URBAN SYSTEMS ASSOCIATES, INC.
PLANNING & TRAFFIC ENGINEERING, MARKETING & PROJECT SUPPORT
CONSULTANTS TO INDUSTRY AND GOVERNMENT

E-MEMO

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FROM:	***Justin P. Schlaefli, PE***		***TOTAL PAGES (Including Cover):***
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SUBJECT:	***Project Alternatives***		

I have completed a review of project impacts from the Castlerock project in order to determine potential impacts from the Castlerock Project Alternatives as outlined in your DEIR Chapter 9. Generally, within the study area evaluated for the Castlerock TIA, street segments and Intersections operate at an acceptable LOS. Three intersections and one street segment either operate at an unacceptable LOS today or are projected to in the future. In determining the relative change in impacts caused by each project alternative, I focused on these locations. The locations which operate at an acceptable LOS are well within established thresholds and would likely not have any additional impacts caused by any project alternative currently proposed.

Of the three intersections projected to operate at an unacceptable LOS, only two are projected to accommodate significant project traffic. The intersection of Mission Gorge Road at Carlton Hills Blvd. operates at an unacceptable LOS but receives only 6% of project traffic. For the proposed project, on a peak hour basis, this reflects around 15 peak hour trips in one direction. A significant increase in the project would likely not increase traffic enough to cause an additional significant impact. Likewise, since no significant impact was concluded in the current TIA with that amount of traffic, a significant decrease would not change the conclusions at this intersection.

Two other intersections operate at an unacceptable LOS and accommodate a significant amount of project traffic. These intersections are Mast Blvd at West Hills Parkway and Mast Blvd at West Hills High School (west access). A significant increase in project traffic would increase the severity of project impacts at these locations as shown in the TIA. A significant decrease in project traffic would not likely reduce these impacts to a level less than significant due to the large percentage of project traffic being distributed to these intersections and the poor operation of these intersections.

One street segment impact was determined in the TIA on Mast Blvd. between SR-52 ramps and West Hills Parkway. In order to eliminate this project impact, the Castlerock project would need to be reduced to 68 units. This was calculated based on the allowable change in V/C ratio for this segment. This allowable change is 0.01 with a capacity of 30,000 ADT which would allow 300 project ADT on this segment. Since the project would

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distribute approximately 44% of project ADT to this segment, the project could generate 681.8 total ADT. Dividing this number by 10 DU//ADT yields a project development of 68 dwelling units.

A "No Impact" Alternative would result from a project too small to meet any project objectives and goals and would likely be approximately 20-30 units.

Section 9.2 Community Plan Alternative

This project alternative would increase project traffic to an estimated 5,000 ADT. This represents a relatively modest increase in project traffic unlikely to cause any additional project impacts as discussed above. However, the additional project traffic would increase the severity of project impacts at the locations discussed in the TIA and above.

Section 9.3 Reduced Grading Alternative

This project alternative would decrease project traffic to an estimated 2,000 ADT. This represents a significant decrease in project traffic. However, this decrease is unlikely to eliminate any project impacts as discussed above. However, the reduction in project traffic would decrease the severity of project impacts at the locations discussed in the TIA and above. Additionally, access directly from the project site to Mast Blvd. would be constrained to a right in/out driveway. This is not expected to cause any additional impacts as a result of the project. Signalized access would be provided through a connection to the existing residential area just East of the Castlerock project site. Ultimately, this traffic would be served by the intersection of Mast Blvd. at Medina. This signal is projected to have a future LOS with the project of "B" and therefore would most likely have sufficient capacity to handle the additional traffic.

Section 9.4 Densification Alternative

This project alternative would decrease project traffic to an estimated 4,000 ADT. This represents a modest decrease in project traffic. However, this decrease is unlikely to eliminate any project impacts as discussed above. However, the reduction in project traffic would decrease the severity of project impacts at the locations discussed in the TIA and above. Additionally, access directly from the project site to Mast Blvd. would be constrained to a right in/out driveway. This is not expected to cause any additional impacts as a result of the project. Signalized access would be provided through a connection to the existing residential area just East of the Castlerock project site. Ultimately, this traffic would be served by the intersection of Mast Blvd. at Medina. This signal is projected to have a future LOS with the project of "B" and therefore would most likely have sufficient capacity to handle the additional traffic.

Wetlands Avoidance Alternative

This project alternative would decrease project traffic to an estimated 2,650 ADT. This represents a significant decrease in project traffic. However, this decrease is unlikely to eliminate any project impacts as discussed above. However, the reduction in project traffic would decrease the severity of project impacts at the locations discussed in the TIA and above. Additionally, access directly from the project site to Mast Blvd. would be constrained to a right in/out driveway. This is not expected to cause any additional impacts as a result of the project. Signalized access would be provided through a connection to the existing residential area just East of

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the Castlerock project site. Ultimately, this traffic would be served by the intersection of Mast Blvd. at Medina. This signal is projected to have a future LOS with the project of "B" and therefore would most likely have sufficient capacity to handle the additional traffic.

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