3.2.11 Traffic

3.2.11.1 No Action Alternative

Impacts

Under the No Action Alternative, no site-related vehicular trips would occur.

In accordance with the 1997 County Traffic Impact Analysis Guidelines, the level of service (LOS) analysis, both Soledad Canyon Road and Agua Dulce Road operate under primarily free-flow conditions where drivers can maintain their desired speeds with little or no delay (LOS A) during a.m. and p.m. peak hours. However, the County Department of Public Works, Traffic and Lighting Division, using a more conservative methodology concluded that the easternmost segment of Soledad Canyon Road operates at LOS D under existing a.m. peak hour conditions and is a significant cumulative projects impact.

Soledad Canyon Road/Antelope Valley Freeway northbound and southbound ramp intersections will be significantly affected if other cumulative projects are developed.

Mitigation Measures

No mitigation would be provided as there would be no Project activity and no Project-specific impacts. The cumulative project impacts would remain as described under this alternative. With no provisions for mitigation, the cumulative project impacts would remain significant.

3.2.11.2 Reduced North Fines Storage Area Alternative Analysis

Impacts

Under this alternative, there will be no difference in offsite traffic relative to the Proposed Action. Changes in onsite operations under this alternative will slightly reduce the distances traveled by haul trucks associated with fines transport and storage.

Mitigation Measures

Mitigation measures remain as described for the Proposed Action (measures T1, T2 and T3). With incorporation of the measures, impacts would be reduced to less than significant.

3.2.11.3 Batch Plant Location Alternative Analysis

Impacts

Additional truck trips would be generated under this alternative to haul aggregate from the mining site to the batch plant. Accordingly, increases in traffic on Soledad Canyon Road between the Project site and Lang Station would occur. No additional Project traffic would

access the Antelope Valley Freeway ramps. There would be 90 additional round trip truck trips (180 total trips) during Phase 1 and 175 round trip truck trips (350 total trips) during Phase 2 on Soledad Canyon Road for this alternative as compared to the Proposed Action. Peak hour numbers would increase incrementally but would not result in significant impacts when added to existing conditions for Soledad Canyon Road and Agua Dulce Canyon Road for the Project. However, under the County Department of Public Works, Traffic and Lighting Division's more conservative methodology the easternmost segment of Soledad Canyon Road would operate at LOS D under existing a.m. peak hour conditions, and adding Project traffic would result in a significant cumulative projects impact. An incremental increase in traffic safety concerns would also result under this alternative.

The other impacts as described for the Proposed Action for the ramp intersections for cumulative projects would remain under this alternative.

Mitigation Measures

All mitigation measures as described for the Proposed Action (measures T1, T2 and T3) would be required under this alternative. Implementation of the measures would reduce impacts to less than significant.

3.2.11.4 Addition of Water/Reclaimed Water Alternative Analysis

Impacts

If water would be brought to the site by pipeline, significant short-term impacts would result from construction of the conveyance system since the pipeline would most likely cross or be laid within a number of roadways.

Approximately 456 round trip truck trips (912 total trips) per day would be necessary to bring water to the site for operations. If water is trucked in for the duration of the Project life (20 years), impacts could be expected to result due to increased truck traffic on local roadways traveled to reach the site. Since a specific source and route is not identified, impacts are assumed to be significant.

As with the Proposed Action, there would be no impacts to the freeway system. Water transported via the Antelope Valley Freeway (Route 14) would total 86 northbound and 92 southbound trips using the freeway south of Soledad Canyon Road in the a.m. peak hour. The Project would add a total of 64 northbound and 72 southbound trips using the freeway south of Soledad Canyon Road in the p.m. peak hour. These volumes are less than the 150 peak hour volume in one direction criteria contained n the CMP, indicating that the Project would not significantly impact freeway operations.

Also, significant impacts would occur immediately in Phase 1 of operations from Project plus related projects traffic on Soledad Canyon Road for the Soledad Canyon Road/Antelope Valley intersection northbound ramps, as compared to Phase 2 of the Project under the Proposed

Action. Loaded trucks would be traveling in both directions along Soledad Canyon Road with loaded water trucks traveling upgrade to reach the site. Additional traffic safety concerns would result from the additional truck traffic.

The Traffic Index (TI) would also increase to 12.0 in Phase 2 of operations, requiring additional overlay thickness and increased length of roadway requiring overlay.

Mitigation Measures

Standard mitigation measures for pipeline construction would be required such as flagmen for traffic control, temporary rerouting of traffic, etc. If truck travel would be required through local surface streets, the Project would be required to comply with mitigation developed through a traffic study of the affected streets. All mitigation measures as described for the Proposed Action (measures T1, T2 and T3) would also be required for this alternative, with intersection improvements needing to be implemented earlier in the Project. As part of the mitigation, the Project's fair share cost of intersection improvements and roadway surface paving would be increased and the conditions which would warrant a traffic signal may also be triggered earlier in the Project.

3.2.11.5 Product Transportation Alternative Analysis

Impacts

Using rail for product transportation would decrease the number of truck trips associated with the Project. There would be a reduction of up to 252 round trip truck trips per day from the site during Phase 1 and 475 round trip truck trips per day during Phase 2 of the Project. With the decrease in truck trips, the Project would contribute minimally to the mix of traffic on Soledad Canyon Road and its intersection with the Antelope Valley Freeway. Since Project related traffic under the Proposed Action did not generate a significant impact, there would be no change in the level of significance of Project-related traffic impacts along Soledad Canyon Road under this alternative. There would also be a reduction in traffic safety concerns under this alternative.

Under this alternative, these numbers of round trip truck trips would still be necessary to distribute the product from the Los Angeles rail distribution terminal to product consumers. Therefore, impacts on traffic would be decreased at the site, but approximately 252 (Phase 1) and 475 (Phase 2) round trip truck trips per day would result at a Los Angeles rail distribution terminal. It may be possible that a Los Angeles rail distribution terminal would be more congested than Soledad Canyon Road. Since such a site is not designated, the impact is presumed to be potentially significant.

The Project's contribution to cumulative project traffic impacts as described for the Proposed Action would still apply under this alternative.

Mitigation Measures

Since the Project would still have a minimal amount of vehicular traffic associated with operations, a similar level of mitigation as described for the Proposed Action (measures T1, T2 and T3) may still be required. The Project's fair share cost of intersection improvements and roadway surface paving would be reduced. Implementation of the measures would reduce any the Project's contribution to cumulative impacts to less than significant. A full traffic study to determine specific mitigation measures would be required for the intersections and roadways for the distribution facility in Los Angeles. Incorporation of required measures should reduce any potentially significant impacts to a level of less than significant.

3.2.11.6 Alternative North Fines Storage Area Analysis

Impacts

Under this alternative, there will be no difference in offsite traffic relative to the Proposed Action. Changes in onsite operations under this alternative will slightly increase due to increased distances traveled by haul trucks associated with fines transport and storage.

Mitigation Measures

Mitigation measures remain as described for the Proposed Action (measures T1, T2 and T3). With incorporation of the measures, impacts would be reduced to less than significant.

3.2.11.7 Reduced Quantity Mining Concept Alternative Analysis

Impacts

Under this alternative, operations for Phase 1 would approximate the operations expected under Phase 1 of the Proposed Action, thus peak daily truck traffic would be about the same as the Proposed Action for Phase 1. Because the quantity of mined material in Cut 3 would be smaller, operations in Phase 2 under this alternative would continue to approximate Phase 1 and would not increase as is the case with the Proposed Action. Thus, peak daily truck traffic for Phase 2 would be similar to Phase 1 under this alternative. The percentage of Project related traffic contributing to the cumulative total on Soledad Canyon Road would be reduced in Phase 2.

The peak hour numbers would not result in significant impacts when added to existing conditions for Soledad Canyon Road and Agua Dulce Canyon Road for the Project. Using the County Department of Public Works, Traffic and Lighting Division's more conservative methodology that the easternmost segment of Soledad Canyon Road operates at LOS D under existing a.m. peak hour conditions, adding Project traffic under this alternative would still result in a significant cumulative projects impact.

As discussed above for the Proposed Action, the Soledad Canyon Road/Antelope Valley Freeway northbound and southbound ramp intersections will be significantly affected with or without the Proposed Action if the other cumulative projects are developed. Both northbound and southbound ramps intersections meet signal warrants for Phases 1 and 2 with cumulative projects. This would also apply under this Reduced Quantity Mining Concept Alternative.

Traffic safety concerns would remain similar to the Proposed Action under this alternative.

Mitigation Measures

Mitigation measures would remain similar to that described for the Proposed Action (measures T1, T2 and T3). Traffic conditions warranting a traffic signal may be reduced and the Project's contribution of fair share costs of intersection improvements and roadway pavement may also be reduced. With incorporation of the measures, impacts would be reduced to less than significant.

3.2.12 Land Use

3.2.12.1 No Action Alternative

Impacts

The site is classified by the CDMG as MRZ-2 (Mineral Resource Zone-2) and is designated as a Regionally Significant Construction Aggregate Resource Area. Under County zoning, the site is zoned for Heavy Manufacturing use, which allows mining pursuant to a surface mining permit. Under the No Action Alternative, the site would remain vacant, and no impacts on land use would occur.

However, under the No Action Alternative, a state-designated significant source of construction minerals would remain undeveloped. This could result in an indirect impact because a significant reduction in processing of regional reserves could have long-term regional economic implications in the failure to supply necessary aggregate products to meet the needs of the Los Angeles region.

Mitigation Measures

No mitigation would be required under this alternative. The indirect impact and long-term implications of not providing aggregate products to the Los Angeles region would remain.