	C	.80	C	.02
4. C Street & Ventura Street (SR-126)	.75	C	.76	C	.01
5. B Street & Ventura Street (SR-126)	.83	D	.85	D	.02
6. A Street & Ventura Street (SR-126)	.88	D	.89	D	.01
7. Olive Street & Ventura Street (SR-126)	.61	B	.62	B	.01
8. Central & Ventura Street (SR-126)	.86	D	.86	D	.00
9. Mountain View Street & Ventura Street (SR-126)	.68	B	.69	B	.01
10. Pole Creek Road & Ventura Street (SR-126)	.50	A	.52	A	.02
11. Santa Clara Street & Ventura Street (SR-126)	.71	C	.72	C	.01
12. El Dorado Road & Ventura Street (SR-126)	.78	C	.80	C	.02*

\*Project Impact (ICU increment > .01 and the intersection is deficient)

Level of service ranges: .00 – .60 A    .81 – .90 D  
                                   .61 – .70 B    .91 – 1.00 E  
                                   .71 – .80 C    Above 1.00 F

Source: Austin-Foust Associates (April 2006).



SOURCE: Austin-Foust Associates, Inc. – April 2006

FIGURE 4.7-24

Ventura County City of Fillmore Intersection Locations

As shown on **Figure 4.7-25, Intersection Configurations – Existing and Year 2020 Circulation Systems Improvements**, of these five intersections, the City Traffic Study proposes intersection improvements, indicative of deficient conditions, at two of the intersections in order to maintain acceptable LOS conditions in the year 2020. The two deficient intersections identified by the City, and the improvements proposed for each intersection, are:

- Intersection No. 2: E Street & Ventura Street (SR-126) (add a traffic signal); and,
- Intersection No. 12: El Dorado Road & Ventura Street (add a left-turn lane on SR-126 westbound, add a left-turn lane on SR-126 eastbound, add a new southbound intersecting road, and add a new northbound intersecting road).

As shown on **Figure 4.7-25**, the proposed roadway improvements would create a new intersection at El Dorado Road and Ventura Street made necessary, in part, due to the construction of new roadways that will intersect with SR-126. The proposed improvements at this intersection, therefore, are not necessary to maintain acceptable LOS conditions solely due to projected increases in future traffic volumes on SR-126.

In March 2000, the City of Fillmore and The Newhall Land and Farming Company (Newhall) entered into a Settlement and Mutual Release (agreement) relating to traffic impacts within the City. Under the agreement, Newhall will pay \$300,000 to the City at or before the time the first Newhall Ranch Specific Plan building permit is issued, to fund transportation-related improvements within the City of Fillmore. Therefore, the agreement will result in the accelerated payment of Newhall's obligation to fund transportation-related improvements in the City because the City will receive the funds in one lump sum payment 10-15 years in advance of Newhall Ranch buildout, rather than receiving the funds on a building permit-by-building permit basis over the next 15 years.

Under the agreement, the City deemed Newhall's payment of \$300,000 as adequately representing the costs of constructing the transportation improvements needed within the City as a result of buildout of the Newhall Ranch Specific Plan, as those costs are identified in both this and prior traffic analyses. Accordingly, the \$300,000 payment fully satisfies the mitigation improvements required by the Newhall Ranch Specific Plan for all transportation-related improvements within the City of Fillmore, and no further mitigation is necessary to address the potentially significant impacts identified by this analysis. See Recirculated Draft EIR **Appendix 4.7** for the fully executed Settlement and Mutual Release agreement.

## 10. CUMULATIVE MITIGATION MEASURES

If all of the related projects were approved, each would be required to construct or finance its fair share of the improvements to the intersections, arterial roadways, or freeway segments significantly impacted by each respective project. Additionally, project-specific environmental analysis conducted for other cumulative projects is to comply with the requirements of the CMP, which provides lead agencies with the opportunity to assess each project's improvement program to ensure that it meets its mitigation goal.

Because the Landmark Village project would result in significant cumulative impacts to the I-5 freeway, the following mitigation is proposed to reduce the traffic-related impacts attributable to the project's share of increased cumulative traffic levels:

- LV-4.7-17** The project applicant shall contribute its fair-share of the costs of adding one high occupancy vehicle (HOV) lane in each direction to the segment of I-5 between Rye Canyon Road and Magic Mountain Parkway consistent with the percentages shown in **Table 4.7-34** of this EIR.
- LV-4.7-18** 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 between Magic Mountain Parkway and Valencia Boulevard consistent with the percentages shown in **Table 4.7-34** of this EIR.
- LV-4.7-19** 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 between Valencia Boulevard and McBean Parkway consistent with the percentages shown in **Table 4.7-34** of this EIR.
- LV-4.7-20** 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 between Pico Canyon Road/Lyons Avenue and Calgrove Avenue consistent with the percentages shown in **Table 4.7-34** of this EIR.

The following mitigation measure implements the March 2000 agreement entered into between Newhall and the City of Fillmore relating to transportation improvements in the City, and would reduce the Newhall Ranch Specific Plan's contribution to potentially significant cumulative impacts in the City to a level below significant:

- LV-4.7-21** Concurrent with issuance of the first building permit for Landmark Village, the project applicant shall submit a one-time payment of \$300,000 to the City of Fillmore (City) in Ventura County to fund transportation-related improvements in the City consistent with the March 2000 agreement entered into between The Newhall Land and Farming Company and the City. *(This measure implements in part the provisions of Specific Plan mitigation measure SP 4.8-9.)*

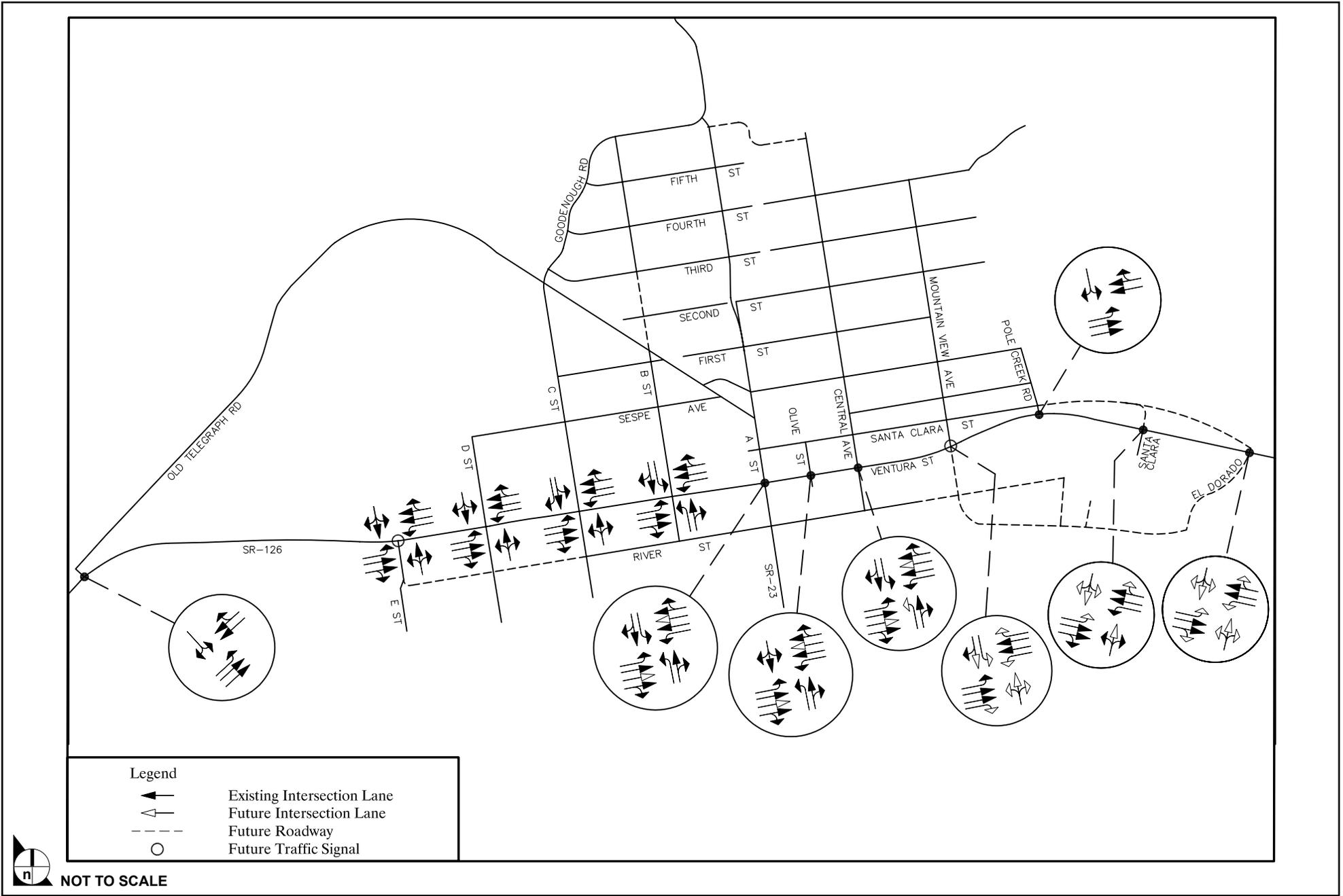


FIGURE 4.7-25

Intersection Configurations – Existing and Year 2020 Circulation Systems Improvements

The following mitigation measure is proposed to reduce the Newhall Ranch Specific Plan's contribution to potentially significant cumulative impacts at the intersection of Center Street and Telegraph Road (SR-126) in the Ventura County community of Piru to a level below significant:

- LV 4.7-22** Concurrent with the issuance of each Newhall Ranch Specific Plan building permit, the project applicant shall pay to the County of Ventura that development's pro-rata share of the entire Newhall Ranch Specific Plan's fair-share (nine percent, or 1 percent in the case of Landmark Village [130 ADT of 11,000]) of the costs to implement the following roadway improvements at the intersection of Center Street and Telegraph Road (SR-126) in the Ventura County community of Piru: (1) Re-stripe the Center Street southbound approach lane resulting in separate left and right turn lanes; (2) Add a westbound right turn deceleration lane to Telegraph Road; and (3) Install a traffic signal at the intersection when warranted. *(This measure implements in part the provisions of Specific Plan mitigation measure SP 4.8-9.)*

## 11. SIGNIFICANT UNAVOIDABLE IMPACTS

### a. Project Impacts

Significant project traffic/access impacts would be reduced to less than significant levels with implementation of the mitigation measures recommended in this EIR section and there would be no significant unavoidable traffic/access impacts.

### b. Cumulative Impacts

By implementing the mitigation measures discussed above that are attributable to the proposed project and provided that the County requires fair-share participation of the mitigation measures by other projects, no significant unavoidable project or cumulative traffic/access impacts would occur at any evaluated intersection, arterial, or freeway mainline segment in the project study area.