

**APPENDIX 2.1-C**

---

**Meridian Consultants LLC, *Landmark Village Consistency with SCAG's 2012-2035 RTP/SCS and 2016-2040 RTP/SCS, October 2016***

**Landmark Village Project Consistency  
with  
SCAG's 2012-2035 RTP/SCS  
and  
2016-2040 RTP/SCS**

**Prepared for:**

County of Los Angeles  
Department of Regional Planning  
320 West Temple Street  
Los Angeles, CA 92009

**Prepared by:**

Meridian Consultants  
910 Hampshire Road, Suite V  
Westlake Village, CA 91361

**October 2016**

## TABLE OF CONTENTS

Section	Page
Introduction .....	1
Background .....	1
Project Consistency with 2012-2035 RTP/SCS .....	1
Project Consistency with 2016-2040 RTP/SCS .....	7

### Appendices

- A 2012-2035 RTP/SCS Exhibits
- B Santa Clarita Valley Area Plan: One Valley One Vision 2012 Land Use Plan
- C 2016-2040 RTP/SCS Exhibits
- D Landmark Village Project Vehicle Miles of Travel Analysis
- E Landmark Village and Newhall Ranch Trails Plans
- F Landmark Village Applicable Mitigation Measure

## LIST OF FIGURES

<u>Figure</u>		<u>Page</u>
1	Santa Clarita Valley Major Destinations Within 5 Miles of I-5/Magic Mountain Parkway.....	85
2	Santa Clarita Valley Major Destinations Within 10 Miles of I-5/Magic Mountain Parkway.....	86
3	Locations Within One-Half Mile of On-Site Commercial Areas .....	87

## LIST OF TABLES

<u>Table</u>		<u>Page</u>
1	SCAG 2012-2035 RTP/SCS Landmark Village Project Consistency Analysis.....	12
2	SCAG 2016-2040 RTP/SCS Landmark Village Project Consistency Analysis.....	43

# LANDMARK VILLAGE PROJECT CONSISTENCY WITH SCAG'S 2012-2035 RTP/SCS AND 2016-2040 RTP/SCS

---

## INTRODUCTION

The analysis presented below evaluates the consistency of the Landmark Village project (the “Project”) with the policies, actions, and strategies set forth in the Southern California Association of Governments’ (SCAG) 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (2012-2035 RTP/SCS) and 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (Final 2016-2040 RTP/SCS). Separate analyses of Project consistency with the 2012-2035 RTP/SCS and the 2016-2040 RTP/SCS follow.

## BACKGROUND

SCAG, as the federally-designated metropolitan planning organization (MPO) for six Southern California counties, including the County of Los Angeles, is mandated to create long-range regional plans and strategies for transportation and growth management. Charged by federal law with preparing a Regional Transportation Plan (RTP) every four years, SCAG has traditionally focused on the mobility impacts of the region’s growth. Under state law, SCAG is also charged with planning for an adequate regional housing supply in coordination with local governments.

With the passage of SB 375 in 2008, SCAG is now also charged to prepare a Sustainable Communities Strategy (SCS) to be incorporated into the RTP. The purpose of SB 375 is to implement the state’s greenhouse gas (GHG) emissions reduction goals by integrating land use planning with the goal of reducing car and light-duty truck travel. Specifically, the SCS is required to demonstrate how the region will meet its GHG reduction targets, as adopted by the California Air Resources Board (CARB). Under SB 375, the primary goal of the SCS is to provide a vision for future growth in Southern California that will decrease per capita greenhouse gas emissions from cars and light-duty trucks. This goal also leads to strategies that reduce per capita vehicle miles traveled (VMT).

## PROJECT CONSISTENCY WITH 2012-2035 RTP/SCS

The 2012-2035 RTP/SCS, in contrast to previous RTPs, places greater emphasis on sustainability and integrated planning and identifies mobility, economy, and sustainability as the three principles most critical to the future of the region. As stated on page 12 of the 2012-2035 RTP/SCS, the RTP/SCS will only be successful if sustainability is defined in the broadest manner possible.

In addition to demonstrating the region’s ability to attain and exceed the GHG emission-reduction targets set forth by CARB, the SCS outlines a series of actions and strategies for integrating the

transportation network with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. Thus, successful implementation of the SCS would result in more complete communities with a variety of transportation and housing choices, while reducing automobile use. With regard to individual developments, such as the Landmark Village Project, the SCS emphasizes the following: (1) land use patterns that reduce vehicle trips and VMT, (2) expanded active transportation opportunities (i.e., bicycle and pedestrian facilities), (3) expansion of the public transit network and transit service, (4) transportation demand management (TDM) and transportation system management (TSM) measures, (5) expanded use of alternative fuel vehicles, and (6) greater levels of energy efficiency.

#### *Consistency with Integrated Growth Forecast*

SCAG's Integrated Growth Forecast defines future growth in terms of population, housing, and employment and is the foundation upon which the 2012-2035 RTP/SCS was developed. The Integrated Growth Forecast is based on a collaborative effort with local input provided by the cities and counties located within the six-county SCAG region. The Integrated Growth Forecast forecasts that, between 2008 and 2035, the SCAG region will grow by 4.2 million people, 1.5 million households, and 1.7 million jobs. SCAG has allocated this growth into the following five community groups: Urban, City, Town, Suburban, and Rural. The development facilitated by the Project has elements found within SCAG's definitions of the Town and Suburban community types.<sup>1</sup>

The Integrated Growth Forecast includes forecasts of household and job growth for each of these five community types. Between 2008 and 2035, SCAG forecasts that 1.04 million new households and over 1.33 million new jobs would locate within the Town and Suburban community types. These growth levels comprise 69 percent of the household growth and 78 percent of the job growth of the total growth forecasted to occur within the six-county SCAG region. The Project includes 1,444 housing units or households and over 1.03 million square feet of commercial space that would generate 3,820 jobs. Thus, development facilitated by the Project would comprise 0.14 percent and 0.29 percent of the forecasted household and jobs growth, respectively, within the Town and Suburban community types.

---

<sup>1</sup> SCAG defines the Town Community type as low- to medium-density housing opportunities that are located close to local-serving retail and daily services. These areas are characterized by an employment core or an independent job center in low- to mid-rise structures. Sidewalks and bike facilities are adequate and the areas benefit from one high-capacity transit facility and local buses. The Suburban Community Type contains a mix of uses, but often has one predominant use, such as residential or office. Residential areas are typically low density with larger lots and are separated from retail and other daily service uses. Though these areas are predominantly served by automobiles, bus service and commuter rail may also operate in certain neighborhoods (see p. 126 of the 2012-2035 RTP/SCS).

As such, development facilitated by the Project would comprise a very small percentage of the overall growth forecasted for the Town and Suburban community types.

In terms of growth within the Santa Clarita Valley, the County of Los Angeles is also forecasting substantial population and employment growth. The County's Santa Clarita Valley Area Plan: One Valley One Vision (Area Plan) forecasts the population in the Santa Clarita Valley to increase by 247,000 to 272,000 people between 2000 and Area Plan buildout, which is reasonably estimated to occur in 2030. In addition, employment is forecasted to increase between 98,322 to 128,850 new jobs within the Santa Clarita Valley at buildout of the Area Plan. Thus, the development facilitated by the Project represents only a portion of the growth that Los Angeles County forecasts will occur within the Santa Clarita Valley.

The 2012-2035 RTP/SCS is also based on development occurring both within existing urban areas and on land that has not previously been developed (i.e., greenfield development). In terms of land consumption, the 2012-2035 RTP/SCS incorporates 334 square miles of greenfield development. The Project Site is identified in the 2012-2035 RTP/SCS as a geographic area forecasted for growth. Within the Project Site, a total of 1,063.4 acres, or approximately 1.66 square miles of land area, would be developed. As the Project Site is classified as greenfield development, on-site development would comprise approximately 0.50 percent of the total amount of greenfield development area incorporated into the 2012-2035 RTP/SCS. That is, the 2012-2035 RTP/SCS incorporates greenfield development of approximately 334 square miles, or approximately 213,760 acres, into its forecasts, and the Project would comprise approximately 0.50 percent of that anticipated development.

In terms of the location of future development, Exhibits 4.1, 4.2, 4.3, and 4.15 of the 2012-2035 RTP show the areas within the SCAG region where growth is planned to occur (see **Appendix A** of this analysis). A review of these exhibits indicates that the Project Site is an area designated for future population, employment, and household growth. Thus, development of the Project Site has been incorporated into the 2012-2035 RTP/SCS, which has been accepted by CARB as achieving the required regional reductions in GHG emissions.<sup>2</sup> Development of the Project Site is also reflected in the County of Los Angeles' Area Plan (see **Appendix B** of this analysis).

---

<sup>2</sup> California Air Resources Board (CARB), Executive Order G-12-039, June 4, 2012, [http://www.arb.ca.gov/cc/sb375/exec\\_order\\_scag\\_scs.pdf](http://www.arb.ca.gov/cc/sb375/exec_order_scag_scs.pdf).

*Consistency with Energy-Related Strategies and Policies*

Strategies and policies set forth in the 2012-2035 RTP/SCS that address developments such as the Landmark Village Project can be grouped into the following three categories: (1) reduction of vehicle trips and VMT, (2) increased use of alternative fuel vehicles, and (3) energy efficiency. The Project's GHG emission-reducing mitigation measures, which include comprehensive TDM measures as identified in the Recirculated Portions of the EIR, in addition to the mitigation measures set forth in the Revised Final EIR (September 2011) collectively support implementation of the 2012-2035 RTP/SCS as they would result in substantive reductions in vehicle trips and VMT; implementation of alternative fuel technology at the Project Site and in the Project vicinity; and the achievement of meaningful levels of energy efficiency. In addition, as the Project would reduce its GHG emissions to zero (see Section 2.1, Global Climate Change and Greenhouse Gas Emissions), the Project would be carbon neutral (i.e., Project development would not increase GHG emission levels).

Specifically, the Project would result in a reduction in vehicle trips and VMT via the community design established for the Project Site, the availability of a large number of major destinations within proximity to the Project Site (see **Figures 1 and 2**), an on-site transit system and active transportation network that would connect to the overall network that links the Newhall Ranch villages to each other and the Santa Clarita Valley, as well as a comprehensive TDM program. In addition, due to its overall location, the Los Angeles County Board of Supervisors previously determined that the Newhall Ranch project site, which includes Landmark Village, avoids leapfrog development and accommodates projected regional growth in a location adjacent to existing, approved, and planned infrastructure, urban services, transportation corridors, transit facilities, and major employment centers, in furtherance of SB 375 policies. Development facilitated by the Project would also be implemented as a complete mixed-use community comprised of mutually supportive land uses that offer housing, employment, shopping, recreation, and other community-serving activities and opportunities, including a school and parks. These on-site land uses are interconnected by an on-site transit network, consisting of transit stops, a mobility hub, and a park and ride facility, as well as an extensive network of bicycle and pedestrian trails, including a trailhead, that also connect to the overall trail system that links the Newhall Ranch villages to each other and provides connections to the existing and planned regional transit and trail systems within the Santa Clarita Valley. Tripmaking and associated VMT would also be reduced due to the proximity of on-site land uses to one another. Specifically, all (100 percent) of the on-site areas designated for residential

development are located within ½ mile of on-site commercial areas (see **Figure 3**)<sup>3</sup>, and within walking and bicycling distances to the on-site school, parks, recreation centers, and trail system.

With regard to employment opportunities, the Project includes over 1.03 million square feet of commercial uses and is located near the Valencia Commerce Center, Valencia Industrial Center, and the Valencia Corporate Center, which, collectively have been approved for over 25 million square feet of development and, as such, are some of the largest employment centers in the Santa Clarita Valley. Thus, vehicle trips and VMT would be reduced due to the proximity of these employment centers to the on-site residential areas and the interconnection of these uses via the extensive network of bicycle and pedestrian trails, which includes a trailhead, as well as the transit system that would be developed and provide connections to the overall trail and transit systems that link the Newhall Ranch villages to each other and to the existing and planned regional trail systems within the Santa Clarita Valley. In addition, the use of alternative transportation modes within the Project Site would be further facilitated via a network of Complete Streets implemented in accordance with the Complete Streets Act of 2008 (AB 1358), as applicable.

The Project also would include the implementation of a comprehensive TDM program that would substantively reduce vehicle trips and VMT. A key measure of the effectiveness of the Project's comprehensive TDM program is its effect on total VMT. The 2012-2035 RTP/SCS forecasts that daily VMT per capita within the SCAG region will decrease from 25.4 in 2008 to 23.4 in 2035. Within Los Angeles County, the 2012-2035 RTP/SCS forecasts that the daily VMT per capita will decrease from 23.5 in 2008 to 20.7 in 2035.<sup>4</sup> With implementation of the Project's TDM program, the Project's Total Daily VMT per capita is forecasted to decrease from 18.2 without the Project's VMT reduction measures to 15.4 with implementation of the Project's TDM program.<sup>5</sup> Thus, the Project's VMT reduction measures would result in a 15.6 percent reduction in daily VMT per capita.<sup>6</sup> In comparison with the regional and Los Angeles County daily VMT per capita forecasts, the Project's residents and employees would generate approximately 34 percent less daily VMT per capita than the adopted 2012-2035 RTP/SCS plan's regional daily per capita VMT average, and would generate approximately 26 percent less daily

---

<sup>3</sup> This distance is identified by SCAG in the 2012-2035 RTP/SCS as the distances when the use of active transportation (e.g., walking and bicycling) is more attractive than driving (see p. 210 of SCAG 2012-2035 RTP/SCS).

<sup>4</sup> Stantec, SB 375 Consistency Evaluation – SCAG RTP/SCS and Newhall Ranch Landmark Village Project Daily Vehicle Miles of Travel (September 2016) (see **Appendix D** of this analysis).

<sup>5</sup> Ibid.

<sup>6</sup> Fehr & Peers, Landmark Village VMT Reduction Strategies, September 2016 (see Appendix E within Appendix 2.1-A of the Recirculated Portions of the EIR).

VMT per capita than the Los Angeles County per capita daily VMT average.<sup>7</sup> As such, the VMT attributable to the Project's residents and employees is consistent with the forecasts included in the 2012-2035 RTP/SCS and would also be consistent with the SB 375 goal to reduce VMT, and the corresponding emission of GHGs, through the creation of more effective and efficient communities. In addition, as the Project would reduce its GHG emissions to zero (see Section 2.1, Global Climate Change and Greenhouse Gas Emissions), the Project would be carbon neutral (i.e., Project development would not increase GHG emission levels). The Project's key VMT-reducing strategies are summarized below and described in detail in Appendix E within Appendix 2.1-A of the Recirculated Portions of the EIR.

- Alternative work schedules and telecommute program;
- Commute trip program;
- Transit network expansion;
- Mobility hubs;
- Transit fare subsidies for employees and below market rate households;
- Carshare and bikeshare programs, including financial subsidies to encourage participation;
- Neighborhood electric vehicle (NEV) subsidies;
- Tech-enabled mobility using web/phone-based platforms;
- Pedestrian network;
- Provision of affordable and below market rate housing;
- Traffic calming measures; and
- School bus program.

The second important focus within the 2012-2035 RTP/SCS, with regard to individual developments, such as the Project, is on alternative fuel technology as it directly relates to reductions in GHG emissions. The Project, in response to this policy initiative, would implement a comprehensive GHG emission reduction program that would reduce the Project's GHG emissions to zero (see Section 2.1, Global Climate Change and Greenhouse Gas Emissions). By reducing its GHG emissions to zero, the Project would be carbon neutral (i.e., Project development would not increase GHG emission levels). The key elements of the Project's GHG emission reduction strategies with regard to alternative fuel technology are summarized below and are described in detail in Section 2.1, Global Climate Change and Greenhouse Gas Emissions, of the Recirculated Portions of the EIR.

---

<sup>7</sup> Stantec, SB 375 Consistency Evaluation (September 2016).

- Installing electric vehicle charging stations at all on-site residences and within on-site commercial areas;
- Providing subsidies to residences to purchase an electric vehicle;
- Funding program for electric school buses;
- Subsidizing the replacement of diesel or CNG transit buses with electric buses; and
- Installing off-site electric vehicle charging stations.

The third important focus within the 2012-2035 RTP/SCS, with regard to individual developments, such as the Project, is energy efficiency as it also directly relates to reductions in GHG emissions. The key elements of the Project's GHG emission reduction strategies with regard to energy efficiency are summarized below and are described in detail in Section 2.1, Global Climate Change and Greenhouse Gas Emissions, of the Recirculated Portions of the EIR.

- Implementing a California Energy Commission (CEC) Zero Net Energy program for all residential and commercial development areas, private recreation centers, and public facilities;
- Installing solar water heating at swimming pools at private recreation centers;
- All construction-related GHG emissions will be fully offset to zero by funding activities that directly reduce or sequester GHG emissions or, if necessary, by obtaining certified carbon credits from a recognized carbon registry;
- All remaining operation-related GHG emissions will be fully offset to zero by funding activities that directly reduce or sequester GHG emissions or, if necessary, by obtaining certified carbon credits from a recognized carbon registry; and
- Establishing an existing building off-site retrofit program.

In addition, many of the measures described above also would result in improving energy efficiency at the Project Site. For example, fuel efficiency is achieved via reductions in vehicle trips and VMT, as described above, as well as the implementation of alternative fuel technology, particularly with regard to the use of electric vehicles. Thus, these measures collectively would serve to substantively reduce energy consumption, and corresponding GHG emissions, at the Project Site. As discussed above, the Project's GHG emissions would be reduced to zero (see Section 2.1, Global Climate Change and Greenhouse Gas Emissions). By reducing its GHG emissions to zero, the Project would be carbon neutral (i.e., Project development would not increase GHG emission levels).

The analysis provided above identifies a wide array of measures that have been incorporated into the Project that would: result in substantive reductions in vehicle trips and VMT; implement alternative fuel technology at the Project Site and in the Project vicinity; and achieve meaningful levels of energy

efficiency. A detailed analysis of the Project's consistency with the individual actions, strategies, and policies set forth in the 2012-2035 RTP/SCS is presented in Table 1 starting on page 12 of this analysis. Based on the analysis presented above and expanded upon in Table 1, the Project would be consistent with the 2012-2035 RTP/SCS.

## **PROJECT CONSISTENCY WITH 2016-2040 RTP/SCS**

The 2016-2040 RTP/SCS, adopted by SCAG on April 7, 2016, is the most recently adopted SCS for the SCAG region that has been accepted by CARB.<sup>8</sup> The 2016-2040 RTP/SCS notes that substantial progress has been made since adoption of the 2012-2035 RTP/SCS with regard to a number of issues, including, but not limited to, transit, active transportation, and the implementation of sustainability policies. While substantial progress has been made, the 2016-2040 RTP/SCS also states that much more needs to be done. SCAG, based on interaction with local jurisdictions, has defined several major initiatives to achieve its vision for 2040. Initiatives that are applicable to new development such as the Project include: managing demands on the transportation system; optimizing the performance of the transportation system; promoting walking, biking, and other forms of active transportation; leveraging technology; focusing new growth around transit; and preserving natural lands.

### *Consistency with Integrated Growth Forecast*

The 2016-2040 RTP/SCS, including the Demographics & Growth Forecast Appendix, provides growth forecasts for the following three geographic areas: (1) SCAG region, (b) counties, and (c) local jurisdictions. Thus, the 2016-2040 RTP/SCS does not provide growth forecasts for geographic areas such as the Newhall Ranch Specific Plan, within which the Project Site is located, that are smaller than the local jurisdictional level. With regard to the Project Site, the local jurisdictional level that is included in SCAG's growth forecasts is the entire unincorporated area of Los Angeles County. As to this area, the growth forecasts included in the RTP/SCS for the period between 2012 and 2040 are as follows: (1) population growth of 233,000 people; (2) household growth of 99,700 households, and (3) employment growth of 65,500 jobs. In comparison, development facilitated by the Project would include a population of 4,548 people, 1,444 housing units or households, and 3,820 jobs. As such, the Project would comprise 2.0 percent of the forecasted population growth within the unincorporated areas of Los Angeles County, 1.5 percent of the forecasted household growth, and 5.8 percent of the forecasted job

---

<sup>8</sup> CARB issued Executive Order G-16-066 on June 28, 2016, which accepted SCAG's quantification of GHG emission reductions and SCAG's determination that the 2016-2040 RTP/SCS would, if implemented, achieve the 2020 and 2035 GHG emission reduction targets established by CARB for the SCAG region. [http://www.arb.ca.gov/cc/sb375/exec\\_order\\_scag\\_executive\\_order\\_g\\_16\\_066.pdf](http://www.arb.ca.gov/cc/sb375/exec_order_scag_executive_order_g_16_066.pdf)

growth. Thus, the Project would be consistent with the growth forecasts included in the 2016-2040 RTP/SCS.

The 2016-2040 RTP/SCS also is based on development occurring both within existing urban areas and on land that previously has not been developed (i.e., greenfield development). As noted above, the Project Site is identified in the 2016-2040 RTP/SCS as a geographic area forecasted for growth. In terms of land consumption, the 2016-2040 RTP/SCS incorporates 118 square miles, or approximately 75,520 acres, of greenfield development. Within the Project Site, as discussed above, a total of 1,063.4 acres, or approximately 1.66 square miles of land area, would be developed. As the Landmark Village tract map site would be classified as greenfield development, on-site development would comprise approximately 1.41 percent of the total amount of greenfield development area incorporated into the 2016-2040 RTP/SCS. That is, the 2016-2040 RTP/SCS incorporates greenfield development of approximately 118 square miles, or approximately 75,520 acres, into its forecasts, and the Project would comprise approximately 1.4 percent of that anticipated development.

In terms of the location of future development, Exhibits 3, 6, and 9 within the Demographics & Growth Forecast Appendix of the 2016-2040 RTP/SCS, show the areas within the SCAG region where growth is planned to occur (see **Appendix C** of this analysis). A review of these exhibits indicates that the Project Site is an area designated for future population, employment, and household growth. Thus, development of the Project Site has been incorporated into the 2016-2040 RTP/SCS. Development of the Project Site is also reflected in the County of Los Angeles' Area Plan (see **Appendix B** of this analysis).

#### *Consistency with Energy-Related Strategies and Policies*

While there has been a clear evolution in policymaking between the 2012-2035 RTP/SCS and the 2016-2040 RTP/SCS, the emphasis on increasing mobility and sustainability remains a foundational component for the 2016-2040 RTP/SCS. Further, the performance outcomes and measures that are used to gauge progress towards meeting the goals of the 2016-2040 RTP/SCS are also very similar to those included in the 2012-2035 RTP/SCS. The following provides an overview of the performance outcomes and measures set forth in the 2016-2040 RTP/SCS that are applicable to new development such as the Project:

- Location Efficiency – addresses the interaction between land use planning and the transportation system;
- Mobility and Accessibility – addresses the ability to reach desired destinations;
- Safety and Health – addresses impacts beyond those that are exclusively transportation-related (e.g., air quality);

- Environmental Quality – addresses criteria pollutant and greenhouse gas emissions;
- Economic Opportunity – addresses job growth as well as overall economic growth; and
- Transportation System Sustainability – addresses how well the transportation system performs over time.

In addition, the major themes set forth in the 2016-2040 RTP/SCS are very similar to those included in the 2012-2035 RTP/SCS. The major themes incorporated into both the 2012-2035 RTP/SCS and the 2016-2040 RTP/SCS that are applicable to new development such as the Project are as follows:

- Integrating strategies for land use and transportation;
- Striving for sustainability;
- Increasing capacity through improved system management;
- Giving people more transportation choices;
- Leveraging technology;
- Responding to demographic and housing market changes;
- Supporting commerce, economic growth, and opportunity; and
- Promoting the links among public health, environmental protection, and economic opportunity.

As the major themes that would result in successful implementation of the 2016-2040 RTP/SCS are very similar to those set forth in the 2012-2035 RTP/SCS, the analysis of Project consistency with the 2012-2035 RTP/SCS provided above is also applicable to the 2016-2040 RTP/SCS. As such, the Project's GHG emission-reducing mitigation measures and comprehensive TDM measures as identified in the Recirculated Portions of the EIR, in addition to the mitigation measures set forth in the Revised Final EIR (September 2011), collectively support implementation of the 2016-2040 RTP/SCS as they would result in substantive reductions in vehicle trips and VMT; implementation of alternative fuel technology at the Project Site and in the Project vicinity; and the achievement of meaningful levels of energy efficiency. For example, the Project would result in a reduction in vehicle trips and VMT via the community design established for the Project Site, as well as the availability of a large number of major destinations within proximity to the Project Site (see **Figures 1** and **2**), an on-site transit system and extensive active transportation network that would connect to the overall network linking the Newhall Ranch villages to each other and the Santa Clarita Valley, and a comprehensive TDM program.

As discussed above, a key measure of the effectiveness of the Project's comprehensive TDM program is its effect on total VMT. With implementation of the Project's TDM program, the Project's Total Daily VMT per capita is forecasted to decrease from 18.2 without the Project's VMT reduction measures to

15.4 with implementation of the Project's TDM program. Thus, the Project's VMT reduction measures would result in a 15.6 percent reduction in daily VMT per capita.<sup>9</sup>

While the 2016-2040 RTP/SCS forecasts lower daily VMT per capita than forecasted in the 2012-2035 RTP/SCS, the Project's daily VMT per capita, with implementation of the Project's VMT reduction measures, still remains lower than the daily VMT per capita forecasted to occur with implementation of the 2016-2040 RTP/SCS. Specifically, in comparison with the regional and Los Angeles County daily VMT per capita forecasts, the Project's residents and employees would generate approximately 25 percent less than the forecasted regional average, and approximately 16 percent less than the Los Angeles County average.<sup>10</sup> As such, the VMT attributable to the Project's residents and employees is consistent with the forecasts included in the 2016-2040 RTP/SCS and also would be consistent with the SB 375 goal to reduce VMT, and the corresponding emission of GHGs, through the creation of more effective and efficient communities. In addition, as the Project would reduce its GHG emissions to zero (see Section 2.1, Global Climate Change and Greenhouse Gas Emissions), the Project would be carbon neutral (i.e., Project development would not increase GHG emission levels).

While the major themes that would result in successful implementation of the 2012-2035 RTP and the 2016/2040 RTP/SCS remained constant between the two, the specifics of the individual strategies, actions, and policies set forth in the two plans are somewhat different. As such, a detailed analysis of the Project's consistency with the individual strategies, actions, and policies set forth in the 2016-2040 RTP/SCS applicable to new development such as the Project is presented in Table 2 starting on page 43 of this analysis. Based on the analysis presented above and expanded upon in Table 2, the Project would be consistent with the 2016-2040 RTP/SCS.

---

<sup>9</sup> Fehr & Peers, Landmark Village VMT Reduction Strategies, September 2016 (see Appendix E within Appendix 2.1-A of the Recirculated Portions of the EIR).

<sup>10</sup> Stantec, SB 375 Consistency Evaluation (September 2016).

**Table 1**  
**SCAG 2012-2035 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

Actions and Strategies	Responsible Party(ies)	Consistency Analysis
<b>Land Use Actions and Strategies</b>		
<p>Coordinate ongoing visioning efforts to build consensus on growth issues among local governments and stakeholders.</p>	<p>SCAG</p>	<p><b>Not Applicable.</b> The responsible party identified in the RTP/SCS for implementation of this action/strategy is SCAG and as such, this action/strategy is not applicable to the Project. Nonetheless, the County of Los Angeles, which has local land use jurisdiction with regard to the Project Site, regularly coordinates with SCAG on regional growth issues. In terms of the location of future development, Exhibits 4.1, 4.2, 4.3, and 4.15 of SCAG’s 2012-2035 RTP/SCS show the areas within the SCAG region where growth is planned to occur (see <b>Appendix A</b> of this analysis). A review of these exhibits indicates that the Project Site is an area that is designated for future population, employment, and household growth. Thus, development of the Project Site has been incorporated into the 2012-2035 RTP/SCS, which has been accepted by CARB as achieving the required regional reductions in GHG emissions.<sup>11</sup> Development of the Project Site is also reflected in the County of Los Angeles’ Area Plan (see <b>Appendix B</b> of this analysis). In addition, as the Project would reduce its GHG emissions to zero (see Section 2.1, Global Climate Change and Greenhouse Gas Emissions), the Project would be carbon neutral (i.e., Project development would not increase GHG emission levels).</p>
<p>Provide incentives and technical assistance to local governments to encourage projects and programs that balance the needs of the region.</p>	<p>SCAG</p>	<p><b>Not Applicable.</b> The responsible party identified in the RTP/SCS for implementation of this action/strategy is SCAG and as such, this action/strategy is not applicable to the Project. Nonetheless, the County of Los Angeles, which has local land use jurisdiction with regard to the Project Site, regularly coordinates with SCAG on its advancement of projects and programs that meet regional needs.</p> <p>SCAG in its role as the Metropolitan Planning Organization (MPO) for the region is required under State law to determine the existing and projected regional housing needs for persons of all income levels. This requirement is met via SCAG’s Regional Housing Needs</p>

<sup>11</sup> California Air Resources Board (CARB), Executive Order G-12-039, June 4, 2012, [http://www.arb.ca.gov/cc/sb375/exec\\_order\\_scag\\_scs.pdf](http://www.arb.ca.gov/cc/sb375/exec_order_scag_scs.pdf).

**Table 1 (Continued)**  
**SCAG 2012-2035 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

	<p>Assessment (RHNA). The RHNA is developed for specified planning periods, with the current RHNA covering the period of January 1, 2014 through October 1, 2021. SCAG develops RHNA forecasts for incorporated cities, as well as the unincorporated area of Los Angeles County. The RHNA allocation for unincorporated Los Angeles County for the 2014-2021 planning period is a total of 30,145 households. The RHNA also includes separate forecasts based on household income levels.<sup>12</sup></p> <p>Development within the Project Site is anticipated to start during the current RHNA planning period. Thus, the amount of housing developed on the Project Site before October 2021 would positively contribute to the County meeting its RHNA allocation on an overall basis, as well as for each of the defined income levels.<sup>13</sup></p> <p>Jobs/housing balance compares the available jobs and the available housing in a community. Achieving a jobs/housing balance can significantly reduce the total number of vehicle trips on the road network, total vehicle miles traveled, and provide greater quality of life for residents. The County's Santa Clarita Valley Area Plan (Area Plan) indicates that, by 2008, the Valley's jobs/housing ratio is estimated to range from 1.3 to 1.5 jobs per household and that implementation of the Area Plan will maintain a minimum of 1.5 jobs per household. As development within the Project Site is reflected in the Area Plan, on-site housing and employment opportunities would positively contribute to the achievement of this forecasted jobs/housing balance ratio.</p> <p>Thus, the Project would support this action/strategy by providing needed housing, employment opportunities, and supportive uses and amenities, such as a school, parks, and a fire station that would serve Project residents and, in conjunction with development throughout the Newhall Ranch villages, would also serve the Santa Clarita Valley region as a whole. In addition, implementation of the Project's comprehensive TDM</p>
--	---

<sup>12</sup> The RHNA for the 2014-2021 planning period provides the following allocations by household income level for the unincorporated Los Angeles County area: (1) very low income – 7,854 households, (2) low income – 4,650 households, (3) moderate income – 5,060 households, and (4) above moderate income – 12,581 households (see SCAG 5th Cycle Regional Housing Needs Assessment Final Allocation Plan, 1/1/2014 – 10/1/2021).

<sup>13</sup> Development within the Project Site would implement an affordable housing program pursuant to the Newhall Ranch Affordable Housing Implementation Plan, revised June 25, 2010.

**Table 1 (Continued)**  
**SCAG 2012-2035 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

		program would result in a 15.6 percent reduction in vehicle miles traveled by development occurring within the Project.
Collaborate with local jurisdictions and agencies to acquire a regional fair share housing allocation that reflects existing and future needs.	SCAG, Local Jurisdictions, HCD	<p><b>Consistent.</b> This policy focuses on coordination between SCAG, the local jurisdictions, and the California Department of Housing and Community Development (HCD) with regard to determining an appropriate allocation of housing that reflects existing and future housing needs. Even though this action/strategy is not directly related to the Project, on-site housing development would contribute to meeting the region’s future housing needs. As discussed above, the local jurisdictional level, which in the case of the Project is all of unincorporated Los Angeles County, is the smallest geography for which SCAG has adopted growth forecasts. As such, the adopted Integrated Growth Forecast included in the 2016-2040 RTP/SCS for the unincorporated portion of the County, forecasts the following growth between 2012 and 2040: population growth of 233,000 persons; household growth of 99,700 households; and employment growth of 65,500 jobs. In addition, the Area Plan includes the following forecasts at buildout of the Area Plan, which is reasonably estimated to occur in 2030: (1) population of 460,000 to 485,000; and (2) an increase of 98,322 to 128,850 new jobs.</p> <p>As such, the Project would accommodate the growth projected by SCAG and Los Angeles County for the unincorporated areas of Los Angeles County, as well as the Santa Clarita Valley Planning Area by providing needed housing within a site that the Los Angeles County Board of Supervisors previously determined avoids leapfrog development and accommodates projected regional growth in a location adjacent to existing, approved, and planned infrastructure, urban services, transportation corridors, transit facilities, and major employment centers. As a result, Project development would also contribute to the furtherance of the housing needs allocation policies of SB 375.</p>
Expand Compass Blueprint program to support member cities in the development of bicycle, pedestrian, Safe Routes to Schools, Safe Routes to Transit, and ADA Transition plans.	SCAG, State	<p><b>Not Applicable.</b> The responsible parties identified in the RTP/SCS for implementation of this action/strategy are SCAG and the State of California (State) and as such, this action/strategy is not applicable to the Project. In any event, the Project includes a network of bicycle and pedestrian trails, including a trailhead, as well as transit stops, a mobility hub, and a park and ride facility to promote alternative transportation and to facilitate</p>

**Table 1 (Continued)**  
**SCAG 2012-2035 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

		<p>mobility and access within the Project vicinity. The Project would work with the school district to develop a Safe Route plan, to the extent deemed necessary, during the planning process for the on-site school. Relatedly, the Project’s TDM Plan includes a school bus program that would serve all of the schools within Newhall Ranch, thereby further facilitating safe school travel.</p> <p>In addition, the integral role of the trail system in the community design established for the Project Site is reflected in the Landmark Village Trails Plan, EIR Figure 1.0-20 (see <b>Appendix E</b> of this analysis). This trail plan sets forth a comprehensive system of bicycle and pedestrian circulation throughout the Project Site that ensures each residential neighborhood and community service area is linked to one or more pedestrian, bicycle or equestrian trails or paseos, with locations for river trail access points, a trailhead, and observation/interpretive points. The Project’s trail system consists of a hierarchy of trails with varying sizes and functionality, that also connects to the overall trail system linking the Newhall Ranch villages to each other, as well as providing connections to the existing and planned regional trail systems within the Santa Clarita Valley. Specifically, this network of trails would extend existing and planned regional trails into the Project Site and, by doing so, facilitate alternative transportation objectives while also providing additional recreational opportunities for both local and regional residents. These trails would provide access to designated Open Areas, as well as the River Corridor Special Management Area, while also providing connections between homes, shopping, work, entertainment, schools, and civic and recreational facilities.</p> <p>The Landmark Village Trails Plan includes the following hierarchy of trails:</p> <ul style="list-style-type: none"> <li>• Regional River Trail</li> <li>• Community Trails;</li> <li>• Local Trails;</li> <li>• Pathways; and</li> <li>• A trailhead.</li> </ul> <p>To minimize and shorten vehicle trips, all on-site areas designated for residential development are located within ½ mile of on-site commercial areas (see <b>Figure 3</b>), as well as within walking and bicycling distances to the on-site school, parks, recreation centers, and trail</p>
--	--	---

**Table 1 (Continued)**  
**SCAG 2012-2035 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

		<p>system.<sup>14</sup></p> <p>The bicycle and pedestrian trails within the Project Site include a trailhead and connect to the Regional River Trail and thus would connect to the overall network linking the Newhall Ranch villages to each other, as well as to other areas of the Santa Clarita Valley. These trails are part of the overall circulation system and would provide on-site residents with an opportunity to reduce vehicle trips. Additionally, the Project would be integrated with the Santa Clarita transit system by including bus stops, a mobility hub, and a park and ride facility to encourage residents to rely less on single-occupancy vehicular travel (see Exhibit 2, Landmark Village Conceptual Transit Plan, and Exhibit 3, Conceptual Transit Plan, in Appendix E within Appendix 2.1-A of the Recirculated Portions of the EIR).</p> <p>To further enhance safe travel, sufficient lighting would be provided in all developed areas of the Project Site to ensure safety and visibility.</p>
<p>Continue to support, through Compass Blueprint, local jurisdictions and sub-regional COGs adopting neighborhood-oriented development, suburban villages, and revitalized main streets as livability strategies in areas not served by high-quality transit.</p>	<p>SCAG, State, Local Jurisdictions, Subregional Council of Governments (COGs)</p>	<p><b>Consistent.</b> The responsible parties identified in the RTP/SCS for implementation of this action/strategy are regulatory agencies and regional/subregional planning organizations. As such, this action/strategy is not applicable to the Project. That being said, the Landmark Village project, as shown in Figure 1.0-14 in Section 1.0, Project Description, of the Landmark Village Recirculated Draft EIR (January 2010), contains two distinct areas, the Village Center and the Village Quad, with an elementary school and Community Park located in the central portion of the site. These two areas are the central organizing feature of the Land Use Plan and provide future residents convenient access to commercial, recreational and public facilities. Within the Project Site, the highest intensity of uses would be located in and around the Village Quad, located on the east side of the Project Site, and the Village Center, located on the west side of the Project Site. The Village Quad unites various components of the community with its formal clustering of buildings around courtyards, and its connection to the river’s edge. Its uses will include an interrelated complex of multi-family, commercial, office, and lifelong education facilities,</p>

<sup>14</sup> This distance is identified by SCAG in the 2012-2035 RTP/SCS as the distances when the use of active transportation (e.g., walking and bicycling) is more attractive than driving (see p. 210 of SCAG 2012-2035 RTP/SCS).

**Table 1 (Continued)**  
**SCAG 2012-2035 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

		<p>connected by a formal vehicular and pedestrian network of streets, traffic circles, courtyards, and paseos. The Village Quad would also include a mobility hub and park and ride facility. The Village Center will continue the unique nature of Landmark Village established in the Village Quad by emphasizing the people-scaled, pedestrian-friendly characteristics of the commercial, office and residential apartment uses found within the Village Center, all flanked by the Regional River Trail. This clustering of development around two centralized cores provides for growth in a concentrated, rather than a dispersed pattern. Planning principles reflected in the Project’s design include, but are not limited to the following: (1) designing with nature;<sup>15</sup> (2) placing the highest intensity of uses in and around the Village Center and Village Quad; and (3) a hierarchical organization.<sup>16</sup></p> <p>As such, the Project would facilitate the development of a neighborhood-oriented community coupled with livability strategies, including the establishment of a diverse system of pedestrian and bicycle trails, including a trailhead, to promote interconnectivity between various areas on the Project Site that would also connect to the overall network linking the Newhall Ranch villages to each other, as well as to other areas of the Santa Clarita Valley.</p>
<p>Encourage the use of range-limited battery electric and other alternative fueled vehicles through policies and programs, such as, but not limited to, neighborhood oriented development, complete streets, and Electric (and other alternative fuel) Vehicle Supply Equipment in public parking lots.</p>	<p>Local Jurisdictions, COGs, SCAG, County Transportation Commissions (CTCs)</p>	<p><b>Consistent.</b> While the use of alternatively-fueled vehicles by the Project’s future residents and occupants ultimately is market driven and beyond the direct control or influence of the Project Applicant, the Project would facilitate the use of range-limited and alternatively-fueled vehicles by creating a neighborhood-oriented development and a street system that would accommodate these vehicles. Further, the Project, through implementation of its proposed GHG reduction strategies, would implement the following measures that facilitate and encourage the use of electric vehicles: (1) 100 percent of the Project’s residential units will be</p>

<sup>15</sup> The planning principle of designing with nature reflects the siting of land uses to accommodate and preserve major natural landforms and significant environmental features, such as the river corridor, ridgelines, hillsides, creeks, bluffs, and oak woodlands.

<sup>16</sup> The planning principle of hierarchical organization reflects the location of circulation, open areas, housing, and commercial facilities within each village such that all of these elements of the urban environment function as an integrated system, with facilities sized and planned according to the service population.

**Table 1 (Continued)**  
**SCAG 2012-2035 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

		<p>equipped with electric vehicle charging stations; (2) 50 percent of all residential units will receive a \$1,000 subsidy to purchase one electric vehicle each; (3) charging stations will be installed in commercial areas on the Project Site; (4) charging stations will be installed in off-site areas; (5) funding program for electric school buses; and, (6) subsidizing the replacement of diesel or CNG transit buses with electric buses. In addition, the Project’s comprehensive TDM program also includes the provision of subsidies for Neighborhood Electric Vehicles (NEV) and a bikeshare program which also offers financial subsidies to encourage participation. As also discussed above, the Project would reduce its GHG emissions to zero (see Section 2.1, Global Climate Change and Greenhouse Gas Emissions) and, as such, would be carbon neutral (i.e., Project development would not increase GHG emission levels).</p> <p>As referenced above, the Project would also facilitate the development of a neighborhood-oriented community. In addition, in support of the Complete Streets Act of 2008 (AB 1358), the Project would include an extensive bicycle and pedestrian trail network, including a trailhead, linking the residential, commercial (retail/office), school, and park uses on-site while also connecting to the overall trail system that links the Newhall Ranch villages to each other, as well as to other nearby communities. Many of these trails would be separated from roadways to add to the safety of pedestrians.</p>
<p>Continue to support, through Compass Blueprint, planning for new mobility modes such as range-limited Neighborhood Electric Vehicles (NEVs) and other alternative fueled vehicles.</p>	<p>SCAG, State</p>	<p><b>Consistent.</b> The responsible parties identified in the RTP/SCS for implementation of this action/strategy are SCAG and the State of California and as such, this action/strategy is not applicable to the Project. Notwithstanding, and as discussed above, development facilitated by the Project would implement GHG reduction strategies that will provide electric vehicle charging stations throughout the Project Site’s residential and commercial development areas, as well as at publicly accessible off-site locations, thereby facilitating and encouraging the use of electric vehicles. In addition, the Project’s comprehensive TDM program includes the establishment of a neighborhood electric vehicle (NEV) program, which will be part of the overall network established throughout the Newhall Ranch villages, as well as providing subsidies to further encourage the use of NEVs.</p>
<p>Collaborate with the region’s public</p>	<p>SCAG,</p>	<p><b>Consistent.</b> The Project would not impair the County of</p>

**Table 1 (Continued)**  
**SCAG 2012-2035 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

<p>health professionals to enhance how SCAG addresses public health issues in its regional planning, programming, and project development activities.</p>	<p>State, Local Jurisdictions</p>	<p>Los Angeles', SCAG's, or the State's ability to collaborate with the region's public health professionals regarding the integration of public health issues in regional planning. Additionally, the Project would encourage healthy lifestyles through the provision of an extensive on-site bicycle and pedestrian trail network, a community garden program, and allowing farmers' markets. The Project would also incorporate measures to reduce air emissions and greenhouse gasses, minimize hazards, and ensure water quality (see <b>Section 2.1</b>, Global Climate Change and Greenhouse Gas Emissions of the Recirculated Portions of the EIR; as well as <b>Section 4.9</b>, Air Quality, <b>Section 4.21</b>, Environmental Safety, and <b>Section 4.3</b>, Water Quality, of the EIR for further discussion).</p>
<p>Support projects, programs, and policies that support active and healthy community environments that encourage safe walking, bicycling, and physical activity by children, including, but not limited to development of complete streets, school siting policies, joint use agreements, and bicycle and pedestrian safety education.</p>	<p>Local Jurisdictions, SCAG</p>	<p><b>Consistent.</b> As previously discussed, the development facilitated by the Project would establish a diverse system of pedestrian trails (many of which would be separated from vehicular traffic) and on-road bicycle lanes, which would promote interconnectivity between the various on-site land uses (including the proposed school), provide access to on-site amenities, connect to the on-site trail system that links the Newhall Ranch villages to each other and other areas of the Santa Clarita Valley, and serve as an alternative to automobile use. Additionally, the Project would provide a public community park and private neighborhood recreation centers of adequate size and with appropriate amenities to serve the needs of Project residents and the local community. Specifically, the Project's Land Use Plan includes a 9.9-acre community park. The community park would be improved in accordance with the final park plans approved by the County Parks and Recreation Department.</p> <p>Also see the discussion of Complete Streets, above.</p>
<p>Seek partnerships with state, regional, and local agencies to acquire funding sources for innovative planning projects.</p>	<p>Local Jurisdictions, SCAG, State</p>	<p><b>Consistent.</b> The Project would not impair the County of Los Angeles', SCAG's or the State's ability to seek partnerships in furtherance of funding acquisition. Additionally, the Project would support this measure by providing needed housing, employment opportunities, and supportive uses and amenities, such as a school, park, and fire station that, in conjunction with similar facilities located throughout the Newhall Ranch villages, would serve not just Project residents but the Santa Clarita Valley region at large.</p>

**Table 1 (Continued)**  
**SCAG 2012-2035 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

<p>Update local zoning codes, General Plans, and other regulatory policies to accelerate adoption of land use strategies included in the 2012–2035 RTP/SCS Plan Alternative, or that have been formally adopted by any subregional COG that is consistent with regional goals.</p>	<p>Local Jurisdictions</p>	<p><b>Consistent.</b> While not necessarily applicable on a project-specific basis, the Project would support this action/strategy via consistency with the County’s recently adopted General Plan and Area Plan, which incorporate land use strategies set forth in the 2012–2035 RTP/SCS. Specifically, the Project would be consistent with the General Plan and Area Plan land use designations for the Project Site, as well as the population, housing, and employment growth projections included in these plans.</p> <p>On-site development would also be consistent with General Plan and Area Plan land use goals and policies by creating a mixed-use community comprised of mutually supportive land uses that offer on-site housing, employment, shopping, recreation, and other community-serving activities and opportunities while respecting the Santa Clara River as a natural resource while also preserving various scenic vistas and natural landforms. In addition, on-site development would implement General Plan and Area Plan policies addressing sustainability and “smart growth” principles by including: an appropriate mix of land uses, job generation, design principles to reduce vehicle miles traveled and commuting distances, access to transit, the provision of open space and recreational amenities, trail connectivity, the preservation of natural areas, water and energy conservation, and the incorporation of green building techniques. General Plan and Area Plan policies addressing economic development would also be met through on-site job creation, the provision of goods and services through community-serving land uses, and the attraction of new businesses.</p> <p>In addition, the proposed Project also presents a logical transition in land use type and intensity in terms of the surrounding area. With regard to this point, due to its overall location, the Los Angeles County Board of Supervisors previously determined that the Newhall Ranch project site, which includes Landmark Village, avoids leapfrog development and accommodates projected regional growth in a location adjacent to existing, approved, and planned infrastructure, urban services, transportation corridors, transit facilities, and major employment centers. Overall, the Project would help implement the defined vision for the Santa Clarita Valley by providing for development consistent with General Plan and Area Plan goals, providing adequate infrastructure, retaining and respecting the Santa Clara River as a natural resource, preserving various scenic</p>
--	----------------------------	--

**Table 1 (Continued)**  
**SCAG 2012-2035 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

		vistas and natural landforms, promoting economic vitality, and establishing a high quality of life.
Update local zoning codes, General Plans, and other regulatory policies to promote a more balanced mix of residential, commercial, industrial, recreational and institutional uses located to provide options and to contribute to the resiliency and vitality of neighborhoods and districts.	Local Jurisdictions	<b>Consistent.</b> While not necessarily applicable on a project-specific basis, the Project would support this action/strategy by creating a mixed-use community with a mix of complementary and mutually supportive land uses that offer housing, employment, shopping, recreation, and other community-serving activities and opportunities. Also refer to the preceding discussions regarding the planning principles that have been incorporated into the Project’s Land Use Plan that also address this action/strategy, as well as Project consistency with local land use plans.
Support projects, programs, policies and regulations that encourage the development of complete communities, which includes a diversity of housing choices and educational opportunities, jobs for a variety of skills and education, recreation and culture, and a full-range of shopping, entertainment and services all within a relatively short distance.	Local Jurisdictions, SCAG	<b>Consistent.</b> As noted above, the Project would create a complete mixed-use community comprised of mutually supportive land uses that offer housing, employment, shopping, recreation, and other community-serving activities and opportunities, including a school and community park. The Project is a complete mixed-use community as depicted in the Landmark Village Land Use Plan and also reflected in the EIR’s traffic analysis, which found that approximately 30 percent of all Project trips would remain internal to the Project Site. In addition, it is also forecasted that 52 percent of all vehicle trips generated by Newhall Ranch Specific Plan development would remain internal to the Newhall Ranch Specific Plan site (see page 4.8-29 of the Newhall Ranch Specific Plan Revised Draft EIR, March 1999).  Additionally, the development facilitated by the Project includes a range of residential housing types, sizes, and styles to serve the needs of a growing and increasingly diverse population within the County of Los Angeles and the region. The on-site housing and employment opportunities would also serve to accommodate the projected increase of more than 70,000 households in northern Los Angeles County between 2010 and 2035. <sup>17</sup>  It is also anticipated that the development facilitated by the Project would provide jobs for a variety of skills and education levels. Specifically, the on-site commercial uses would offer a broad range of retail stores (e.g.,

<sup>17</sup> County of Los Angeles, One Valley One Vision Revised Draft Program Environmental Impact Report, State Clearinghouse No. 2008071119, Table 3.19-1 on page 3.19-2, November 2010.

**Table 1 (Continued)**  
**SCAG 2012-2035 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

		clothing boutiques, food service, banking, merchandise sales, etc.) and office uses that would offer a broad range of employment opportunities which would provide jobs for a wide variety of skills and education levels (e.g., office professionals, retail clerks, etc.).
Pursue joint development opportunities to encourage the development of housing and mixed-use projects around existing and planned rail stations or along high-frequency bus corridors, in transit-oriented development areas, and in neighborhood-serving commercial areas.	Local Jurisdictions, CTCs	<b>Consistent.</b> The Project would accommodate a portion of the regional growth projected by SCAG in the unincorporated areas of Los Angeles County, a good portion of which is within the previously approved Newhall Ranch Specific Plan site. In addition, due to its overall location, the Los Angeles County Board of Supervisors previously determined that the Newhall Ranch project site, which includes Landmark Village, avoids leapfrog development and accommodates projected regional growth in a location adjacent to existing, approved, and planned infrastructure, urban services, transportation corridors, transit facilities, and major employment centers. As such, Project development would contribute to the furtherance of SB 375 policies. Transit would be promoted in the Project’s community design and would include the following: (1) on-site bus stops, a mobility hub, and a park and ride facility (see Exhibit 2, Landmark Village Conceptual Transit Plan, and Exhibit 3, Conceptual Transit Plan, in Appendix E within Appendix 2.1-A of the Recirculated Portions of the EIR); and (2) transit fare subsidies for employees and below market rate households.
Working with local jurisdictions, identify resources that can be used for employing strategies to maintain and assist in the development of affordable housing.	SCAG, Local Jurisdictions	<b>Consistent.</b> The Project would include a range of residential housing types, sizes, and styles to serve the needs of a growing and increasingly diverse population within the County and the region. In addition, development within the Project Site would implement an affordable housing program pursuant to the Newhall Ranch Affordable Housing Implementation Plan, revised June 25, 2010.
Consider developing healthy community or active design guidelines that promote physical activity and improved health.	Local Jurisdictions	<b>Consistent.</b> As discussed above, the Project would encourage healthy lifestyles through the provision of an extensive on-site bicycle and pedestrian trail network, a community garden program, and allowing for farmers’ markets. These development features implement the provisions of the County’s Healthy Design Ordinance by providing better walking environments, encouraging bicycling, and creating community resources that improve access to healthy foods. Additionally, the Project would provide a public community park and private neighborhood recreation centers of adequate size and with appropriate

**Table 1 (Continued)**  
**SCAG 2012-2035 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

		amenities that, in conjunction with similar facilities located throughout the Newhall Ranch villages, would serve the recreational needs of Project residents and the local community. Also see the discussion of Complete Streets, above.
Support projects, programs, policies, and regulations to protect resources areas, such as natural habitats and farmland, from future development.	Local Jurisdictions, SCAG	<p><b>Consistent.</b> The Newhall Ranch Specific Plan, which includes Landmark Village, includes 10,348.5 acres of open space, which includes 4,200 acres of High Country preserve and approximately 199 acres within six preserves for the San Fernando Valley spineflower, which would remain in its natural condition. Within the Landmark Village project itself, there are approximately 76.7 acres of open space. Project development would also respect the Santa Clara River as a natural resource with grading that results in the preservation of various scenic vistas and natural landforms, and debris and water quality basins that incorporate vegetation or water features.</p> <p>The EIR indicates that development of the Project would result in the conversion of approximately 348 acres of prime farmland, unique farmland, and farmland of statewide importance to nonagricultural uses (see <b>Section 4.18</b>, Agricultural Resources, of the EIR). Although the use of these land areas would be converted, the Project Site is designated for urban uses in both the County’s General Plan and Area Plan, and development planned for the Project Site has also been approved for urban development by the County of Los Angeles pursuant to the Newhall Ranch Specific Plan.</p>
Create incentives for local jurisdictions and agencies that support land use policies and housing options that achieve the goals of SB 375.	State, SCAG	<p><b>Not Applicable.</b> The responsible parties identified in the RTP/SCS for the implementation of this action/strategy are SCAG and the State of California and as such, this action/strategy is not applicable to the Project. In any event, the Project would be consistent with the goals of SB 375, as demonstrated by this policy-level analysis and the allocation of future growth to the Project vicinity in SCAG’s RTP/SCS overall land use pattern maps. In addition, a series of transportation demand management (TDM) strategies will be implemented to achieve</p>

**Table 1 (Continued)**  
**SCAG 2012-2035 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

		<p>emissions reductions by reducing Project-generated VMT. These proposed strategies were determined to reduce the Project’s VMT by 15.6 percent.<sup>18</sup> This reduction in VMT will result in a daily per capita VMT of 15.4 miles for the Project compared to a daily per capita VMT of 23.4 and 20.7 miles for the SCAG region and Los Angeles County, respectively.<sup>19</sup> Thus, the Project’s residents and employees would generate approximately 34 percent less daily VMT per capita than the adopted 2012-2035 RTP/SCS plan’s regional daily per capita VMT average, and would generate approximately 26 percent less daily VMT per capita than the Los Angeles County daily per capita VMT average. As such, the development facilitated by the Project also would be consistent with the SB 375 goal to reduce vehicle miles travelled, and the corresponding emission of GHGs, through the creation of a more effective and efficient community. In addition, as the Project would reduce its GHG emissions to zero (see Section 2.1, Global Climate Change and Greenhouse Gas Emissions), the Project would be carbon neutral (i.e., Project development would not increase GHG emission levels).</p>
<p>Continue partnership with regional agencies to increase availability of state funding for integrated land use and transportation projects in the region.</p>	<p>State, SCAG</p>	<p><b>Not Applicable.</b> The responsible parties identified in the RTP/SCS for implementation of this action/strategy are SCAG and the State of California and as such, this action/strategy is not applicable to the Project. Notwithstanding, the Project would not impair the ability of SCAG and the State to increase the availability of funding for certain types of projects.</p>
<p>Engage in a strategic planning process to determine the critical components and implementation steps for identifying and addressing open space resources, including increasing and preserving park space, specifically in park-poor communities.</p>	<p>Local Jurisdictions, SCAG</p>	<p><b>Consistent.</b> The Project would not impair the ability of the County of Los Angeles and SCAG to engage in strategic planning processes to address recreational/park shortages in existing communities. As previously discussed, the Newhall Ranch Specific Plan, which includes Landmark Village, includes approximately 10,348.5 acres of open space, which includes 4,200 acres of High Country preserve and approximately 199 acres within six preserves for the San Fernando Valley spineflower, which would remain in their natural</p>

<sup>18</sup> Fehr & Peers, Landmark Village VMT Reduction Strategies, September 2016 (see Appendix E within Appendix 2.1-A of the Recirculated Portions of the EIR).

<sup>19</sup> Stantec, SB 375 Consistency Evaluation - SCAG RTP/SCS and Landmark Village Project Vehicle Miles of Travel (VMT), September 2016 (see **Appendix D** of this analysis).

**Table 1 (Continued)**  
**SCAG 2012-2035 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

		condition. Within the Landmark Village project itself, there are approximately 76.7 acres of open space. Additionally, the Project would provide a public community park with appropriate amenities that, in conjunction with park facilities located throughout the Newhall Ranch villages, would serve the recreational needs of Project residents and the local community.
Identify and map regional priority conservation areas for potential inclusion in future plans.	SCAG	<b>Not Applicable.</b> The responsible party identified in the RTP/SCS for implementation of this action/strategy is SCAG, and – as of October 2016 – SCAG has not yet identified the priority conservation areas. As such, this action/strategy is not applicable to the Project. In addition, the Project would not impair SCAG’s ability to implement this action/strategy.
Engage with various partners, including CTCs and local agencies, to determine priority conservation areas and develop an implementable plan.	SCAG, CTCs	<b>Not Applicable.</b> The responsible parties identified in the RTP/SCS for the implementation of this action/strategy are SCAG and CTCs and as such, this action/strategy is not applicable to the Project. As of October 2016, SCAG – working with others – has not yet determined priority conservation areas and adopted an implementable plan. In addition, the Project would not impair the ability of SCAG and CTCs to engage with various partners on issues pertaining to conservation areas.
Develop regional mitigation policies or approaches for the 2016 RTP.	SCAG, CTCs	<b>Not Applicable.</b> The responsible parties identified in the RTP/SCS for implementation of this action/strategy are SCAG and CTCs and as such, this action/strategy is not applicable to the Project. In addition, the Project would not impair the ability of SCAG and CTCs to develop regional mitigation policies or approaches for the 2016 RTP. Development of the Project would also occur under the auspices of the RMDP and SCP, which are coordinated mitigation programs for reducing cumulative impacts to certain biological resources, including the Santa Clara River and San Fernando Valley spineflower, to less-than-significant levels.  The Project’s consistency with the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (Final 2016 RTP/SCS) is provided in Table 2, starting on page 43 of this analysis.
<b>Transportation Network Actions and Strategies</b>		
Perform and support studies with the goal of identifying innovative transportation strategies that enhance mobility and air quality,	SCAG, CTCs	<b>Not Applicable.</b> The responsible parties identified in the RTP/SCS for implementation of this action/strategy are SCAG and CTCs and as such, this action/strategy is not applicable to the Project. In addition, the Project would

**Table 1 (Continued)**  
**SCAG 2012-2035 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

<p>and determine practical steps to pursue such strategies, while engaging local communities in planning efforts.</p>		<p>not impair the ability of SCAG and CTCs to perform and support various studies that would implement this action/strategy. As previously discussed, the proposed uses that would be located within the Project Site would be developed on a site with convenient regional access to SR-126 and to the I-5, via SR-126. The Project would include an on-site circulation network and additional off-site transportation improvements (as mitigation) to facilitate mobility and access within the Project vicinity. By combining proposed residential, commercial (retail/office), school, and park uses on-site, as well as additional residential, retail, and public facility uses and employment centers within the other Newhall Ranch villages and other nearby major employment centers, including the Valencia Commerce Center, Valencia Industrial Center, and the Valencia Corporate Center, which collectively have been approved for over 25 million square feet of development, the Project would serve to reduce vehicle trips and thus vehicle miles travelled, thereby contributing to a reduction in air pollutant emissions. In addition, a series of TDM strategies will also be implemented to further reduce Project-generated VMT and vehicle trips. These proposed strategies, as described above, were determined to reduce the Project’s VMT by 15.6 percent.<sup>20</sup> This reduction in VMT will result in a daily per capita VMT of 15.4 miles for the Project compared to a daily per capita VMT of 23.4 and 20.7 miles for the SCAG region and Los Angeles County, respectively.<sup>21</sup> Thus, the Project’s residents and employees would generate approximately 34 percent less daily VMT per capita than the adopted 2012-2035 RTP/SCS plan’s regional daily per capita VMT average, and would generate approximately 26 percent less daily VMT per capita than the Los Angeles County daily per capita VMT average. In addition, the EIR’s traffic analysis determined that approximately 30 percent of all Project trips would remain internal to the Project Site, thereby reducing travel on the regional transportation system.</p>
<p>Cooperate with stakeholders, particularly county transportation</p>	<p>SCAG,</p>	<p><b>Consistent.</b> The Project would support this action/strategy by providing fair share funding for I-5</p>

<sup>20</sup> Fehr & Peers, Landmark Village VMT Reduction Strategies, September 2016 (see Appendix E within Appendix 2.1-A of the Recirculated Portions of the EIR).

<sup>21</sup> Stantec, SB 375 Consistency Evaluation - SCAG RTP/SCS and Landmark Village Project Vehicle Miles of Travel (VMT), September 2016 (see **Appendix D** of this analysis).

**Table 1 (Continued)**  
**SCAG 2012-2035 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

<p>commissions and Caltrans, to identify new funding sources and/or increased funding levels for the preservation and maintenance of the existing transportation network.</p>	<p>CTCs, Local Jurisdictions</p>	<p>improvements, an on-site circulation network, and additional off-site transportation improvements (as mitigation) to improve local access, with appropriate design considerations to ensure travel safety and reliability. All roadway improvements would be constructed in accordance with Los Angeles County Department of Public Works (LACDPW) and/or Caltrans requirements, as appropriate. It is also noted that the Project would mitigate any significant impacts to local and regional roadways to less than significant.</p>
<p>Expand the use of transit modes in our subregions such as BRT, rail, limited-stop service, and point-to-point express services utilizing the [high occupancy vehicle] (HOV) and [high occupancy toll] (HOT) lane networks.</p>	<p>SCAG, CTCs, Local Jurisdictions</p>	<p><b>Consistent.</b> The Project would include on-site bus stops, a mobility hub, and a park and ride facility which would also connect to the overall transit system that links the Newhall Ranch villages to each other, as well as the existing and planned transit system throughout the Santa Clarita Valley (see Exhibit 2, Landmark Village Conceptual Transit Plan, and Exhibit 3, Conceptual Transit Plan, in Appendix E within Appendix 2.1-A of the Recirculated Portions of the EIR). As such, these transit facilities, as well as transit fare subsidies for employees and below market rate households, would further expand the use of transit within the Project Site. In addition, the Project would not impair the ability of SCAG, the CTCs, or the County of Los Angeles to expand and extend the use of other transit modes to the Project Site. In addition, the Project includes right-of-way reserved for future light rail service along the south side of SR-126 within the Project Site. Also of note, HOV lanes are currently being developed along I-5 within the Project vicinity.<sup>22</sup> Further, the Project would also contribute fair share funding pursuant to an agreement between the Applicant and Caltrans under which the Applicant will provide fair share funding for improvements to the I-5 between Parker Road and SR-14.</p>
<p>Encourage transit providers to increase frequency and span of service in [transit-oriented development/high quality transit area] (TOD/HQTA) and along</p>	<p>SCAG, CTCs</p>	<p><b>Not Applicable.</b> The responsible parties identified in the RTP/SCS for implementation of this action/strategy are SCAG and CTCs and as such, this action/strategy is not applicable to the Project. In addition, the Project would not impair the ability of SCAG and CTCs to encourage</p>

<sup>22</sup> Los Angeles County Metropolitan Transportation Authority (Metro), I-5 North Capacity Enhancements Fact Sheet and Phase 2a Project Map; <https://www.metro.net/projects/i-5-n-capacity-enhancements/overview-fact-sheet/> and [http://media.metro.net/projects\\_studies/I5enhancements/images/I5\\_project\\_map.pdf](http://media.metro.net/projects_studies/I5enhancements/images/I5_project_map.pdf), respectively (accessed January 12, 2016).

**Table 1 (Continued)**  
**SCAG 2012-2035 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

targeted corridors where cost-effective and where there is latent demand for transit usage.		transit providers to increase the frequency and span of service.
Encourage regional and local transit providers to develop rail interface services at Metrolink, Amtrak, and high-speed rail stations.	SCAG, CTCs, Local Jurisdictions	<b>Consistent.</b> While this action/strategy is not necessarily applicable on a project-specific basis, the Project would not impair the ability of SCAG, CTCs, or the County of Los Angeles to encourage rail interface services. In addition, the Project includes right-of-way reserved for future light rail service along the south side of SR-126 within the Project Site. Also of note, a high speed rail line is planned within the Santa Clarita Valley. <sup>23</sup>
Expand the Toolbox Tuesdays program to include bicycle safety design, pedestrian safety design, ADA design, training on how to use available resources that expand understanding of where collisions are happening, and information on available grant opportunities to improve bicycle and pedestrian safety.	SCAG, State	<b>Not Applicable.</b> The responsible parties identified in the RTP/SCS for implementation of this action/strategy are SCAG and the State of California and as such, this action/strategy is not applicable to the Project. However, the development facilitated by the Project would support this action/strategy by providing an extensive bicycle and pedestrian trail network, including a trailhead, linking the various uses on-site and connecting to the overall trail system that links the Newhall Ranch villages to each other as well as other nearby communities, consistent with the Complete Streets Act of 2008 (AB 1358). Many of the on-site pedestrian trails would be separated from roadways to add to the safety of pedestrians.
Prioritize transportation investments to support compact infill development that includes a mix of land uses, housing options, and open/park space, where appropriate, to maximize the benefits for existing communities, especially vulnerable populations, and to minimize any negative impacts.	SCAG, CTCs, Local Jurisdictions	<b>Consistent.</b> As discussed above, the Project, as one of the Newhall Ranch villages, would offer a mix of mutually supportive land uses that offer housing, employment, shopping, recreation, and other community-serving activities and opportunities. As also previously discussed, the Newhall Ranch Specific Plan, which includes the Landmark Village project, includes 10,348.5 acres of open space, which includes 4,200 acres of High Country preserve and approximately 199 acres within six preserves for the San Fernando Valley spineflower, and 231 acres within three public community parks and 10 neighborhood parks with appropriate amenities, to serve the recreational needs of Project residents and the local community. Within the Landmark Village project itself,

<sup>23</sup> California High-Speed Rail Authority, Notice of Preparation of a Project Environmental Impact Report/Environmental Impact Statement for the California High-Speed Rail System Palmdale to Burbank Section, July 24, 2014. ([http://hsr.ca.gov/docs/programs/statewide\\_rail/proj\\_sections/Palmdale\\_Burbank/palmdale\\_burbank\\_NOP\\_072414.pdf](http://hsr.ca.gov/docs/programs/statewide_rail/proj_sections/Palmdale_Burbank/palmdale_burbank_NOP_072414.pdf) (accessed January 12, 2016)).

**Table 1 (Continued)**  
**SCAG 2012-2035 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

		there are approximately 76.7 acres of open space and a 9.9-acre public community park with appropriate amenities to serve the recreational needs of Project residents and the local community.
Explore and implement innovative strategies and projects that enhance mobility and air quality, including those that increase the walkability of communities and accessibility to transit via non-auto modes, including walking, bicycling, and neighborhood electric vehicles (NEVs) or other alternative fueled vehicles.	SCAG, CTCs, Local Jurisdictions	<b>Consistent.</b> As described above, the Project would be pedestrian-oriented and bicycle-friendly. Pursuant to the Complete Streets Act of 2008 (AB 1358), the Project would include an extensive bicycle and pedestrian trail network, including a trailhead, linking the on-site residential, commercial (retail/office), school, and park uses, as well as connecting to the overall trail system that links the Newhall Ranch villages to each other, as well as other nearby communities. By connecting these uses, the Project would also serve to reduce vehicle trips and thus vehicle miles travelled, thereby contributing to a reduction in air pollutant emissions. As discussed above, the Project, through implementation of its proposed GHG reduction strategies, would implement the following measures that facilitate and encourage the use of electric vehicles: (1) 100 percent of the Project’s residential units will be equipped with electric vehicle charging stations; (2) 50 percent of all residential units will receive a \$1,000 subsidy to purchase one electric vehicle each; (3) charging stations will be installed in commercial areas on the Project Site; (4) charging stations will be installed in off-site areas; (5) funding program for electric school buses; and (6) subsidizing the replacement of diesel or CNG transit buses with electric buses. In addition, the Project’s comprehensive TDM program includes the provision of subsidies for neighborhood electric vehicles (NEVs). As also discussed above, the Project would reduce its GHG emissions to zero (see Section 2.1, Global Climate Change and Greenhouse Gas Emissions) and, as such, would be carbon neutral (i.e., Project development would not increase GHG emission levels).
Collaborate with local jurisdictions to plan and develop residential and employment development around current and planned transit stations and neighborhood commercial centers.	SCAG, CTCs, Local Jurisdictions	<b>Consistent.</b> All of the residential units within the Project Site would be located within walking distance of on-site neighborhood commercial centers, thus reducing the number and length of vehicle trips. As discussed above, all on-site areas designated for residential development are located within ½ mile of on-site commercial areas

**Table 1 (Continued)**  
**SCAG 2012-2035 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

		<p>(see <b>Figure 3</b>), as well as within walking and bicycling distances to the on-site school, parks, recreation centers, and trail system.<sup>24</sup></p> <p>In addition, implementation of the Project’s comprehensive TDM program, as discussed above, was determined to reduce the Project’s VMT by 15.6 percent.<sup>25</sup> This reduction in VMT will result in a daily per capita VMT of 15.4 miles for the Project compared to a daily per capita VMT of 23.4 and 20.7 miles for the SCAG region and Los Angeles County, respectively.<sup>26</sup> Thus, the Project’s residents and employees would generate approximately 34 percent less daily VMT per capita than the adopted 2012-2035 RTP/SCS plan’s regional daily per capita VMT average, and would generate approximately 26 percent less daily VMT per capita than the Los Angeles County daily per capita VMT average. As such, the Project also would be consistent with the SB 375 goal to reduce vehicle miles travelled, and the corresponding emission of GHGs, through the creation of more effective and efficient communities. As also discussed above, the Project would reduce its GHG emissions to zero (see Section 2.1, Global Climate Change and Greenhouse Gas Emissions) and, as such, would be carbon neutral (i.e., Project development would not increase GHG emission levels).</p> <p>The Project Site is also located near the Valencia Commerce Center, Valencia Industrial Center, and the Valencia Corporate Center, which collectively have been approved for over 25 million square feet of development and, as such, are some of the largest employment centers in the Santa Clarita Valley.</p> <p>The bicycle and pedestrian trails that would be located within the Project Site connect to the Regional River Trail and thus would connect to the overall trail system that links the Newhall Ranch villages to each other, as well as other areas of the Santa Clarita Valley. Additionally, the Project would be integrated with the Santa Clarita transit</p>
--	--	---

<sup>24</sup> This distance is identified by SCAG in the 2012-2035 RTP/SCS as the distances when the use of active transportation (e.g., walking and bicycling) is more attractive than driving (see p. 210 of SCAG 2012-2035 RTP/SCS).

<sup>25</sup> Fehr & Peers, Landmark Village VMT Reduction Strategies, September 2016 (see Appendix E within Appendix 2.1-A of the Recirculated Portions of the EIR).

<sup>26</sup> Stantec, SB 375 Consistency Evaluation - SCAG RTP/SCS and Landmark Village Project Vehicle Miles of Travel (VMT), September 2016 (see **Appendix D** of this analysis).

**Table 1 (Continued)**  
**SCAG 2012-2035 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

		system, as would the other Newhall Ranch villages, by including on-site bus stops, a mobility hub, and a park and ride facility to encourage residents to rely less on individual vehicular travel (see Exhibit 2, Landmark Village Conceptual Transit Plan, and Exhibit 3, Conceptual Transit Plan, in Appendix E within Appendix 2.1-A of the Recirculated Portions of the EIR).
Collaborate with local jurisdictions to provide a network of local community circulators that serve new TOD, HQTAs, and neighborhood commercial centers providing an incentive for residents and employees to make trips on transit.	SCAG, CTCs, Local Jurisdictions	<p><b>Consistent.</b> As discussed throughout this analysis, the Project would include community-oriented circulation patterns such as trails and paseos to connect future residents to neighborhood retail and employment centers within the Project Site, as well as throughout the Newhall Ranch villages, without requiring a fuel-dependent mode of travel. As discussed above, all on-site areas designated for residential development are located within ½ mile of on-site commercial areas (see <b>Figures 3</b>), as well as within walking and bicycling distances to the on-site school, park, recreation centers, and trail system.<sup>27</sup></p> <p>The RTP/SCS states that one of the values of a HQTA is providing households with safe and convenient transportation alternatives to driving alone that would result in reductions in roadway congestion, as well as related benefits resulting from a reduction in vehicle miles travelled and GHG emissions. While the Project Site is not designated as a HQTA by the RTP/SCS, the pattern of development that is incorporated into the Project achieves the benefits of a HQTA in terms of providing households with safe and convenient transportation alternatives to driving alone.</p> <p>Additionally, the Project would be integrated with the overall transit system that links the Newhall Ranch villages to each other and the Santa Clarita Valley by including bus stops, a mobility hub, and a park and ride facility to encourage residents to rely less on individual vehicular travel (see Exhibit 2, Landmark Village Conceptual Transit Plan, and Exhibit 3, Conceptual Transit Plan, in Appendix E within Appendix 2.1-A of the Recirculated Portions of the EIR).</p>
Similar to SCAG's partnership with the City of Los Angeles and	SCAG,	<b>Not Applicable.</b> The responsible parties identified in the RTP/SCS for implementation of this action/strategy are

<sup>27</sup> This distance is identified by SCAG in the 2012-2035 RTP/SCS as the distances when the use of active transportation (e.g., walking and bicycling) is more attractive than driving (see p. 210 of SCAG 2012-2035 RTP/SCS).

**Table 1 (Continued)**  
**SCAG 2012-2035 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

<p>LACMTA, offer to all County Transportation Commissions a mutually funded, joint first mile/last mile study for each region.</p>	<p>CTCs</p>	<p>SCAG and CTCs and as such, this action/strategy is not applicable to the Project. In any event, the Project would not impair SCAG's or the CTCs' ability to offer the mutually-funded study.</p>
<p>Develop first-mile/last-mile strategies on a local level to provide an incentive for making trips by transit, bicycling, walking, or neighborhood electric vehicle or other ZEV options.</p>	<p>SCAG, CTCs, Local Jurisdictions</p>	<p><b>Consistent.</b> The Project would not impair the ability of SCAG, CTCs or the County of Los Angeles to develop first-mile/last-mile strategies. In support of this action/strategy, the Project would provide a network of bicycle and pedestrian trails, including a trailhead, as well as transit stops, a mobility hub, and a park and ride facility that would connect to the overall network linking the Newhall Ranch villages to each other and to the rest of the Santa Clarita Valley to promote alternative transportation (see Exhibit 2, Landmark Village Conceptual Transit Plan, and Exhibit 3, Conceptual Transit Plan, in Appendix E within Appendix 2.1-A of the Recirculated Portions of the EIR). In addition, and as described above, all on-site areas designated for residential development are located within ½ mile of on-site commercial areas (see <b>Figure 3</b>), as well as within walking and bicycling distances to the on-site school, parks, recreation centers, and trail system.<sup>28</sup></p> <p>The Project, as described above, will also implement the following measures that facilitate and encourage the use of electric vehicles: (1) 100 percent of the Project's residential units will be equipped with zero emission vehicle or ZEV (electric vehicle) charging stations; (2) 50 percent of all residential units will receive a \$1,000 subsidy to purchase one electric vehicle each; (3) charging stations will be installed in commercial areas on the Project Site; (4) charging stations will be installed in off-site areas; (5) funding program for electric school buses; and (6) subsidizing the replacement of diesel or CNG transit buses with electric buses. In addition, the Project's comprehensive TDM program includes the provision of subsidies for neighborhood electric vehicles (NEVs).</p> <p>In addition, the following components of the Project's comprehensive TDM program address first mile/last mile access: (1) transit fare subsidies for employees and below</p>

<sup>28</sup> This distance is identified by SCAG in the 2012-2035 RTP/SCS as the distances when the use of active transportation (e.g., walking and bicycling) is more attractive than driving (see p. 210 of SCAG 2012-2035 RTP/SCS).

**Table 1 (Continued)**  
**SCAG 2012-2035 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

		market rate households, (2) carshare and bikeshare programs that also offer financial subsidies to encourage participation, and (3) tech-enabled mobility using web/phone-based platforms.
Encourage transit fare discounts and local vendor product and service discounts for residents and employees of TOD/HQTAs or for a jurisdiction's local residents in general who have fare media.	Local Jurisdictions	<b>Consistent.</b> The Project would not impair the County's ability to encourage transit fare and other discounts. Mitigation Measure LV 4.9-8 requires retail facilities or special event centers to offer travel incentives such as discounts on purchases for transit riders (see <b>Appendix F</b> of this analysis for the full text of this mitigation measure). Furthermore, the Project's comprehensive TDM program also includes transit fare subsidies for employees and below market rate households.
Work with transit providers and local jurisdictions to identify and remove barriers to maintaining on-time performance.	SCAG, CTCs Local Jurisdictions	<b>Consistent.</b> The Project would not impair the ability of SCAG, CTCs or the County of Los Angeles to work with transit providers to remove barriers to on-time performance. To this end, the on-site circulation network, off-site transportation improvements (as mitigation), and on-site transit stops would be constructed in accordance with LACDPW, Caltrans, and/or transit service providers' requirements, as appropriate, to ensure safety and reliability and minimize disruptions to transit service. In addition, the Project would implement a program of signal synchronization on the following road segments within the Project Site: (1) SR-126 from west of Chiquita Canyon Road to east of Wolcott Way (adjacent to the Landmark Village tract map boundary); and (2) Long Canyon Road (within the Landmark Village tract map boundary). Additionally, as part of the Project's comprehensive TDM program, the Project would establish a mobility hub, a park and ride facility, and provide for tech-enabled mobility using web/phone-based platforms.
Develop policies and prioritize funding for strategies and projects that enhance mobility and air quality.	State	<b>Not Applicable.</b> The responsible party identified in the RTP/SCS for implementation of this action/strategy is the State of California and as such, this action/strategy is not applicable to the Project. In any event, the Project would not impair the State's ability to develop policies and prioritize funding for strategies and projects that enhance mobility and air quality.
Work with the California High-Speed Rail Authority and local jurisdictions to plan and develop optimal levels of retail, residential, and employment development that	State	<b>Not Applicable.</b> The responsible party identified in the RTP/SCS for implementation of this action/strategy is the State of California and as such, this action/strategy is not applicable to the Project. In any event, the Project would not impair the State's ability to implement its proposed

**Table 1 (Continued)**  
**SCAG 2012-2035 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

<p>fully take advantage of new travel markets and rail travelers.</p>		<p>high speed rail system. Of note, the State’s high speed rail line is planned to travel through the Santa Clarita Valley and could be used by the Project’s future residents, employees, and visitors.</p>
<p>Work with state lenders to provide funding for increased transit service in TOD/HQTA in support of reaching SB 375 goals.</p>	<p>SCAG, State</p>	<p><b>Not Applicable.</b> The responsible parties identified in the RTP/SCS for implementation of this action/strategy are SCAG and the State of California and as such, this action/strategy is not applicable to the Project. In any event, the Project would not impair SCAG and/or the State with regard to increasing transit funding as called for by this action/strategy.</p>
<p>Continue to work with neighboring Metropolitan Planning Organizations to provide alternative modes for interregional travel, including Amtrak and other passenger rail services and an enhanced bikeway network, such as on river trails.</p>	<p>SCAG, State</p>	<p><b>Not Applicable.</b> The responsible parties identified in the RTP/SCS for implementation of this action/strategy are SCAG and the State of California and as such, this action/strategy is not applicable to the Project. It is noted, however, that the Project includes an integrated on-site bicycle and pedestrian trail network, including a trailhead, that would connect to the overall network linking the Newhall Ranch villages to each other, as well as to the Regional River Trail, which connects to other areas of the Santa Clarita Valley.</p>
<p>Encourage the development of new, short haul, cost-effective transit services such as DASH and demand responsive transit (DRT) in order to both serve and encourage development of compact neighborhood centers.</p>	<p>CTCs, Municipal Transit Operators</p>	<p><b>Not Applicable.</b> The responsible parties identified in the RTP/SCS for implementation of this action/strategy are CTCs and Municipal Transit Operators and as such, this action/strategy is not applicable to the Project. However, the Project would not impair any jurisdiction’s ability to encourage development of new transit services.</p>
<p>Work with the state legislature to seek funding for Complete Streets planning and implementation in support of reaching SB 375 goals.</p>	<p>SCAG, State</p>	<p><b>Not Applicable.</b> The responsible parties identified in the RTP/SCS for implementation of this action/strategy are SCAG and the State of California and as such, this action/strategy is not applicable to the Project. Notwithstanding, in support of the goals set forth in the Complete Streets Act of 2008 (AB 1358), the development facilitated by the Project would include an extensive bicycle and pedestrian trail network, including a trailhead, linking various internal uses and connecting to the overall trail system that links the Newhall Ranch villages to each other, as well as other nearby communities. Many of the Project’s trails would be separated from roadways to add to the safety of pedestrians.</p>
<p>Continue to support the California Interregional Blueprint as a plan</p>	<p>SCAG,</p>	<p><b>Not Applicable.</b> The responsible parties identified in the RTP/SCS for implementation of this action/strategy are</p>

**Table 1 (Continued)**  
**SCAG 2012-2035 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

<p>that links statewide transportation goals and regional transportation and land use goals to produce a unified transportation strategy.</p>	<p>State</p>	<p>SCAG and the State of California and as such, this action/strategy is not applicable to the Project. Nonetheless, as previously discussed, the development facilitated by the Project would integrate land use and transportation via development of a mix of mutually supportive land uses, public services, and amenities, that connect to the other Newhall Ranch villages, as well as being located in close proximity to the regional roadway network.</p>
<p><b>Transportation Demand Management (TDM) Actions and Strategies</b></p>		
<p>Examine major projects and strategies that reduce congestion and emissions and optimize the productivity and overall performance of the transportation system.</p>	<p>SCAG</p>	<p><b>Not Applicable.</b> The responsible party identified in the RTP/SCS for implementation of this action/strategy is SCAG and as such, this action/strategy is not applicable to the Project. However, in support of this action/strategy, the Project would contribute to a reduction in air pollutant emissions by reducing vehicle trips and vehicle miles travelled through the development of a supportive mix of on-site residential, commercial (retail/office), school, and park uses that are interconnected via an on-site trail system that also connects to the overall network linking the Newhall Ranch villages to each other, as well as to other off-site trail systems. In addition, implementation of the Project’s comprehensive TDM program includes measures that will reduce the Project’s VMT by 15.6 percent.<sup>29</sup> This reduction in VMT will result in a daily per capita VMT of 15.4 miles for the Project compared to a daily per capita VMT of 23.4 and 20.7 miles for the SCAG region and Los Angeles County, respectively.<sup>30</sup> Thus, the Project’s residents and employees would generate approximately 34 percent less daily VMT per capita than the adopted 2012-2035 RTP/SCS plan’s regional daily per capita VMT average, and would generate approximately 26 percent less daily VMT per capita than the Los Angeles County daily per capita VMT average. As such, the Project also would be consistent with the SB 375 goal to reduce vehicle miles travelled, and the corresponding emission of GHGs, through the creation of a more effective and efficient community. In addition, as the Project would reduce its</p>

<sup>29</sup> Fehr & Peers, Landmark Village VMT Reduction Strategies, September 2016 (see Appendix E within Appendix 2.1-A of the Recirculated Portions of the EIR).

<sup>30</sup> Stantec, SB 375 Consistency Evaluation - SCAG RTP/SCS and Landmark Village Project Vehicle Miles of Travel (VMT), September 2016 (see **Appendix D** of this analysis).

**Table 1 (Continued)**  
**SCAG 2012-2035 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

		<p>GHG emissions to zero (see Section 2.1, Global Climate Change and Greenhouse Gas Emissions), the Project would be carbon neutral (i.e., Project development would not increase GHG emission levels).</p> <p>Congestion and emissions would also be reduced via a community design, which facilitates and encourages the use of public transit by providing on-site bus stops, a mobility hub, and a park and ride facility that are part of the overall system linking the Newhall Ranch villages with each other, as well as the existing and planned system throughout the Santa Clarita Valley (see Exhibit 2, Landmark Village Conceptual Transit Plan, and Exhibit 3, Conceptual Transit Plan, in Appendix E within Appendix 2.1-A of the Recirculated Portions of the EIR). In addition, the Project includes preserving right-of-way for future light rail service along the south side of SR-126 within the Project Site.</p> <p>The development facilitated by the Project, in addition to the measures identified above, would also implement the following VMT-reducing strategies to reduce Project-generated trips and encourage transit and alternative transportation: (1) alternative work schedules and telecommute program; (2) commute trip program; (3) transit fare subsidies for employees and below market rate households; (5) carshare and bikeshare programs, that also offer financial subsidies to encourage participation; (6) electric vehicle subsidies; (7) neighborhood electric vehicle (NEV) subsidies; (8) tech-enabled mobility using web/phone-based platforms; (9) provision of affordable and below market rate housing; and (10) school bus program (see Appendix E within Appendix 2.1-A of the Recirculated Portions of the EIR for additional information regarding the Project’s VMT-reducing strategies).</p> <p>In addition, the Project would mitigate any significant impacts to local and regional roadways to less than significant, which would serve to facilitate mobility and access as well as minimizing congestion. The Project would also implement a program of signal synchronization on the following road segments within the Project Site: (1) SR-126 from west of Chiquita Canyon Road to east of Wolcott Way (adjacent to the Landmark Village tract map boundary); and (2) Long Canyon Road (within the Landmark Village tract map boundary).</p>
Develop comprehensive regional active transportation network	SCAG,	<b>Consistent.</b> The Project, as one of the Newhall Ranch villages, would promote the development of a

**Table 1 (Continued)**  
**SCAG 2012-2035 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

<p>along with supportive tools and resources that can help jurisdictions plan and prioritize new active transportation projects in their cities.</p>	<p>CTCs, Local Jurisdictions</p>	<p>comprehensive regional active transportation network through the provision of an on-site circulation system, which includes an extensive bicycle and pedestrian trail network, including a trailhead. As previously discussed, the on-site trails would connect to the overall trail system that links the Newhall Ranch villages to each other, as well as to a segment of the Regional River Trail, which connects to the more extensive regional trail system.</p>
<p>Encourage the implementation of a Complete Streets policy that meets the needs of all users of the streets, roads and highways—including bicyclists, children, persons with disabilities, motorists, neighborhood electric vehicle (NEVs) users, movers of commercial goods, pedestrians, users of public transportation and seniors—for safe and convenient travel in a manner that is suitable to the suburban and urban contexts within the region.</p>	<p>Local Jurisdictions, COGs, SCAG, CTCs</p>	<p><b>Consistent.</b> In support of the Complete Streets Act of 2008 (AB 1358), the Project would include an extensive bicycle and pedestrian trail network, including a trailhead, linking the residential, commercial (retail/office), school, and park uses on-site, as well as connecting to the overall trail system that links the Newhall Ranch villages to each other and other nearby communities. Many of the trails would be separated from roadways to add to the safety of pedestrians. The Project also includes preferential parking for carpools and vanpools. In addition, the on-site circulation network, off-site transportation improvements (as mitigation), and on-site transit stops would be constructed in accordance with LACDPW, Caltrans, and/or transit service providers’ requirements, as appropriate, to ensure safety and reliability. Finally, the Project includes a comprehensive TDM program, as described above, to further enhance mobility. Included in the TDM program are a mobility hub, a park and ride facility, and subsidies for neighborhood electric vehicles (NEVs).</p>
<p>Support work-based programs that encourage emission reduction strategies and incentivize active transportation commuting or ride-share modes.</p>	<p>SCAG, Local Jurisdictions</p>	<p><b>Consistent.</b> The Project includes TDM strategies designed to reduce Project-generated trips and encourage transit and alternative transportation, including the development of a comprehensive active transportation network, as well as promoting interconnectivity between the various areas on the Project Site and to the other Newhall Ranch villages and other off-site communities. The Project’s following comprehensive VMT-reducing strategies support this action/strategy: (1) alternative work schedules and telecommute program; (2) commute trip program; (3) transit network expansion; (4) transit fare subsidies for employees and below market rate households; (5) carshare and bikeshare programs, that also offer financial subsidies to encourage participation; (6) electric vehicle subsidies; (7) neighborhood electric vehicle (NEV) subsidies; (8) tech-enabled mobility using web/phone-based platforms; and (9) extensive pedestrian network (see Appendix E within Appendix 2.1-</p>

**Table 1 (Continued)**  
**SCAG 2012-2035 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

		A of the Recirculated Portions of the EIR for additional information regarding the Project’s VMT-reducing strategies). In addition, the Project’s TDM program also includes the provision of preferential parking for carpools and vanpools.
Develop infrastructure plans and educational programs to promote active transportation options and other alternative fueled vehicles, such as neighborhood electric vehicles (NEVs), and consider collaboration with local public health departments, walking/biking coalitions, and/or Safe Routes to School initiatives, which may already have components of such educational programs in place.	Local Jurisdictions	<b>Consistent.</b> As previously discussed, the Project would establish a diverse system of pedestrian and bicycle trails, including a trailhead, to promote interconnectivity between the various areas of the Project Site (including the proposed school), provide access to the on-site amenities and trail system, which includes connections to the overall trail system that links the Newhall Ranch villages to each other and other areas of the Santa Clarita Valley, and serve as an alternative to automobile use. Additionally, the Project would provide a public community park and private neighborhood recreation centers of adequate size and with appropriate amenities that, in conjunction with similar facilities located throughout the Newhall Ranch villages, would serve the needs of residents and the local community. The Project’s following comprehensive VMT-reducing strategies also support this action/strategy: (1) transit network expansion; (2) transit fare subsidies for employees and below market rate households; (3) carshare and bikeshare programs, that also offer financial subsidies to encourage participation; (4) electric vehicle subsidies; and (5) neighborhood electric vehicle (NEV) subsidies (see Appendix E within Appendix 2.1-A of the Recirculated Portions of the EIR for additional information regarding the Project’s VMT-reducing strategies). Further, the Project would work with the school district to develop a Safe Route Plan, to the extent deemed necessary, during the planning process for the on-site school. Relatedly, the TDM Plan includes a school bus program that would serve all of the schools within Newhall Ranch, thereby further facilitating safe school travel. Also see the discussion of Complete Streets, above.
Encourage the development of telecommuting programs by employers through review and revision of policies that may discourage alternative work options.	Local Jurisdictions, CTCs	<b>Consistent.</b> The Project’s comprehensive TDM program includes a telecommute program as described in this action/strategy.
Emphasize active transportation and alternative fueled vehicle projects as part of complying with	State, SCAG,	<b>Consistent.</b> As previously discussed, in support of the Complete Streets Act of 2008 (AB 1358), the Project would include an extensive bicycle and pedestrian trail

**Table 1 (Continued)**  
**SCAG 2012-2035 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

<p>the Complete Streets Act (AB 1358).</p>	<p>Local Jurisdictions</p>	<p>network, including a trailhead, linking the residential, commercial (retail/office), school, and park uses on-site, and connecting to the overall trail system that links the Newhall Ranch villages to each other and other nearby communities. Many of the trails would be separated from roadways to add to the safety of pedestrians.</p> <p>The Project’s comprehensive TDM program, as described above, includes the following measures that support the use of alternative fueled vehicles at the Project Site: (1) 100 percent of the Project’s residential units will be equipped with electric vehicle charging stations; (2) 50 percent of all residential units will receive a \$1,000 subsidy to purchase one electric vehicle each; (3) charging stations will be installed in commercial areas on the Project Site; (4) charging stations will be installed in off-site areas; (5) funding program for electric school buses; and (6) subsidizing the replacement of diesel or CNG transit buses with electric buses. In addition, the Project’s TDM program also includes the provision of preferential parking for carpools and vanpools.</p>
<p><b>Transportation System Management (TSM) Actions and Strategies</b></p>		
<p>Work with relevant state and local transportation authorities to increase the efficiency of the existing transportation system.</p>	<p>SCAG, Local Jurisdictions, State</p>	<p><b>Consistent.</b> The Project would not impair the ability of SCAG, the County of Los Angeles, or the State to work with relevant transportation authorities to increase the efficiency of the existing transportation system. The development facilitated by the Project would include an on-site circulation network and additional off-site transportation improvements (as mitigation) to improve local access, with appropriate design considerations to ensure travel safety and reliability. All such improvements would be constructed in accordance with LACDPW and/or Caltrans requirements, as appropriate. Further, the Project would mitigate any significant impacts to local and regional roadways to the extent feasible. The efficiency of the existing transportation system would also be improved by the Project’s program of signal synchronization on the following road segments within the Project Site: (1) SR-126 from west of Chiquita Canyon Road to east of Wolcott Way (adjacent to the Landmark Village tract map boundary); and (2) Long Canyon Road (within the Landmark Village tract map boundary). Additionally, the array of Project design and TDM measures, as described above, that reduce vehicle trips and vehicle miles travelled would also serve to improve the efficiency of the existing transportation system.</p>

**Table 1 (Continued)**  
**SCAG 2012-2035 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

<p>Collaborate with local jurisdictions and subregional COGs to develop regional policies regarding [Transportation System Management] (TSM).</p>	<p>SCAG, COGs, Local Jurisdictions</p>	<p><b>Consistent.</b> The Project would not impair the ability of SCAG, the COGs, or the County of Los Angeles to collaborate on the development of regional TSM policies. All Project transportation-related improvements would be developed in consultation with LACDPW, Caltrans, and/or transit service providers, as appropriate, and constructed in compliance with their respective standards. In addition, the Project would implement a program of signal synchronization on the following road segments within the Project Site: (1) Commerce Center Drive from SR-126 to Magic Mountain Parkway; and (2) the segment of Magic Mountain Parkway fronting the Project Site.</p>
<p>Contribute to and utilize regional data sources to ensure efficient integration of the transportation system.</p>	<p>SCAG, CTCs</p>	<p><b>Not Applicable.</b> The responsible parties identified in the RTP/SCS for implementation of this action/strategy are SCAG and CTCs and, as such, this action/strategy is not applicable to the Project. Nonetheless, as discussed in <b>Section 4.7, Traffic/Access</b>, of the EIR, the Project’s traffic analysis is based on a traffic model developed jointly by LACDPW and the City of Santa Clarita as the primary tool for forecasting traffic volumes within the Santa Clarita Valley. In addition, SCAG’s regional data, including population, housing, and employment forecasts are used where appropriate throughout the EIR.</p>
<p>Provide training opportunities for local jurisdictions on TSM strategies, such as Intelligent Transportation Systems (ITS).</p>	<p>SCAG, Local Jurisdictions</p>	<p><b>Consistent.</b> While not applicable on a project-specific basis, the Project would not impair the ability of SCAG or the County of Los Angeles to provide TSM strategy training. However, the Project would support transportation system management strategies via the provision of: appropriate roadway improvements that meet LACDPW and/or Caltrans requirements, as appropriate; and, an extensive bicycle and pedestrian trail network, including a trailhead, that connects to the overall trail system linking the Newhall Ranch villages to each other, as well as to other nearby communities. In addition, the Project would implement a program of signal synchronization on the following road segments within the Project Site: (1) SR-126 from west of Chiquita Canyon Road to east of Wolcott Way (adjacent to the Landmark Village tract map boundary); and (2) Long Canyon Road (within the Landmark Village tract map boundary). Additionally, as part of the Project’s comprehensive TDM program, the Project would provide for tech-enabled mobility using web/phone-based platforms.</p>

**Table 1 (Continued)**  
**SCAG 2012-2035 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

Collaborate with local jurisdictions and subregional COGs to continually update the ITS inventory.	SCAG, COGs, Local Jurisdictions	<b>Consistent.</b> The Project would not impair the ability of SCAG, the COGs, or the County of Los Angeles to collaborate on updates to the ITS inventory. See the discussion above regarding the Project’s support of transportation system management strategies.
Collaborate with CTCs to regularly update the county and regional ITS architecture.	SCAG, CTCs, Local Jurisdictions	<b>Consistent.</b> The Project would not impair the ability of SCAG, the CTCs, or the County of Los Angeles to collaborate on updates to the ITS architecture. See the discussion above regarding the Project’s support of transportation system management strategies.
Collaborate with the state and federal Government and subregional COGs to examine potential innovative TDM/TSM strategies.	SCAG, State, COGs	<b>Not Applicable.</b> The responsible parties identified in the RTP/SCS for implementation of this action/strategy are SCAG, the State, and the COGs and as such, this action/strategy is not applicable to the Project. However, the Project would not impair any jurisdiction’s ability to examine potential TDM/TSM strategies.
<b>Clean Vehicle Technology Actions and Strategies</b>		
Develop a Regional [plug-in electric vehicle] (PEV) Readiness Plan with a focus on charge port infrastructure plans to support and promote the introduction of electric and other alternative fuel vehicles in Southern California.	SCAG	<b>Not Applicable.</b> The responsible party identified in the RTP/SCS for implementation of this action/strategy is SCAG and as such, this action/strategy is not applicable to the Project. However, the Project would not impair SCAG’s ability to develop a Regional PEV Readiness Plan; indeed, such a plan was issued by SCAG in December 2012. Further, the Project would also facilitate and encourage the use of electric vehicles with implementation of the following Project GHG reduction measures: (1) 100 percent of the Project’s residential units will be equipped with electric vehicle charging stations; (2) 50 percent of all residential units will receive a \$1,000 subsidy to purchase one electric vehicle each; (3) charging stations will be installed in commercial areas on the Project Site; (4) charging stations will be installed in off-site areas; (5) funding program for electric school buses; and (6) subsidizing the replacement of diesel or CNG transit buses with electric buses. In addition, the Project’s comprehensive TDM program also includes the provision of subsidies for neighborhood electric vehicles (NEVs).
Support subregional strategies to develop infrastructure and supportive land uses to accelerate fleet conversion to electric or other near zero-emission technologies. The activities committed in the two subregions (Western Riverside COG	SCAG, Local Jurisdictions	<b>Consistent.</b> While the acceleration of fleet conversion by the Project’s future residents and occupants is market driven and beyond the direct control or influence of the Project Applicant, the Project would not impair the County of Los Angeles’ or SCAG’s ability to support subregional strategies in furtherance of that conversion. Further, and as described above, the Project would also

**Table 1 (Continued)**  
**SCAG 2012-2035 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

<p>and South Bay Cities COG) are put forward as best practices that others can adopt in the future. (See Appendix: Vehicle Technology, for more information.)</p>		<p>facilitate and encourage the use of electric vehicles with implementation of the following Project GHG reduction and TDM measures: (1) installation of electric vehicle charging stations at on-site residential and commercial locations as well as off-site locations; (2) subsidies for electric and neighborhood electric vehicles (NEVs); and (3) funding subsidies for electric school and transit buses. In addition, as the Project would reduce its GHG emissions to zero (see Section 2.1, Global Climate Change and Greenhouse Gas Emissions), the Project would be carbon neutral (i.e., Project development would not increase GHG emission levels).</p>
<p><i>Notes: SCAG = Southern California Association of Governments; HCD = California Department of Housing and Community Development; COG = subregional council of governments; CTCs = county transportation commission; TOD = transit-oriented development; HQTA = High Quality Transit Area; LACMTA = Los Angeles County Metropolitan Transportation Authority.</i>  <i>Source: SCAG 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy, Chapter 4: Sustainable Communities Strategy, Tables 4.3 through 4.7, April 2012.</i></p>		

**Table 2**  
**SCAG 2016-2040 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

Consistency Analysis	
2016 RTP/SCS GOALS	
<p>Align the plan investments and policies with improving regional economic development and competitiveness.</p>	<p><b>Not Applicable.</b> This RTP/SCS goal focuses on balancing plan objectives and improving regional economic development and competitiveness. This goal is directed at the RTP/SCS itself, and as such, is not applicable to the Project. That being said, the Project contributes to this goal by advancing RTP/SCS policies, as discussed below, and contributing to regional economic development, unto itself, as well as being part of the overall Newhall Ranch development. In terms of the location of future development, Exhibits 3, 6, and 9 of the 2016-2040 RTP show the areas within the SCAG region where growth is planned to occur (see <b>Appendix C</b> of this analysis). A review of these exhibits indicates that the Project Site is an area designated for future population, employment, and household growth. Thus, development of the Project Site has been incorporated into the 2016-2040 RTP/SCS. Development of the Project Site is also reflected in the County of Los Angeles' Area Plan (see <b>Appendix B</b> of this analysis).</p> <p>The Project's population and employment growth is also accounted for in other demographic forecasts that include the Project Site. As discussed above, the local jurisdictional level, which in the case of the Project is all of unincorporated Los Angeles County, is the smallest geography for which SCAG has adopted growth forecasts. As such, the adopted Integrated Growth Forecast for the unincorporated area included in the 2016-2040 RTP/SCS, forecasts the following growth between 2012 and 2040: population growth of 233,000 persons; household growth of 99,700 households; and employment growth of 65,500 jobs. In addition, the adopted Los Angeles County Santa Clarita Valley Area Plan (One Valley One Vision, 2012) includes the following forecasts at buildout of the plan, which is reasonably estimated to occur in 2030: (1) population of between 460,000 to 485,000; and (2) an increase of between 98,322 to 128,850 new jobs</p> <p>Thus, the Project would accommodate the growth projected by SCAG for the unincorporated areas of Los Angeles County, as well as the growth forecasted by the County for the Santa Clarita Valley Planning Area. In addition, the Project would be providing needed housing within a site that the Los Angeles County Board of Supervisors previously determined in its approval of the Newhall Ranch Specific Plan, which includes Landmark</p>

**Table 2 (Continued)**  
**SCAG 2016-2040 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

	<p>Village, avoids leapfrog development and accommodates projected regional growth in a location adjacent to existing, approved, and planned infrastructure, urban services, transportation corridors, transit facilities, and major employment centers. As a result, Project development would contribute to the furtherance of the housing needs allocation policies of SB 375.</p>
<p>Maximize mobility and accessibility for all people and goods in the region.</p>	<p><b>Consistent.</b> The development facilitated by the Project would provide access to a host of alternative transportation modes (e.g., transit, pedestrian, and bicycle), as well as an on-site circulation network and additional off-site transportation improvements (as mitigation) that would collectively facilitate mobility and access within the Project vicinity. Mobility and accessibility would also be enhanced via implementation of the Project’s comprehensive Transportation Demand Management (TDM) Program. The Project also assists in achieving this goal as the Project is part of the overall alternative transportation and circulation network that is planned for the Newhall Ranch site and is located on a site with convenient regional access to SR-126 and the I-5, via SR-126, thus further integrating comprehensive land use and transportation facilities planning in a manner that would maximize mobility and accessibility.</p>
<p>Ensure travel safety and reliability for all people and goods in the region.</p>	<p><b>Consistent.</b> The Project assists in achieving this goal by providing an on-site circulation network and additional off-site transportation improvements (as mitigation). The on- and off-site roadway improvements would enhance local access, with appropriate design considerations to ensure travel safety and reliability. In addition, all such improvements would be constructed in accordance with LACDPW and/or Caltrans requirements, as appropriate.</p>
<p>Preserve and ensure a sustainable regional transportation system.</p>	<p><b>Consistent.</b> The Project would assist in achieving this goal via improvements to the roadway and active transportation networks, as well as measures that reduce vehicle trips. The on-site circulation network, which is a component of the overall circulation system established for the Newhall Ranch development, is designed to provide sufficient capacity for traffic generated by the Project. Transportation system sustainability is also realized through the provision of additional off-site transportation improvements (as mitigation). As discussed above, all roadway improvements would be constructed in accordance with LACDPW and/or Caltrans requirements, as appropriate.</p> <p>In addition, the Project would be a mixed-use community</p>

**Table 2 (Continued)**  
**SCAG 2016-2040 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

	<p>comprised of mutually supportive land uses that offer housing, employment, shopping, recreation, and other community-serving activities and opportunities while respecting the Santa Clara River as a natural resource and also preserving various scenic vistas and natural landforms. The development of the Project as a complete mixed-use community is also reflected in the EIR’s traffic analysis, which found that approximately 33% of all Project trips would remain internal to the Project Site, thereby reducing travel on the regional transportation system.</p> <p>The Project would also contribute to the sustainability of the regional transportation system by reducing congestion through a community design that facilitates and encourages the use of public transit by providing on-site transit stops, a mobility hub, and a park and ride facility within the Project Site, as part of the Project’s TDM program (see Exhibit 2, Landmark Village Conceptual Transit Plan, and Exhibit 3, Conceptual Transit Plan, in Appendix E within Appendix 2.1-A of the Recirculated Portions of the EIR). The on-site transit network would also be integrated into the overall transit system that links the Newhall Ranch villages to each other, as well as being part of a comprehensive Valley-wide transit system. These features of the Project, individually and collectively, as well as implementation of the Project’s comprehensive TDM program, would reduce travel demand on the regional transportation system, thereby contributing to its overall sustainability. In addition, the Project includes right-of-way reserved for future light rail service along the south side of SR-126 within the Project Site.</p> <p>As discussed above, the Project would also implement TDM measures to reduce trips. Specifically, the Project’s comprehensive VMT-reducing strategies include the following: (1) alternative work schedules and telecommute program; (2) commute trip program; (3) transit network expansion; (4) transit fare subsidies for employees and below market rate households; (5) carshare and bikeshare programs, that also offer financial subsidies to encourage participation; (6) electric vehicle subsidies; (7) neighborhood electric vehicle (NEV) subsidies; (8) tech-enabled mobility using web/phone-based platforms; (9) provision of affordable and below market rate housing; (10) extensive pedestrian network; and (11) school bus program (see Appendix E within Appendix 2.1-A of the Recirculated Portions of the EIR for additional information regarding the Project’s VMT-reducing strategies). In addition, the Project’s TDM program includes the</p>
--	--

**Table 2 (Continued)**  
**SCAG 2016-2040 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

	<p>provision of preferential parking for carpools and vanpools.</p> <p>The development facilitated by the Project also supports the goals of AB 1358 (Complete Streets Act of 2008) by incorporating complete street designs and providing an extensive alternative transportation network consisting of bicycle and pedestrian trails, including a trailhead, that link the various internal uses while also providing connections to the overall trail system that links the Newhall Ranch villages to each other and other nearby communities. Many of the trails would be separated from roadways to add to the safety of pedestrians.</p> <p>In addition, implementation of the policies and programs set forth in the RTP/SCS serve to achieve this goal. As the growth facilitated by the Project is accounted for in the RTP/SCS (see analysis above), the Project further contributes to the achievement of this goal.</p>
<p>Maximize the productivity of our transportation system.</p>	<p><b>Consistent.</b> The community design incorporated into the Project, as well as the other Newhall Ranch villages, supports the productivity of the transportation system through: the establishment of a mixed-use community comprised of mutually supportive land uses; on-site programs that reduce vehicle trips and vehicle miles travelled (e.g., TDM); congestion reduction measures; encouraging transit use; and an extensive alternative transportation network consisting of bicycle and pedestrian trails, including a trailhead, that connect on-site areas, as well as providing connections to the overall trail system that links the Newhall Ranch villages to each other, as well as the regional trail network. In addition, the on-site circulation network and additional off-site transportation improvements (as mitigation) would mitigate any significant impacts to local and regional roadways to the extent feasible. These characteristics and features of the Project also promote the productivity of the transportation system by facilitating mobility and access while ensuring travel safety and reliability.</p>
<p>Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).</p>	<p><b>Consistent.</b> The development facilitated by the Project would minimize air pollutant emissions by reducing vehicle trips and vehicle miles travelled through the development of a supportive mix of on-site residential, commercial (retail/office), school, and park uses. Refer to Section 4.9, Air Quality, of the EIR for further discussion of project design features and mitigation measures that reduce air pollutant emissions generated by the Project.</p>

**Table 2 (Continued)**  
**SCAG 2016-2040 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

	<p>The development facilitated by the Project also includes a network of bicycle and pedestrian trails, including a trailhead, a bikeshare program, as well as transit stops, a mobility hub, and a park and ride facility within the Project Site (see Exhibit 2, Landmark Village Conceptual Transit Plan, and Exhibit 3, Conceptual Transit Plan, in Appendix E within Appendix 2.1-A of the Recirculated Portions of the EIR) to promote alternative transportation that would connect the mix of on-site land uses discussed above. The integral role of the trail system in the community design established for the Project Site is reflected in the Landmark Village Trails Plan, EIR Figure 1.0-20 (see <b>Appendix E</b> of this analysis). This trail plan sets forth a comprehensive system of bicycle and pedestrian circulation throughout the Project Site that ensures that each residential neighborhood and community service area is linked to one or more pedestrian, bicycle or equestrian trails or paseos, with locations for river trail access points, a trailhead, and observation/interpretive points. The Project’s trail system consists of a hierarchy of trails with varying sizes and functionality, that connects to the overall trail system linking the Newhall Ranch villages to each other, as well as providing connections to the existing and planned regional trail systems within the Santa Clarita Valley. Specifically, this network of trails would extend the existing and planned regional trails into the Project Site and, by doing so, facilitate alternative transportation objectives in terms of access to on-site and off-site destinations. Bicycle use within the Project Site would also be facilitated via the implementation of an on-site bikeshare program that would also offer financial subsidies to encourage participation.</p> <p>To minimize and shorten vehicle trips, all on-site areas designated for residential development are located within ½ mile of on-site commercial areas (see <b>Figure 3</b>)<sup>31</sup>, as well as within walking and bicycling distances to the on-site school, parks, recreation centers, and trail system.</p> <p>Through the features outlined above, the Project, unto itself as well as in conjunction with the other Newhall Ranch villages, would also support the RTP/SCS strategy with regard to Neighborhood Mobility Areas (NMA) by</p>
--	--

<sup>31</sup> This distance is identified by SCAG in the 2012-2035 RTP/SCS as the distances when the use of active transportation (e.g., walking and bicycling) is more attractive than driving (see p. 210 of SCAG 2012-2035 RTP/SCS).

**Table 2 (Continued)**  
**SCAG 2016-2040 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

	<p>encouraging the use of active and other non-automobile modes of transportation (e.g., transit) for short trips (i.e., trips that are less than three miles in length). In addition, the Project would support the NMA strategy by implementing a Complete Streets program to further encourage the use of active and other non-automobile modes of transportation for short trips.</p>
<p>Actively encourage and create incentives for energy efficiency, where possible.</p>	<p><b>Consistent.</b> Development facilitated by the Project would achieve energy efficiency by implementing a Zero Net Energy program for on-site residential and commercial development areas, as well as private recreation centers and public facilities.<sup>32</sup> Energy efficiency by the Project would also be achieved by implementing a broad program of sustainability and “smart growth” principles. Specific measures include the following: a broad mix of complementary land uses that offer housing, employment, shopping, recreation, and other community-serving activities and opportunities; a community design that reduces vehicle miles traveled and commuting distances; access to transit; the provision of open space and recreational amenities; pedestrian and bicycle trail connectivity; the preservation of natural areas; water and energy conservation; and the incorporation of green building techniques.</p> <p>Energy efficiency would also be promoted as the development pattern facilitated by the Project presents a logical transition in land use type and intensity in terms of the surrounding area. With regard to this point, the Los Angeles County Board of Supervisors previously determined that the Newhall Ranch project site, which includes Landmark Village, avoids leapfrog development and accommodates projected regional growth in a location adjacent to existing, approved, and planned infrastructure, urban services, transportation corridors, transit facilities, and major employment centers.</p>
<p>Encourage land use and growth patterns that facilitate transit and active transportation.</p>	<p><b>Consistent.</b> The Landmark Village project, as shown in Figure 1.0-14 in Section 1.0, Project Description, of the Landmark Village Recirculated Draft EIR (January 2010), contains two distinct areas, the Village Center and the Village Quad, with an elementary school and Community</p>

<sup>32</sup> Zero Net Energy refers to the practice whereby energy use in buildings is reduced as much as possible through energy efficiency, with all of the remaining energy demand of the building being met via photovoltaic and/or other renewable energy systems.

**Table 2 (Continued)**  
**SCAG 2016-2040 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

	<p>Park located in the central portion of the site. These two areas are the central organizing feature of the Land Use Plan and provide future residents convenient access to commercial, recreational and public facilities. Within the Project Site, the highest intensity of uses would be located in and around two distinct areas – the Village Quad, located on the east side of the Project Site, and the Village Center, located on the west side of the Project Site. The Village Quad unites various components of the community with its formal clustering of buildings around courtyards, and its connection to the river’s edge. Its uses will include an interrelated complex of multi-family, commercial, office, and lifelong education facilities, connected by a formal vehicular and pedestrian network of streets, traffic circles, courtyards, and paseos. The Village Quad also includes a mobility hub and park and ride facility. The Village Center will continue the unique nature of Landmark Village established in the Village Quad by emphasizing the people-scaled, pedestrian-friendly characteristics of the commercial, office and residential apartment uses found within the Village Center, all flanked by the Regional River Trail. This clustering of development around two centralized cores provides for growth in a concentrated, rather than a dispersed pattern. Planning principles reflected in the Project’s design include, but are not limited to the following: (1) designing with nature; (2) placing the highest intensity of uses in and around the Village centers; and (3) a hierarchical organization<sup>33</sup>.</p> <p>As such, the Project would facilitate the development of a neighborhood-oriented community coupled with livability strategies, including the establishment of a diverse system of pedestrian and bicycle trails, including a trailhead, (see discussion above regarding the Landmark Village Trails Plan), as well as transit stops, a mobility hub, and a park and ride facility located within the Project Site (see Exhibit 2, Landmark Village Conceptual Transit Plan, and Exhibit 3, Conceptual Transit Plan, in Appendix E within Appendix 2.1-A of the Recirculated Portions of the EIR) to promote alternative transportation and to facilitate mobility and access within the Project vicinity. On-site transit facilities would be integrated with the overall transit system that</p>
--	---

<sup>33</sup> The planning principle of hierarchical organization reflects the location of circulation, open areas, housing, and commercial facilities within each Village such that all of these elements of the urban environment function as an integrated system, with facilities sized and planned according to the service population.

**Table 2 (Continued)**  
**SCAG 2016-2040 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

	<p>links the Newhall Ranch villages to each other, as well as to the overall Santa Clarita transit system, thereby providing opportunities for residents to rely less on single-occupancy vehicle travel. In addition, the Project includes right-of-way reserved for future light rail service along the south side of SR-126 within the Project Site.</p> <p>As discussed above, the Project, unto itself as well as in conjunction with the other Newhall Ranch villages, would also support the RTP/SCS strategy with regard to NMAs by encouraging the use of active and other non-automobile modes of transportation (e.g., transit) for short trips and by implementing a Complete Streets program to further encourage the use of active and other non-automobile modes of transportation for short trips.</p>
<p>Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.</p>	<p><b>Not applicable.</b> This RTP/SCS goal will be implemented by agencies with jurisdiction over security issues and is not applicable to the Project; nonetheless, the Project would not impair the ability of the agencies with jurisdiction over security issues to implement this RTP/SCS goal.</p>
<b>2016 RTP/SCS GUIDING POLICIES</b>	
<p>Transportation investments shall be based on SCAG’s adopted regional Performance Indicators.</p>	<p><b>Not applicable.</b> This guiding policy sets the parameters to guide transportation investments identified in the RTP/SCS and is not applicable to the Project as it relates to funding decisions made by SCAG and other transportation agencies; nonetheless, the Project would not impair SCAG’s ability to implement this guiding policy. In addition, the Project would implement transportation improvements that respond to the impacts that are attributable to the Project. These improvements would be constructed in accordance with LACDPW and/or Caltrans requirements, as appropriate.</p>
<p>Ensuring safety, adequate maintenance, and efficiency of operations on the existing multimodal transportation system should be the highest RTP/SCS priorities for any incremental funding in the region.</p>	<p><b>Not applicable.</b> This guiding policy prioritizes funding to improve the existing multimodal transportation system and is not applicable to the Project as it relates to funding decisions made by SCAG; however, the Project would not impair SCAG’s ability to implement this guiding policy. In addition, and as discussed above, the Project would include improvements that support multimodal transportation, including a network of bicycle and pedestrian trails; a trailhead; transit stops; a mobility hub, and a park and ride facility located within the Project Site (see Exhibit 2, Landmark Village Conceptual Transit Plan, and Exhibit 3, Conceptual Transit Plan, in Appendix E within Appendix 2.1-A of the Recirculated Portions of the EIR); bikeshare and carshare programs that also offer financial subsidies to encourage participation; and transit</p>

**Table 2 (Continued)**  
**SCAG 2016-2040 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

	<p>fare subsidies for employees and below market rate households. Further, Mitigation Measure LV 4.9-8 requires the following that would also support multimodal transportation: (1) providing residents with information regarding the availability of existing shuttle service providers and public transit; (2) establish a shuttle service from residential core areas to the commercial core areas; and (3) provide shuttles from the commercial core areas to major transit stations (see <b>Appendix F</b> of this analysis for the full text of this mitigation measure).</p> <p>In addition, the Project’s integrated on-site bicycle and pedestrian trail network and transit system would connect with the trail and transit systems linking the Newhall Ranch villages to each other, as well as connecting to other areas of the Santa Clarita Valley.</p>
<p>RTP/SCS land use and growth strategies in the RTP/SCS will respect local input and advance smart growth initiatives.</p>	<p><b>Not applicable.</b> This guiding policy establishes the parameters that will be used to guide RTP/SCS land use and growth strategies and is not applicable to the Project as it relates to the content of the RTP/SCS; nonetheless, the Project would not impair SCAG’s ability to implement this guiding policy.</p> <p>In terms of the location of future development, Exhibits 3, 6, and 9 of the 2016-2040 RTP show the areas within the SCAG region where growth is planned to occur (see <b>Appendix C</b> of this analysis). A review of these exhibits indicates that the Project Site is an area designated for future population, employment, and household growth. Thus, development of the Project Site has been incorporated into the 2016-2040 RTP/SCS. Development of the Project Site is also reflected in the County of Los Angeles’ Area Plan (see <b>Appendix B</b> of this analysis).</p> <p>Further, and as discussed above, the Project implements a broad program of sustainability and “smart growth” principles. Specific measures include the following: an appropriate mix of land uses, job generation, design principles to reduce vehicle miles traveled and commuting distances, access to transit, the provision of open space and recreational amenities, trail connectivity, the preservation of natural areas, water and energy conservation, and the incorporation of green building techniques. In addition, the development facilitated by the Project presents a logical transition in land use type and intensity in terms of the surrounding area. With regard to this point, due to its overall location, the Los Angeles County Board of Supervisors previously determined that the Newhall Ranch project site, which includes Landmark Village, avoids leapfrog development</p>

**Table 2 (Continued)**  
**SCAG 2016-2040 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

	<p>and accommodates projected regional growth in a location adjacent to existing, approved, and planned infrastructure, urban services, transportation corridors, transit facilities, and major employment centers.</p>
<p>Transportation demand management (TDM) and active transportation will be focus areas, subject to Policy 1.</p>	<p><b>Consistent.</b> The Project would implement TDM measures, as described above, to reduce Project-generated trips (e.g., alternative work schedules and telecommute program, commute trip program, transit network expansion, carshare and bikeshare programs, tech-enabled mobility using web/phone-based platforms, etc.). In addition, the Project’s TDM program also includes the provision of preferential parking for carpools and vanpools.</p> <p>The Project also includes, as discussed above, a comprehensive alternative transportation network consisting of transit stops, a mobility hub, and a park and ride facility located within the Project Site (see Exhibit 2, Landmark Village Conceptual Transit Plan, and Exhibit 3, Conceptual Transit Plan, in Appendix E within Appendix 2.1-A of the Recirculated Portions of the EIR) as well as an extensive bicycle and pedestrian trail system, including a trailhead, that links the various internal uses. In addition, the Project’s integrated on-site bicycle and pedestrian trail network and transit system would connect with the trail and transit systems that link the Newhall Ranch villages to each other, as well as providing connections to the existing and planned regional transit and trail systems within the Santa Clarita Valley. Specifically, the on-site network of pedestrian and bicycle trails would extend the existing and planned regional trails into the Landmark Village project and, by doing so, facilitate alternative transportation objectives in terms of access to on-site and off-site destinations. Many of these trails would be separated from roadways to add to the safety of pedestrians.</p>
<p>HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to Policy 1.</p>	<p><b>Consistent.</b> This guiding policy encourages HOV gap closures in terms of transportation investments. HOV lanes are currently being developed along I-5 within the Project vicinity<sup>34</sup> and the Applicant has entered into an agreement with Caltrans to provide fair share funding for improvements to the I-5 between Parker Road and SR-14.</p>

<sup>34</sup> Los Angeles County Metropolitan Transportation Authority (Metro), I-5 North Capacity Enhancements Fact Sheet and Phase 2a Project Map; <https://www.metro.net/projects/i-5-n-capacity-enhancements/overview-fact-sheet/> and [http://media.metro.net/projects\\_studies/i5enhancements/images/I5\\_project\\_map.pdf](http://media.metro.net/projects_studies/i5enhancements/images/I5_project_map.pdf), respectively (accessed January 12, 2016).

**Table 2 (Continued)**  
**SCAG 2016-2040 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

<p>The RTP/SCS will support investments and strategies to reduce non-recurrent congestion and demand for single occupancy vehicle use, by leveraging advanced technologies.</p>	<p><b>Not applicable.</b> This guiding policy focuses on investments and strategies to reduce congestion that are to be incorporated into the RTP/SCS and is not applicable to the Project as it relates to the content of the Plan; nonetheless, the Project would not impair SCAG’s ability to implement this guiding policy. Notwithstanding, the Project’s comprehensive TDM program would implement advanced technologies through the use of web/phone-based platforms. In addition, non-recurrent congestion and demand for single occupancy vehicle use would also be reduced through a community design that locates a broad range of land uses within proximity to one another and also facilitates and encourages the use of public transit by providing on-site transit stops, a mobility hub, and a park and ride facility within the Project Site that would connect to the overall network that links the Newhall Ranch villages to each other as well as being part of a comprehensive Valley-wide transit system (see Exhibit 2, Landmark Village Conceptual Transit Plan, and Exhibit 3, Conceptual Transit Plan, in Appendix E within Appendix 2.1-A of the Recirculated Portions of the EIR). In addition, the Project includes right-of-way reserved for future light rail service along the south side of SR-126 within the Project Site.</p> <p>The Project would also mitigate any significant impacts to local and regional roadways to the extent feasible, as required by CEQA, which would serve to facilitate mobility and access as well as minimizing congestion.</p>
<p>The RTP/SCS will encourage transportation investments that result in cleaner air, a better environment, a more efficient transportation system, and sustainable outcomes in the long run.</p>	<p><b>Not applicable.</b> This guiding policy sets the parameters to guide transportation investments identified in the RTP/SCS and is not applicable to the Project as it relates to funding decisions made by SCAG and other transportation agencies; nonetheless, the Project would not impair SCAG’s ability to implement this guiding policy. In addition, and as described above, the development facilitated by the Project would implement a broad program of sustainability and “smart growth” principles that would reduce emissions and create a better environment as referenced in this guiding policy. Specific measures that are incorporated into the development facilitated by the Project include the following: a broad mix of complementary land uses that offer housing, employment, shopping, recreation, and other community-serving activities and opportunities; design principles to reduce vehicle miles traveled and commuting distances; access to transit; the provision of open space and recreational amenities; pedestrian and bicycle trail</p>

**Table 2 (Continued)**  
**SCAG 2016-2040 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

	<p>connectivity; the preservation of natural areas; water and energy conservation; and the incorporation of green building techniques.</p> <p>The development facilitated by the Project would also contribute to a more efficient transportation system by reducing congestion and emissions through its community design, which facilitates and encourages the use of public transit by providing on-site transit stops, a mobility hub, and a park and ride facility within the Project Site that would connect to the overall network that links the Newhall Ranch villages to each other as well as being part of a comprehensive Valley-wide transit system (see Exhibit 2, Landmark Village Conceptual Transit Plan, and Exhibit 3, Conceptual Transit Plan, in Appendix E within Appendix 2.1-A of the Recirculated Portions of the EIR). In addition, the Project includes right-of-way reserved for future light rail service along the south side of SR-126 within the Project Site.</p> <p>The Project also incorporates measures to reduce air emissions and greenhouse gasses, minimize hazards, and ensure water quality (see Section 2.1, Global Climate Change and Greenhouse Gas Emissions of this Recirculated Portions of the EIR; as well as Section 4.9, Air Quality, Section 4.21, Environmental Safety, and Section 4.3, Water Quality, of the EIR for further discussion).</p>
<p>Monitoring progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies, will be an important and integral component of the Plan.</p>	<p><b>Not applicable.</b> This guiding policy emphasizes the importance of monitoring implementation of the RTP/SCS and is not applicable to the Project as it relates to implementation of the Plan itself; nonetheless, the Project would not impair SCAG’s ability to implement this guiding policy.</p>

**Table 2 (Continued)**  
**SCAG 2016-2040 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

<b>LAND USE STRATEGIES</b>	
<b>2016 RTP/SCS Land Use Policies</b>	
Identify regional strategic areas for infill and investment	<b>Consistent.</b> Development facilitated by the Project would be consistent with the County’s existing land use designations for the Project Site which contemplate urban development. In addition, due to its overall location, the Los Angeles County Board of Supervisors previously determined that the Newhall Ranch project site, which includes Landmark Village, avoids leapfrog development and accommodates projected regional growth in a location adjacent to existing, approved, and planned infrastructure, urban services, transportation corridors, transit facilities, and major employment centers. As such, Project development would also contribute to the furtherance of SB 375 policies.
Structure the plan on a three-tiered system of centers development	<b>Not applicable.</b> This land use policy indicates that the RTP/SCS would be structured on a three-tiered system of centers development and is not applicable to the Project as it relates to the structure of the Plan itself; nonetheless, the Project would not impair SCAG’s ability to implement this land use policy.  Notwithstanding, the three tiers of centers that are defined in the RTP/SCS relative to transportation infrastructure are as follows: existing, planned, and potential. As the Project constitutes a planned center, it integrates land use planning and transportation investments through an efficient design of the on-site circulation system, off-site transportation improvements (as mitigation) that facilitate mobility and access within the Project vicinity, integration of transit into the proposed development, and implementation of TDM strategies to reduce trips and vehicle miles travelled. In addition, the Project’s on-site circulation and transit system would connect to the overall network that links the Newhall Ranch villages to each other, as well as to other areas of the Santa Clarita Valley. Further, the Project includes right-of-way reserved for future light rail service along the south side of SR-126 within the Project Site.
Develop “Complete Communities”	<b>Consistent.</b> The Project would implement this land use policy by developing a balanced mix of land uses (residential, employment, shopping, parks, private recreation facilities) and a comprehensive alternative transportation network consisting of an extensive pedestrian and bicycle trail system, including a trailhead, that interconnects the on-site activity centers with the overall network that links the Newhall Ranch villages to

**Table 2 (Continued)**  
**SCAG 2016-2040 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

	<p>each other and to the existing and planned off-site Santa Clarita Valley regional trail system. In addition, transit opportunities are also integrated into the Project by including on-site transit stops, a mobility hub, and a park and ride facility within the Project Site that would be part of the overall transit system linking the Newhall Ranch villages to each other, and which is also part of a comprehensive Valley-wide transit system (see Exhibit 2, Landmark Village Conceptual Transit Plan, and Exhibit 3, Conceptual Transit Plan, in Appendix E within Appendix 2.1-A of the Recirculated Portions of the EIR). These alternative transportation improvements would expand the use of transit modes and encourage residents to rely less on individual vehicular travel. In addition, businesses located within the on-site commercial (retail/office) areas would have the option of offering transit fare discounts to their employees. The Project also includes right-of-way reserved for future light rail service along the south side of SR-126 within the Project Site.</p>
<p>Develop nodes on a corridor</p>	<p><b>Consistent.</b> The RTP/SCS Livable Corridors strategy, which implements this land use policy, focuses on revitalizing commercial strips by retrofitting the existing urban environment in ways that promote integrated transportation and land use planning that results in increased economic activity and improved mobility options. Although the focus of the Livable Corridors strategy is on revitalizing existing commercial strips, the Project would achieve the same policy objectives through a community design integrating transportation and land use planning that results in increased economic activity within an area designated by the RTP/SCS for population and employment growth, and is also consistent with Los Angeles County growth projections for the Santa Clarita Valley. The Project also would improve mobility options through the implementation of a comprehensive TDM program, creating transit opportunities, and providing a comprehensive alternative transportation (e.g., pedestrian and bicycle) network throughout the Project Site that connects with the overall transit and alternative transportation system linking the Newhall Ranch villages to each other, as well as to the rest of the Santa Clarita Valley. In furtherance of this policy, the Project would also implement GHG reduction measures including the installation of electric vehicle charging stations in the commercial areas on the Project Site, the installation of off-site electric vehicle charging stations, and establishing an existing building off-site retrofit program. In addition, as the Project would reduce its GHG emissions to zero (see</p>

**Table 2 (Continued)**  
**SCAG 2016-2040 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

	<p>Section 2.1, Global Climate Change and Greenhouse Gas Emissions), the Project would be carbon neutral (i.e., Project development would not increase GHG emission levels).</p>
<p>Plan for additional housing and jobs near transit</p>	<p><b>Consistent.</b> The Project, as discussed above, would facilitate the development of a neighborhood-oriented community that provides a balanced mix of land uses, including, but not limited to, residential areas and employment centers that include transit stops, a mobility hub, and a park and ride facility located within the Project Site that would facilitate mobility and access within the Project Site while also providing connections to the overall network that links the Newhall Ranch villages to each other and surrounding areas (see Exhibit 2, Landmark Village Conceptual Transit Plan, and Exhibit 3, Conceptual Transit Plan, in Appendix E within Appendix 2.1-A of the Recirculated Portions of the EIR). The on-site transit facilities would also be part of a comprehensive Valley-wide transit system, which would provide opportunities for reductions in single-occupancy vehicular travel. In addition, the Project includes right-of-way reserved for future light rail service along the south side of SR-126 within the Project Site.</p> <p>In terms of the location of future development, Exhibits 3, 6, and 9 of the 2016-2040 RTP show the areas within the SCAG region where growth is planned to occur (see <b>Appendix C</b> of this analysis). A review of these exhibits indicates that the Project Site is an area designated for future population, employment, and household growth. Thus, development of the Project Site has been incorporated into the 2016-2040 RTP/SCS. Development of the Project Site is also reflected in the County of Los Angeles’ Area Plan (see <b>Appendix B</b> of this analysis).</p>
<p>Plan for changing demand in types of housing</p>	<p><b>Consistent.</b> Development facilitated by the Project would include a range of residential housing types, sizes, and styles to serve the needs of a growing and increasingly diverse population within the County and the region. Successful implementation of the RTP/SCS is based on a forecast that 49 percent of the housing in the region by 2040 would be multi-family units. Residential development within the Project Site is proposed to consist of over 81 percent multi-family units. Thus, development facilitated by the Project would further assist in the implementation of the RTP/SCS by providing a much higher percentage of multi-family units than what is forecasted to achieve successful implementation of the</p>

**Table 2 (Continued)**  
**SCAG 2016-2040 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

	<p>Plan. In addition, development within the Project Site would implement an affordable housing program pursuant to Section 3.10 of the Newhall Ranch Specific Plan, further addressing the changing demand for housing types.</p>
<p>Continue to protect stable, existing single-family areas</p>	<p><b>Consistent.</b> Development facilitated by the Project would not affect the stability of existing single-family areas within the Project vicinity, including Val Verde to the north and other single-family areas further to the south (Westridge and Stevenson Ranch), and east (Santa Clarita).</p>
<p>Ensure adequate access to open space and preservation of habitat</p>	<p><b>Consistent.</b> As previously discussed, the Newhall Ranch Specific Plan, which includes the Landmark Village project, includes approximately 10,348.5 acres of open space, which includes 4,200 acres of High Country preserve and approximately 199 acres within six preserves for the San Fernando Valley spineflower, a state-listed endangered plant species. Within the Landmark Village project itself, there are approximately 76.7 acres of open space. The preservation of habitat also would be accomplished throughout the on-site open space network, particularly within the River Corridor Special Management Area, within which urban development would not occur. In addition, the on-site pedestrian and bicycle trail network, including a trailhead, would provide access to designated Open Areas, as well as the River Corridor Special Management Area, including the Regional River Trail that would provide connections to the trail system within the other Newhall Ranch villages and to the existing and planned regional trail systems within the Santa Clarita Valley outside of the Project Site.</p>
<p>Incorporate local input and feedback on future growth</p>	<p><b>Consistent.</b> Although this policy is directed towards agencies with jurisdictional oversight over development, the Project, including its related development – the Newhall Ranch Specific Plan, has undergone extensive public review and participation starting in the early 1990s and continuing through today.</p> <p>In terms of the location of future development, Exhibits 3, 6, and 9 of the 2016-2040 RTP show the areas within the SCAG region where growth is planned to occur (see <b>Appendix C</b> of this analysis). A review of these exhibits indicates that the Project Site is an area designated for future population, employment, and household growth. Thus, development of the Project Site has been incorporated into the 2016-2040 RTP/SCS. Development of the Project Site is also reflected in the County of Los Angeles’ Area Plan (see <b>Appendix B</b> of this analysis).</p>

**Table 2 (Continued)**  
**SCAG 2016-2040 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

<b>2016 RTP/SCS Land Use Strategies</b>	
<p>Reflect The Changing Population And Demands</p>	<p><b>Consistent.</b> As discussed above, the Project Site is designated as a population, housing, and employment growth center in the RTP/SCS, the growth represented by the Project is included in the Plan’s growth projections, and the Project is reflected on the land use maps and growth projections included in the Los Angeles County Countywide General Plan and the Santa Clarita Valley Areawide Plan -- One Valley One Vision. As such, the growth that would be facilitated by the Project is accounted for in the RTP/SCS. In addition, development facilitated by the Project would include a range of residential housing types, sizes, and styles to serve the needs of a growing and increasingly diverse population within the County and the region. In addition, development facilitated within the Project Site would include an affordable housing program pursuant to Section 3.10 of the Newhall Ranch Specific Plan.</p> <p>The development facilitated by the Project also reflects the shift in land use patterns identified in the RTP/SCS with the development of small lot single-family and multi-family development. Residential development within the Project Site is proposed to consist of approximately 81 percent multi-family units. This level of multi-family development advances the implementation of this land use strategy as it is over 32 percent higher than the RTP/SCS’s forecast that 49 percent of housing by 2040 would be multi-family units.</p>
<p>Focus New Growth Around Transit</p>	<p><b>Consistent.</b> The development facilitated by the Project is based on a community design that integrates transit through the provision of on-site transit stops, a mobility hub, and a park and ride facility that are part of the overall system that links the Newhall Ranch villages to each other, as well as to the existing and planned system throughout the Santa Clarita Valley. This transit system would encourage residents to rely less on individual vehicular travel (see Exhibit 2, Landmark Village Conceptual Transit Plan, and Exhibit 3, Conceptual Transit Plan, in Appendix E within Appendix 2.1-A of the Recirculated Portions of the EIR). The on-site transit stops would be implemented in accordance with County standards and transit provider requirements in a manner that would ensure safety and reliability. In addition, the Project includes right-of-way reserved for future light rail service along the south side of SR-126 within the Project Site.</p> <p>The RTP/SCS indicates that this land use strategy focuses</p>

**Table 2 (Continued)**  
**SCAG 2016-2040 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

	<p>on development within High Quality Transit Areas (HQTA). The RTP/SCS states that one of the values of a HQTA is providing households with safe and convenient transportation alternatives to driving alone that would result in reductions in roadway congestion, as well as related benefits resulting from a reduction in vehicle miles travelled and GHG emissions. While the Project Site is not designated as a HQTA by the RTP/SCS, the pattern of development that is facilitated by the Project achieves the benefits of a HQTA in terms of providing households with safe and convenient transportation alternatives to driving alone. Specifically, locating residential development in proximity to shopping and jobs (i.e., all on-site areas designated for residential development are located within ½ mile of on-site commercial areas -- see <b>Figure 3</b>)<sup>35</sup>; the provision of transit stops, a mobility hub, and a park and ride facility located within the Project Site, as discussed above (see Exhibit 2, Landmark Village Conceptual Transit Plan, and Exhibit 3, Conceptual Transit Plan, in Appendix E within Appendix 2.1-A of the Recirculated Portions of the EIR); a comprehensive TDM program; as well as other Project features that are targeted towards reducing driving alone, vehicle miles travelled, and GHG emissions. In addition, as the Project would reduce its GHG emissions to zero (see Section 2.1, Global Climate Change and Greenhouse Gas Emissions), the Project would be carbon neutral (i.e., Project development would not increase GHG emission levels).</p>
<p>Plan for Growth Around Livable Corridors</p>	<p><b>Not Applicable.</b> As discussed above, the RTP/SCS Livable Corridors strategy focuses on revitalizing commercial strips by retrofitting the existing urban environment in ways that promote integrated transportation and land use planning that results in increased economic activity and improved mobility options. Although the focus of the Livable Corridors strategy is on revitalizing existing commercial strips, the Project would achieve the same policy objectives through a community design, as described above, that successfully integrates transportation and land use planning to increase economic activity within an area designated by the RTP/SCS for population and employment growth, consistent with Los Angeles County’s growth projections for the Santa Clarita Valley. The Project</p>

<sup>35</sup> This distance is identified by SCAG in the 2012-2035 RTP/SCS as the distances when the use of active transportation (e.g., walking and bicycling) is more attractive than driving (see p. 210 of SCAG 2012-2035 RTP/SCS).

**Table 2 (Continued)**  
**SCAG 2016-2040 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

	<p>also would improve mobility options through the implementation of a TDM program, creating transit opportunities, and providing a comprehensive alternative transportation network (e.g., pedestrian and bicycle) within the Project Site that connects to the overall trail system linking the Newhall Ranch villages to each other, as well as other nearby communities. In furtherance of this policy, the Project would also implement GHG reduction measures, including the installation of electric vehicle charging stations within the commercial areas on the Project Site, the installation of off-site electric vehicle charging stations, and establishing an existing building off-site retrofit program. As also described above, the Project would reduce its GHG emissions to zero (see Section 2.1, Global Climate Change and Greenhouse Gas Emissions) and, as such, would be carbon neutral (i.e., Project development would not increase GHG emission levels).</p>
<p>Provide More Options For Short Trips</p>	<p><b>Consistent.</b> Development facilitated by the Project would provide a number of options for short trips through an extensive network of bicycle and pedestrian trails, including a trailhead, as well as transit stops, a mobility hub, and a park and ride facility within the Project Site that links the various on-site uses (e.g., residential, commercial, park, community facilities, etc.) while also providing connections to the existing and planned trail and transit systems that link the Newhall Ranch villages to each other and the Santa Clarita Valley. As discussed above, all on-site areas designated for residential development are located within ½ mile of on-site commercial areas (see <b>Figure 3</b>)<sup>36</sup>. Additional options for short trips would be available through implementation of the Project’s TDM program, specifically carshare and bikeshare programs, tech-enabled mobility using web/phone-based platforms, as well as programs supporting the use of electric vehicles and neighborhood electric vehicles (NEVs). In addition, Mitigation Measure LV 4.9-8 requires the following that would also provide options for short trips: (1) providing residents with information regarding the availability of existing shuttle service providers and public transit; (2) establish a shuttle service from residential core areas to the commercial core areas; and (3) provide shuttles from the commercial core areas to major transit stations (see</p>

<sup>36</sup> This distance is identified by SCAG in the 2012-2035 RTP/SCS as the distances when the use of active transportation (e.g., walking and bicycling) is more attractive than driving (see p. 210 of SCAG 2012-2035 RTP/SCS).

**Table 2 (Continued)**  
**SCAG 2016-2040 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

	<p><b>Appendix F</b> of this analysis for the full text of this mitigation measure).</p>
<p>Support Local Sustainability Planning</p>	<p><b>Consistent.</b> As discussed above, development facilitated by the Project would incorporate a broad program of sustainability and “smart growth” principles. Specific measures include the following: a broad mix of complementary land uses that offer housing, employment, shopping, recreation, and other community-serving activities and opportunities; design principles to reduce vehicle miles traveled and commuting distances; access to transit; the provision of open space and recreational amenities; pedestrian and bicycle trail connectivity; the preservation of natural areas; water and energy conservation; and the incorporation of green building techniques.</p> <p>The Project would also support sustainability planning by providing a logical transition in land use type and intensity in relation to the surrounding area. With regard to this point, the Los Angeles County Board of Supervisors previously determined that the Newhall Ranch project site, which includes Landmark Village, avoids leapfrog development and accommodates projected regional growth in a location adjacent to existing, approved, and planned infrastructure, urban services, transportation corridors, transit facilities, and major employment centers.</p> <p>In addition, development facilitated by the Project would also contribute to a more efficient transportation system by reducing congestion and emissions via a community design that locates a broad range of land uses within proximity to one another, which would facilitate and encourage the use of public transit via on-site transit stops, a mobility hub, and a park and ride facility within the Project Site that would connect to the overall network linking the Newhall Ranch villages to each other, as well as being part of a comprehensive Valley-wide transit system (see Exhibit 2, Landmark Village Conceptual Transit Plan, and Exhibit 3, Conceptual Transit Plan, in Appendix E within Appendix 2.1-A of the Recirculated Portions of the EIR). In addition, the Project includes right-of-way reserved for future light rail service along the south side of SR-126 within the Project Site.</p> <p>The Project also incorporates measures to reduce air emissions and greenhouse gasses, minimize hazards, and ensure water quality (see Section 2.1, Global Climate Change and Greenhouse Gas Emissions of the Recirculated Portions of the EIR; as well as Section 4.9, Air Quality,</p>

**Table 2 (Continued)**  
**SCAG 2016-2040 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

	<p>Section 4.21, Environmental Safety, and Section 4.3, Water Quality, of the EIR for further discussion).</p>
<p>Protect Natural and Farm Lands</p>	<p><b>Consistent.</b> As previously discussed, the Newhall Ranch Specific Plan, which includes the Landmark Village project, includes approximately 10,348.5 acres of open space, which includes 4,200 acres of High Country preserve and approximately 199 acres within six preserves for the San Fernando Valley spineflower, a state-listed endangered plant species. Within the Landmark Village project itself, there are approximately 76.7 acres of open space. The preservation of habitat would be accomplished throughout the on-site open space network, particularly within the River Corridor Special Management Area, within which urban development would not occur. The development facilitated by the Project would also respect the Santa Clara River as a natural resource, with grading that results in the preservation of various scenic vistas and natural landforms and debris and water quality basins that incorporate vegetation or water features.</p> <p>The EIR also determined that development of the Project would result in the conversion of approximately 348 acres of prime farmland, unique farmland, and farmland of statewide importance to nonagricultural uses (see Section 4.18, Agricultural Resources, of the EIR). While the Project would result in the conversion of this farmland, the Project Site is designated for urban uses in both the County’s General Plan and Areawide Plan, and development planned for the Project Site has also been approved for urban development by the County of Los Angeles pursuant to the Newhall Ranch Specific Plan.</p>
<b>TRANSPORTATION STRATEGIES</b>	
<p>Preserve Our Existing System</p>	<p><b>Not applicable.</b> The RTP/SCS states that this transportation strategy focuses on funding that supports the preservation of the existing transportation system and, as such, is not applicable to the Project; nonetheless, the Project would not impair SCAG’s ability to implement this land use policy. Notwithstanding, the Project includes an on-site circulation network and additional off-site transportation improvements (as mitigation) that would facilitate mobility and access within the Project vicinity.</p>
<b>Manage Congestion</b>	
<b>Transportation Demand Management (TDM)</b>	

**Table 2 (Continued)**  
**SCAG 2016-2040 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

<p>Reducing the number of SOV trips and overall vehicle miles traveled (VMT) through ridesharing, which includes carpooling, vanpooling and supportive policies for shared ride services such as Uber and Lyft</p>	<p><b>Consistent.</b> Implementation of the Project’s comprehensive TDM program would result in a 15.6 percent reduction in vehicle miles traveled that relies, in part, on the implementation of innovative strategies. The following VMT-reducing strategies would be consistent with SCAG’s planning: (1) alternative work schedules and telecommute program; (2) commute trip program; (3) transit network expansion; (4) transit fare subsidies for employees and below market rate households; (5) carshare and bikeshare programs, that also offer financial subsidies to encourage participation; (6) electric vehicle subsidies; (7) neighborhood electric vehicle (NEV) subsidies; (8) tech-enabled mobility using web/phone-based platforms; (9) provision of affordable and below market rate housing; (10) extensive pedestrian network; and (11) school bus program (see Appendix E within Appendix 2.1-A of the Recirculated Portions of the EIR for additional information regarding the Project’s VMT-reducing strategies). In addition, the Project’s TDM program also includes the provision of preferential parking for carpools and vanpools.</p> <p>In addition, the community design incorporated into the development facilitated by the Project would reduce single-occupancy vehicle (SOV) trips and VMT by locating residential development in proximity to shopping and jobs (i.e., all on-site areas designated for residential development are located within ½ mile of on-site commercial areas -- see <b>Figure 3</b>)<sup>37</sup>. Development facilitated by the Project would be consistent with this RTP/SCS land use strategy by providing transit stops, a mobility hub, and a park and ride facility within the Project Site that would connect to the overall network linking the Newhall Ranch villages to each other, as well as being part of a comprehensive Valley-wide transit system (see Exhibit 2, Landmark Village Conceptual Transit Plan, and Exhibit 3, Conceptual Transit Plan, in Appendix E within Appendix 2.1-A of the Recirculated Portions of the EIR); as well as other Project features targeted towards reducing driving alone, vehicle miles travelled, and GHG emissions. In addition, as the Project would reduce its GHG emissions to zero (see Section 2.1, Global Climate Change and Greenhouse Gas Emissions), the Project would be carbon</p>
--	---

<sup>37</sup> This distance is identified by SCAG in the 2012-2035 RTP/SCS as the distances when the use of active transportation (e.g., walking and bicycling) is more attractive than driving (see p. 210 of SCAG 2012-2035 RTP/SCS).

**Table 2 (Continued)**  
**SCAG 2016-2040 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

	<p>neutral (i.e., Project development would not increase GHG emission levels).</p> <p>Development facilitated by the Project would also permit shared ride services such as taxis, Uber, and Lyft through the provision of the on-site mobility hub.</p>
<p>Redistributing or eliminating vehicle trips from peak demand periods through incentives for telecommuting and alternative work schedules</p>	<p><b>Consistent.</b> Development facilitated by the Project would redistribute/eliminate vehicle trips from peak demand periods through a comprehensive TDM Program that contains strategies targeted to alternative work schedules, telecommuting, and transit fare subsidies for employees and below market rate households.</p>
<p>Reducing the number of SOV trips through the use of other modes of travel such as transit, rail, bicycling and walking</p>	<p><b>Consistent.</b> As described above, the development facilitated by the Project would reduce SOV trips in the following ways: (1) locating on-site residential development in proximity to on-site shopping and jobs (i.e., all on-site areas designated for residential development are located within ½ mile of on-site commercial areas -- see <b>Figure 3</b>)<sup>38</sup>; (2) an extensive network of bicycle and pedestrian trails, including a trailhead, that link the various on-site uses (e.g., residential, commercial, park, community facilities, etc.) while also providing connections to the overall network that links the Newhall Ranch villages to each other and to the existing and planned regional trail system within the Santa Clarita Valley; (3) the provision of on-site transit stops, a mobility hub, and a park and ride facility within the Project Site that would be part of the overall transit system linking the Newhall Ranch villages to each other, as well as being part of a comprehensive Valley-wide transit system (see Exhibit 2, Landmark Village Conceptual Transit Plan, and Exhibit 3, Conceptual Transit Plan, in Appendix E within Appendix 2.1-A of the Recirculated Portions of the EIR); and (4) a comprehensive TDM program (e.g., carshare and bikeshare programs, alternative work schedules and telecommute program, and transit fare subsidies for employees and below market rate households).</p>
<p>Rideshare incentives and rideshare matching</p>	<p><b>Consistent.</b> The Project would implement a comprehensive TDM program that supports ridesharing</p>

<sup>38</sup> Ibid.

**Table 2 (Continued)**  
**SCAG 2016-2040 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

	<p>and the provision of preferential parking for carpools and vanpools. In addition, Mitigation Measure LV 4.9-8 requires implementing a pricing structure for single-occupancy employee parking and/or providing discounts to ridesharers (see <b>Appendix F</b> of this analysis for the full text of this mitigation measure).</p> <p>As the goal of ridesharing is the reduction of vehicle trips, other measures that reduce vehicle trips also achieve the benefit of ridesharing. In addition, the Project, as discussed above, incorporates and implements several measures that reduce vehicle trips (e.g., locating on-site residential development in proximity to on-site shopping and jobs; an extensive network of bicycle and pedestrian trails, including a trailhead; on-site transit stops, a mobility hub, and a park and ride facility located within the Project Site (see Exhibit 2, Landmark Village Conceptual Transit Plan, and Exhibit 3, Conceptual Transit Plan, in Appendix E in Appendix 2.1-A of the Recirculated Portions of the EIR); and a comprehensive TDM program which includes a carshare program).</p>
<p>Parking management and parking cash-out policies</p>	<p><b>Consistent.</b> The goal of parking management and parking cash-out programs is the reduction of vehicle trips. As such, measures that reduce vehicle trips also achieve the benefit of these parking-related strategies. As such, the Project, as discussed above, would incorporate and implement several measures that reduce vehicle trips (e.g., locating on-site residential development in proximity to on-site shopping and jobs; an extensive network of bicycle and pedestrian trails, including a trailhead; on-site transit stops, a mobility hub, and a park and ride facility located within the Project Site (see Exhibit 2, Landmark Village Conceptual Transit Plan, and Exhibit 3, Conceptual Transit Plan, in Appendix E within Appendix 2.1-A of the Recirculated Portions of the EIR); and a comprehensive TDM program). The Project’s TDM program also includes the provision of preferential parking for carpools and vanpools. In addition, Mitigation Measure LV 4.9-8 requires implementing a pricing structure for single-occupancy employee parking and/or providing discounts to ridesharers (see <b>Appendix F</b> of this analysis for the full text of this mitigation measure).</p>
<p>Preferential parking or parking subsidies for carpools</p>	<p><b>Consistent.</b> The Project’s TDM program includes preferential parking for carpools and vanpools. In addition, the goal of a preferential parking program and/or parking subsidies for carpools is the reduction of vehicle trips. As such, measures that reduce vehicle trips also achieve</p>

**Table 2 (Continued)**  
**SCAG 2016-2040 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

	<p>the benefit of a preferential parking program and/or parking subsidies for carpoolers. The development facilitated by the Project, as discussed above, would incorporate and implement several measures that reduce vehicle trips (e.g., locating on-site residential development in proximity to on-site shopping and jobs; an extensive network of bicycle and pedestrian trails, including a trailhead; on-site transit stops, a mobility hub, and a park and ride facility located within the Project Site (see Exhibit 2, Landmark Village Conceptual Transit Plan, and Exhibit 3, Conceptual Transit Plan, in Appendix E within Appendix 2.1-A of the Recirculated Portions of the EIR document). In addition, Mitigation Measure LV 4.9-8 requires implementing a pricing structure for single-occupancy employee parking and/or providing discounts to ridesharers (see <b>Appendix F</b> of this analysis for the full text of this mitigation measure).</p>
<p>Intelligent parking programs</p>	<p><b>Not applicable.</b> Intelligent parking systems are used in existing dense urban centers to reduce driving around looking for a parking spot where the demand for parking greatly exceeds the available supply. While this strategy is not applicable to the Project, the Project would not impair the ability to implement this strategy. Additionally, the parking provided within the Project is designed to meet the demand for parking and thus there would not be a need to implement intelligent programs. In addition, Mitigation Measure LV 4.9-8 requires the implementation of on-site circulation plans in parking lots to reduce vehicle queuing and paid parking systems where drivers pay at a walkup kiosk and exit via a stamped ticket (see <b>Appendix F</b> of this analysis for the full text of this mitigation measure).</p>
<p>Promotion and expansion of Guaranteed Ride Home programs</p>	<p><b>Consistent.</b> The goal of Guaranteed Ride Home programs is to provide the means by which employees can meet their transportation needs when they have not used their personal vehicles to drive to work. The underlying purpose of a Guaranteed Ride Home program is to increase the number of people that use transportation modes other than their personal motor vehicles to travel to work.</p> <p>The Project’s TDM program includes a guaranteed ride home program. The Project would also achieve this objective in a number of other ways, including locating on-site residential development in proximity to on-site jobs and jobs located within the other Newhall Ranch villages, the Valencia Commerce Center, the Valencia Industrial Center, and the Valencia Corporate Center, which are</p>

**Table 2 (Continued)**  
**SCAG 2016-2040 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

	interconnected by the proposed trail and transit network; on-site transit stops, a mobility hub, and a park and ride facility within the Project Site (see Exhibit 2, Landmark Village Conceptual Transit Plan, and Exhibit 3, Conceptual Transit Plan, in Appendix E within Appendix 2.1-A of the Recirculated Portions of the EIR); and a comprehensive TDM program that includes a telecommuting program, carshare and bikeshare programs that also offer financial subsidies to encourage participation, and transit fare subsidies for employees and below market rate households.
Incentives for telecommuting and flexible work schedules	<b>Consistent.</b> The TDM program that would be implemented in support of the development facilitated by the Project would include alternative work schedules and telecommute programs.
Integrated mobility hubs and first/last mile strategies	<b>Consistent.</b> As discussed above, the TDM program that would be implemented in support of the development facilitated by the Project would include on-site transit stops, a mobility hub, and a park and ride facility within the Project Site that link the various on-site uses (e.g., residential, commercial, park, community facilities, etc.) while also providing connections to the overall network that links the Newhall Ranch villages to each other and to the existing and planned regional transit system within the Santa Clarita Valley (see Exhibit 2, Landmark Village Conceptual Transit Plan, and Exhibit 3, Conceptual Transit Plan, in Appendix E within Appendix 2.1-A of the Recirculated Portions of the EIR). On-site development would also implement an active transportation program that includes an extensive network of pedestrian and bicycle trails that address first mile/last mile mobility by making it more convenient and safe to walk or bicycle to on-site transit stops, the mobility hub, and the park and ride facility. In addition, Mitigation Measure LV 4.9-8 requires the following that would also provide options for first mile/last mile trips: (1) providing residents with information regarding the availability of existing shuttle service providers and public transit; (2) establish a shuttle service from residential core areas to the commercial core areas; and (3) provide shuttles from the commercial core areas to major transit stations (see <b>Appendix F</b> of this analysis for the full text of this mitigation measure).
Incentives for employees who bike and walk to work	<b>Consistent.</b> The TDM program that would be implemented in support of the Project would include a Transportation Management Organization that will

**Table 2 (Continued)**  
**SCAG 2016-2040 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

	<p>implement programs that incentivize bicycling and walking to work, as well as carshare and bikeshare programs that offer financial subsidies to encourage participation, and, therefore, incentivize active modes of transportation. In addition, Mitigation Measure LV 4.9-8 requires the establishment of a shuttle service from residential core areas to the commercial core areas that would also be an option for employees to walk and bike to work (see <b>Appendix F</b> of this analysis for the full text of this mitigation measure).</p> <p>Additionally, the Project would facilitate active transportation use by locating on-site residential development in proximity to on-site shopping and jobs (i.e., all on-site areas designated for residential development are located within ½ mile of on-site commercial areas -- see <b>Figure 3</b>)<sup>39</sup>; and providing an extensive network of bicycle and pedestrian trails, including a trailhead, that link the various on-site uses (e.g., residential, commercial, park, community facilities, etc.) while also providing connections to the overall network that links the Newhall Ranch villages to each other and to the existing and planned regional trail system within the Santa Clarita Valley.</p>
<p>Investments in active transportation infrastructure</p>	<p><b>Consistent.</b> The Project supports this transportation strategy through an extensive investment in on-site active transportation infrastructure. Specifically, the extensive network of bicycle and pedestrian trails, as discussed above, that link the various on-site uses (e.g., residential, commercial, park, community facilities, etc.) while also providing connections to the overall network that links the Newhall Ranch villages to each other and to the existing and planned regional trail system within the Santa Clarita Valley. The benefits of this network in terms of trip reduction is greatly enhanced by locating on-site residential development in proximity to on-site shopping and jobs (i.e., all on-site areas designated for residential development are located within ½ mile of on-site commercial areas -- see <b>Figure 3</b>)<sup>40</sup>. Bicycle use within the Project Site would also be facilitated via the implementation of an on-site bikeshare program, that also</p>

<sup>39</sup> This distance is identified by SCAG in the 2012-2035 RTP/SCS as the distances when the use of active transportation (e.g., walking and bicycling) is more attractive than driving (see p 210 of SCAG 2012-2035 RTP/SCS).

<sup>40</sup> Ibid.

**Table 2 (Continued)**  
**SCAG 2016-2040 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

	offer financial subsidies to encourage participation.
<b>Transportation Systems Management (TSM)</b>	
Corridor Mobility and Sustainability Improvement Plans	<b>Not applicable.</b> This RTP/SCS strategy is implemented by plans developed by Caltrans, SCAG, and counties and is not applicable to the Project; nonetheless the Project would not impair the ability of the identified agencies to implement this strategy. Further, the Project would implement a Complete Streets program that supports the implementation of AB 1358 (Complete Streets Act of 2008), which has been identified as one of the components to be included in the plans referenced in this strategy.
Integrated Corridor Management (ICM)	<p><b>Not applicable.</b> This RTP/SCS strategy focuses on elements of the transportation system that move people and goods along congested corridors and is not applicable to the Project as the focus of this strategy is on the regional freeway system. Nonetheless, the Project would not impair the ability of agencies with jurisdiction over corridor management to implement this strategy. In that regard, the first pilot project that addressed this strategy was along the 210 freeway and current attention is focused on the 110 freeway. Additionally, HOV lanes are currently being developed along the I-5 within the Project vicinity.<sup>41</sup> Further, the Project would also contribute fair share funding pursuant to an agreement between the Applicant and Caltrans under which the Applicant will provide fair share funding for improvements to the I-5 between Parker Road and SR-14.</p> <p>At the local level, the Project would implement a program of signal synchronization on the following road segments within the Project Site: (1) SR-126 from west of Chiquita Canyon Road to east of Wolcott Way (adjacent to the Landmark Village tract map boundary); and (2) Long Canyon Road (within the Landmark Village tract map boundary). Additionally, the Project would establish an advanced traveler information system.</p>
<b>Promote Safety and Security</b>	
Ensure transportation safety, security and	<b>Not applicable.</b> This RTP/SCS strategy is addressed by

<sup>41</sup> Los Angeles County Metropolitan Transportation Authority (Metro), I-5 North Capacity Enhancements Fact Sheet and Phase 2a Project Map; <https://www.metro.net/projects/i-5-n-capacity-enhancements/overview-fact-sheet/> and [http://media.metro.net/projects\\_studies/i5enhancements/images/I5\\_project\\_map.pdf](http://media.metro.net/projects_studies/i5enhancements/images/I5_project_map.pdf), respectively (accessed January 12, 2016).

**Table 2 (Continued)**  
**SCAG 2016-2040 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

<p>reliability for all people and goods throughout the region.</p>	<p>SCAG working with Caltrans and the California Transportation Commission and is not applicable to the Project; nonetheless, the Project would not impair the ability of the identified agencies to implement this strategy. Further, the Project would work with the school district to develop a Safe Route Plan, to the extent deemed necessary, during the planning process for the on-site school. Relatedly, the TDM Plan includes a school bus program that would serve all of the schools within Newhall Ranch, thereby further facilitating safe school travel. In addition, to address safety and visibility, sufficient lighting would be provided in all developed areas of the Project Site, and many of the on-site pedestrian trails would be separated from roadways to further enhance pedestrian safety. The on-site circulation system also addresses this strategy by incorporating appropriate design considerations to ensure travel safety and reliability. Finally, the on-site transit stops would be constructed in accordance with LACDPW, Caltrans, and/or transit service providers' requirements, as appropriate, which would also ensure safety and reliability.</p>
<p>Prevent, protect, respond to and recover from major human-caused or natural events in order to minimize the threat and impact to lives, property, the transportation network and the regional economy.</p>	<p><b>Not applicable.</b> This RTP/SCS strategy is addressed by the regulatory agencies with jurisdiction over the issues raised in this strategy and is not applicable to the Project; nonetheless, the Project would not impair the ability of the agencies with jurisdiction over the referenced issues to implement this strategy. Notwithstanding, the Project would contribute to the implementation of this strategy through the incorporation of the safety measures discussed above.</p>
<p>Provide a policy forum to help develop regional consensus and education on security policies and emergency responses.</p>	<p><b>Not applicable.</b> This RTP/SCS strategy is addressed by the regulatory agencies with jurisdiction over the issues raised in this strategy and is not applicable to the Project; nonetheless, the Project would not impair the ability of the agencies with jurisdiction over the referenced issues to implement this strategy.</p>
<p>Assist in expediting the planning and programming of transportation infrastructure repairs from major disasters.</p>	<p><b>Not applicable.</b> This RTP/SCS strategy is addressed by the regulatory agencies with jurisdiction over the issues raised in this strategy and is not applicable to the Project; nonetheless, the Project would not impair the ability of the agencies with jurisdiction over the referenced issues to implement this strategy.</p>
<p>Encourage the integration of transportation security measures into transportation projects early in the development process by leveraging</p>	<p><b>Consistent.</b> As discussed above, the Project would respond to the issues raised in this strategy through the implementation of a program of signal synchronization on</p>

**Table 2 (Continued)**  
**SCAG 2016-2040 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

<p>SCAG’s relevant plans, programs and processes (including regional Intelligent Transportation Systems (ITS) architecture).</p>	<p>the following road segments within the Project Site: (1) SR-126 from west of Chiquita Canyon Road to east of Wolcott Way (adjacent to the Landmark Village tract map boundary); and (2) Long Canyon Road (within the Landmark Village tract map boundary). Additionally, the Project would establish an advanced traveler information system.</p>
<b>Transit</b>	
<p>Implement and Expand Transit Priority Strategies</p>	<p><b>Not applicable.</b> This RTP/SCS strategy is targeted to existing urbanized areas where bus travel is slowed due to vehicle congestion and is not applicable to the Project as the congestion levels attributable to the Project would not reach levels that warrant implementation of this strategy and the Project would not impair the ability of the agencies with jurisdiction over transit operations to implement this strategy. Notwithstanding, the Project would support this strategy through ongoing coordination with the transit providers that provide service to the Project Site to assess the need to implement the identified transit priority strategies (e.g., transit signal priority).</p>
<p>Implement Regional and Inter-county Fare Agreements and Media</p>	<p><b>Not applicable.</b> This RTP/SCS strategy pertains to agreements among the agencies and entities identified in this strategy and is not applicable to the Project; nonetheless, the Project would not impair the ability of the identified entities to implement this strategy. Additionally, the Project would support the implementation of this strategy via an on-site transit system with pedestrian and bicycle access that addresses first mile/last mile access, as well as implementation of several of the components set forth in the Project’s comprehensive TDM program. Specific TDM measures include transit fare subsidies for employees and below market rate households, neighborhood electric vehicle (NEV) subsidies, electric vehicle subsidies, carshare and bikeshare subsidies, that also offer financial subsidies to encourage participation, and tech-enabled mobility using web/phone-based platforms. In addition, Mitigation Measure LV 4.9-8 requires the following that would also provide options for first mile/last mile trips: (1) provide shuttles from the commercial core areas to major transit stations; and (2) offer travel incentives such as discounts on purchases for transit riders by retail facilities or special event centers (see <b>Appendix F</b> of this analysis for the full text of this mitigation measure).</p>
<p>Implement New BRT and Limited-Scope Bus Service</p>	<p><b>Not applicable.</b> This RTP/SCS strategy is targeted to highly urbanized areas where bus travel is slowed due to vehicle</p>

**Table 2 (Continued)**  
**SCAG 2016-2040 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

	congestion and is not applicable to the Project as the congestion levels attributable to the Project would not reach levels that warrant the implementation of this strategy; nonetheless, the Project would not impair the ability of the agencies with jurisdiction over transit operations to implement this strategy. Additionally, development facilitated by the Project would support this strategy via ongoing coordination with the transit providers that provide service to the Project Site to assess the need to implement the identified strategies (e.g., BRT, limited stop service, transit signal priority).
Increase Bicycle Carrying Capacity on Transit and Rail Vehicles	<b>Not applicable.</b> This RTP/SCS strategy addresses increasing the bicycle carrying capacity on transit and rail vehicles and is not applicable to the Project as it will be implemented by the transit providers; nonetheless, the Project would not impair the ability of the agencies with jurisdiction over transit operations to implement this strategy.
Expand and Improve Real-Time Passenger Information Systems	<b>Not applicable.</b> This RTP/SCS strategy addresses improving the availability of transit information and is not applicable to the Project as it will be implemented by the transit providers; nonetheless, the Project would not impair the ability of the agencies with jurisdiction over transit operations to implement this strategy. Additionally, the development facilitated by the Project will support the implementation of this strategy via a tech-enabled mobility program using web/phone-based platforms.
Implement First/Last Mile Strategies to Extend the Effective Reach of Transit	<b>Consistent.</b> The Project would include an extensive network of pedestrian and bicycle trails that address first mile/last mile access to transit. The goal of this strategy is to increase transit use, which would in turn reduce the number of motor vehicle trips on the roadway network. The Project, as discussed above, would incorporate and implement several measures that reduce vehicle trips (e.g., locating on-site residential development in proximity to on-site shopping and jobs; the development of on-site transit stops, a mobility hub, and a park and ride facility within the Project Site (see Exhibit 2, Landmark Village Conceptual Transit Plan, and Exhibit 3, Conceptual Transit Plan, in Appendix E within Appendix 2.1-A of the Recirculated Portions of the EIR); and a comprehensive TDM program).
Implement Local Circulators	<b>Consistent.</b> Development facilitated by the Project would support the implementation of this strategy. Specific

**Table 2 (Continued)**  
**SCAG 2016-2040 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

	<p>measures include the provision of on-site transit opportunities (e.g., transit stops, a mobility hub, and a park and ride facility within the Project Site) that would connect to the overall network linking the Newhall Ranch villages to each other, as well as being part of a comprehensive Valley-wide transit system (see Exhibit 2, Landmark Village Conceptual Transit Plan, and Exhibit 3, Conceptual Transit Plan, in Appendix E within Appendix 2.1-A of the Recirculated Portions of the EIR); neighborhood electric vehicle (NEV) subsidies; carshare and bikeshare programs, that also offer financial subsidies to encourage participation; and a tech-enabled mobility program using web/phone-based platforms. In addition, Mitigation Measure LV 4.9-8 requires the following: (1) providing residents with information regarding the availability of existing shuttle service providers and public transit; (2) establish a shuttle service from residential core areas to the commercial core areas; and (3) provide shuttles from the commercial core areas to major transit stations (see <b>Appendix F</b> of this analysis for the full text of this mitigation measure).</p>
<p>Passenger Rail</p>	<p><b>Not applicable.</b> This strategy would be implemented by agencies with jurisdiction over passenger rail programs and is not applicable to the Project; nonetheless, the Project would not impair the ability of the agencies with jurisdiction over passenger rail service to implement this RTP/SCS strategy.</p>
<p><b>Active Transportation</b></p>	
<p><b>2016 Active Transportation Plan</b></p>	
<p>Better align active transportation investments with land use and transportation strategies to reduce costs and maximize mobility benefits</p>	<p><b>Not applicable.</b> This strategy addresses investments by transportation agencies to support active transportation and as such, is not applicable to the Project; nonetheless, the Project would not impair the ability of the agencies with jurisdiction over investment decisions to implement this RTP/SCS strategy. Further, the development facilitated by the Project incorporates a community design that facilitates active transportation as all on-site areas designated for residential development are located within ½ mile of on-site commercial areas (see <b>Figure 3</b>)<sup>42</sup>. In addition, the Project would include an extensive network of bicycle and pedestrian trails, including a trailhead, as</p>

<sup>42</sup> This distance is identified by SCAG in the 2012-2035 RTP/SCS as the distances when the use of active transportation (e.g., walking and bicycling) is more attractive than driving (see p. 210 of SCAG 2012-2035 RTP/SCS).

**Table 2 (Continued)**  
**SCAG 2016-2040 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

	<p>well as transit stops, a mobility hub, and a park and ride facility within the Project Site that link the various on-site uses (e.g., residential, commercial, park community facilities, etc.) while also providing connections to the overall network that links the Newhall Ranch villages to each other as well as to the existing and planned regional trail and transit systems within the Santa Clarita Valley (see Exhibit 2, Landmark Village Conceptual Transit Plan, and Exhibit 3, Conceptual Transit Plan, in Appendix E within Appendix 2.1-A of the Recirculated Portions of the EIR). These features of the Project would advance alternative transportation objectives in terms of access to on-site and off-site destinations and as a result would also enhance mobility and access within the Project vicinity. In addition, many of the on-site trails would be separated from roadways to add to the safety of pedestrians.</p>
<p>Increase the competitiveness of local agencies for federal and state funding</p>	<p><b>Not applicable.</b> This RTP/SCS strategy addresses actions by local agencies to increase federal and state funding and as such, is not applicable to the Project; nonetheless, the Project would not impair the ability of local agencies to obtain federal and state funding for the expressed purpose.</p>
<p>Develop strategies that serve people from 8-80<sup>43</sup> years old to reflect changing demographics and make active transportation attractive to more people</p>	<p><b>Consistent.</b> The Project includes a comprehensive alternative transportation network consisting of an extensive pedestrian and bicycle trail system, including a trailhead, that interconnects the on-site activity centers with the overall network that links the Newhall Ranch villages to each other and to the existing and planned off-site Santa Clarita Valley regional trail system. Many of these trails would be separated from roadways to add to the safety of pedestrians and in so doing address the focus of this strategy, which is to make the environment safer for older senior citizens. The Project would work with the school district to develop a Safe Route Plan, to the extent deemed necessary, during the planning process for the on-site school. Relatedly, the TDM Plan includes a school bus program that would serve all of the schools within Newhall Ranch, thereby further facilitating safe school travel. In addition, sufficient lighting would be provided in all developed areas of the Project Site to ensure safety and</p>

<sup>43</sup> 8-80 years old is an age span that is used as a shorthand to refer to widening the potential for all people to use active transportation. The term refers to addressing the needs of school aged children who would be conceivably allowed to walk or bicycle to school unaccompanied if the environment were safer and older senior citizens who prefer physical separation from the noise and speed of vehicles.

**Table 2 (Continued)**  
**SCAG 2016-2040 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

	<p>visibility.</p> <p>This strategy also would be implemented by integrating transit opportunities into the development facilitated by the Project via on-site transit stops, a mobility hub, and a park and ride facility within the Project Site that would connect to the overall network linking the Newhall Ranch villages to each other, as well as being part of a comprehensive Valley-wide transit system (see Exhibit 2, Landmark Village Conceptual Transit Plan, and Exhibit 3, Conceptual Transit Plan, in Appendix E within Appendix 2.1-A of the Recirculated Portions of the EIR). These transit improvements would expand the use of transit modes and encourage residents to rely less on individual vehicle travel. In addition, businesses located within the on-site commercial (retail/office) areas would have the option of offering transit fare discounts to their employees. In addition, the Project includes right-of-way reserved for future light rail service along the south side of SR-126 within the Project Site.</p>
<p>Expand regional understanding of the role that short trips play in achieving RTP/SCS goals and performance objectives and provide a strategic framework to support local planning and project development geared toward serving these trips</p>	<p><b>Consistent.</b> Development facilitated by the Project, as described above, would provide a number of options for short trips by locating a broad mix of land uses in proximity to one another (e.g., residential, commercial, parks, libraries, community facilities, etc.). As described above, all on-site areas designated for residential development are located within ½ mile of on-site commercial areas (see <b>Figure 3</b>)<sup>44</sup>. The on-site land uses described above are also interconnected by an extensive network of bicycle and pedestrian trails, including a trailhead, as well as transit stops, a mobility hub, and a park and ride facility within the Project Site (see Exhibit 2, Landmark Village Conceptual Transit Plan, and Exhibit 3, Conceptual Transit Plan, in Appendix E within Appendix 2.1-A of the Recirculated Portions of the EIR), which also provide connections to the overall network that links the Newhall Ranch villages to each other, as well as to the existing and planned regional trail and transit systems within the Santa Clarita Valley. Additional options for short trips would be available through implementation of the Project’s TDM program, specifically carshare and bikeshare programs, tech-enabled mobility using web/phone-based platforms, as well as programs</p>

<sup>44</sup> This distance is identified by SCAG in the 2012-2035 RTP/SCS as the distances when the use of active transportation (e.g., walking and bicycling) is more attractive than driving (see p. 210 of SCAG 2012-2035 RTP/SCS).

**Table 2 (Continued)**  
**SCAG 2016-2040 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

	<p>supporting the use of electric vehicles and neighborhood electric vehicles (NEVs). In addition, Mitigation Measure LV 4.9-8 requires the following that would also provide options for short trips: (1) implementing or contributing to public outreach programs; and (2) establishing a shuttle service from residential core areas to the commercial core areas (see <b>Appendix F</b> of this analysis for the full text of this mitigation measure).</p>
<p>Expand understanding and consideration of public health in the development of local plans and projects</p>	<p><b>Consistent.</b> The 2016-2040 RTP/SCS identifies this strategy in the context of accommodating growth in walking, bicycling, and other forms of active transportation. As such, this strategy is connecting the provision of active transportation opportunities with expanding the understanding and consideration of public health in the development of local plans and projects. The Project is therefore consistent with this strategy as it provides an extensive on-site pedestrian and bicycle trail network, including a trailhead, that interconnects the various on-site uses (e.g. residential, commercial, public facilities, etc.) while also connecting to the overall trail system that links the Newhall Ranch villages to each other, as well as providing connections to the existing and planned regional trail systems within the Santa Clarita Valley.</p>
<p>The Active Transportation Plan has 11 specific strategies based on a comprehensive local bikeway and pedestrian network that uses complete streets principles, and include:</p>	<p><b>Consistent.</b> As discussed above, the Project would include a comprehensive alternative transportation network consisting of the following: (1) an extensive pedestrian and bicycle trail system, including a trailhead, that interconnects the on-site activity centers with the overall network linking the Newhall Ranch villages to each other and to the existing and planned off-site regional trail system (see Figure 2.4-5 [Master Trails Plan] from the Newhall Ranch Specific Plan and Figures 1.0-19 and 1.0-20 from the Landmark Village Revised Draft EIR, all of which are provided in Appendix E of this analysis); and (2) on-site transit opportunities (e.g., transit stops, a mobility hub, and a park and ride facility within the Project Site) that would connect the Newhall Ranch villages with each other as well as being part of a comprehensive Valley-wide transit system (see Exhibit 2, Landmark Village Conceptual Transit Plan, and Exhibit 3, Conceptual Transit Plan, in Appendix E within Appendix 2.1-A of the Recirculated Portions of the EIR). In addition, the Project includes right-of-way reserved for future light rail service along the south side of SR-126 within the Project Site.</p> <p>The Project would also implement a Complete Streets program to further encourage the use of active and other</p>

**Table 2 (Continued)**  
**SCAG 2016-2040 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

	<p>non-automobile modes of transportation as set forth in AB 1358 (Complete Streets Act of 2008).</p> <p>Analysis of each of the referenced 11 specific strategies follows below.</p>
Regional Trips Strategies:	<p><b>Consistent.</b> As elaborated upon below, the Project would integrate regional trip strategies in its design and operations.</p>
Regional Greenway Network	<p><b>Consistent.</b> As previously discussed, the Newhall Ranch Specific Plan, which includes the Landmark Village project, would contribute to the regional greenway network through the provision of approximately 10,348.5 acres of open space, which equals over 16 square miles of open space. Key components of the open space network within the Newhall Ranch site include the River Corridor and High Country Special Management Areas, as well as the Salt Creek area, all areas within which there would be no urban development. Within the Landmark Village project itself, there are approximately 76.7 acres of open space, which includes a portion of the River Corridor Special Management Area.</p> <p>A pedestrian and bicycle trail system, including a trailhead, that interconnects with the developed land uses on the Project Site, as well as the trail system that links the Newhall Ranch villages to each other, would be part of this open space network, thereby providing opportunities for reductions in tripmaking.</p>
Regional Bikeway Network	<p><b>Consistent.</b> The Project would contribute to the regional bikeway network through an extensive bicycle and pedestrian trail system, as described above, that links the on-site uses while also providing connections to the overall network linking the Newhall Ranch villages to each other as well as to the existing and planned regional trail systems within the Santa Clarita Valley.</p>
California Coastal Trail (CCT) Access	<p><b>Not applicable.</b> This RTP/SCS strategy will be implemented by agencies with jurisdiction over the California Coastal Trail and is not applicable to the Project as the Project Site, at its closest point, is located over 30 miles away from the nearest connection to the California Coastal Trail (which occurs along Highways 1 and 101). Additionally, the Project would not impair the ability of the agencies with jurisdiction over the California Coastal Trail to implement this RTP/SCS strategy. Further, the active transportation network that is incorporated into the Project connects to SR-126, which connects to SR-1 and</p>

**Table 2 (Continued)**  
**SCAG 2016-2040 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

	the California Coastal Trail.
Transit Integration Strategies:	<b>Consistent.</b> As elaborated upon below, the development facilitated by the Project would incorporate applicable transit integration strategies into its design and operations.
First/last mile (to transit)	<b>Not applicable.</b> The RTP/SCS indicates that this strategy focuses on activity around HQTAs and, therefore, is not applicable to the Project as it is not a RTP/SCS designated HQTA; nonetheless, the Project would not impair the ability of the agencies with jurisdiction over HQTAs to implement this RTP/SCS strategy. Nonetheless, the Project’s active transportation network, as discussed above, would provide first mile/last mile connections to on-site transit stops, a mobility hub, and a park and ride facility within the Project Site (see Exhibit 2, Landmark Village Conceptual Transit Plan, and Exhibit 3, Conceptual Transit Plan, in Appendix E within Appendix 2.1-A of the Recirculated Portions of the EIR).
Livable Corridors	<b>Not Applicable.</b> As discussed above, the RTP/SCS Livable Corridors strategy focuses on revitalizing commercial strips by retrofitting the existing urban environment in ways that promote integrated transportation and land use planning that results in increased economic activity and improved mobility options. This RTP/SCS strategy focuses on activity along high-quality bus corridors (i.e., locations where buses arrive every 15 minutes). While this policy does not apply to the Project because there are currently no high quality transit corridors on the Project Site, the Project would incorporate the following features, which are elements of livable corridors: complete streets, intersection improvements, bicycle lanes that provide safe and easy access to on-site commercial nodes, as well as connecting to the overall network that links the Newhall Ranch villages to each other and the regional transportation network. Additional elements of the Project’s comprehensive TDM program that encourage transit use and alternative transportation include transit fare subsidies for employees and below market rate households, as well as carshare and bikeshare programs that also offer financial subsidies to encourage participation.
Bike Share Services	<b>Consistent.</b> The Project’s comprehensive TDM program includes a bikeshare program, that also offers subsidies to encourage participation.
Short Trips Strategies:	<b>Consistent.</b> As elaborated upon below, the development facilitated by the Project would integrate applicable short

**Table 2 (Continued)**  
**SCAG 2016-2040 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

	trip strategies in its design and operations.
Sidewalk Quality	<b>Not applicable.</b> The strategy addresses repairing and improving sidewalks and is not applicable to the Project as sidewalks do not currently exist within the Project Site; nonetheless, the Project would not impair the ability of the agencies with jurisdiction over sidewalk quality to implement this RTP/SCS strategy. Furthermore, sidewalks that will be developed within the Project Site would be designed in accordance with all County requirements, including ADA requirements.
Local Bikeway Networks	<b>Consistent.</b> As discussed above, the Project would include an extensive bicycle and pedestrian trail system, including a trailhead, that links the various on-site uses while also providing connections to the overall network linking the Newhall Ranch villages to each other as well as the existing and planned regional trail systems within the Santa Clarita Valley. Many of the trails would be separated from roadways to add to the safety of pedestrians.
Neighborhood Mobility Areas	<b>Consistent.</b> The development facilitated by the Project would be consistent with the RTP/SCS Neighborhood Mobility Areas (NMA) strategy as it would establish a mixed-use community comprised of mutually supportive land uses wherein all on-site areas designated for residential development are located within ½ mile of on-site commercial areas (see <b>Figure 3</b> ) <sup>45</sup> . This land use pattern is supported by an extensive pedestrian and bicycle network, which would encourage the use of active and other non-automobile modes of transportation (e.g., transit) for short trips by providing connections to schools, places of worship, parks, and other destinations as identified in this strategy. In addition, transit opportunities are also integrated into the Project by including on-site transit stops, a mobility hub, and a park and ride facility within the Project Site that would connect to the overall network linking the Newhall Ranch villages to each other as well as being part of a comprehensive Valley-wide transit system (see Exhibit 2, Landmark Village Conceptual Transit Plan, and Exhibit 3, Conceptual Transit Plan, in Appendix E within Appendix 2.1-A of the Recirculated Portions of the EIR). The Project would also support the NMA strategy by implementing a Complete

<sup>45</sup> This distance is identified by SCAG in the 2012-2035 RTP/SCS as the distances when the use of active transportation (e.g., walking and bicycling) is more attractive than driving (see p. 210 of SCAG 2012-2035 RTP/SCS).

**Table 2 (Continued)**  
**SCAG 2016-2040 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

	Streets program to further encourage the use of active and other non-automobile modes of transportation for short trips.
Education/Encouragement Strategies:	<b>Consistent.</b> As addressed below, the Project would integrate education/encouragement strategies in its design and operations.
Safe Routes to School	<b>Consistent.</b> The Project would work with the school district to develop a Safe Route Plan, to the extent deemed necessary, during the planning process for the on-site school. Relatedly, the TDM Plan includes a school bus program that would serve all of the schools within Newhall Ranch, thereby further facilitating safe school travel.
Education/Encouragement Campaigns	<b>Consistent.</b> The Project would implement EIR Mitigation Measure LV 4.9-8, which implements this strategy by implementing or contributing to public outreach programs (see <b>Appendix F</b> of this analysis for the full text of this mitigation measure). It is anticipated that the public outreach programs that would be implemented under this mitigation measure would address this strategy by providing educational information regarding the importance of safety as it relates to the rights and responsibilities of bicyclists, pedestrians, and motorists when sharing the road.
<b>Highways and Arterials</b>	
2016 RTP/SCS Highways and Local Arterials Framework and Guiding Principles:	<b>Consistent.</b> As elaborated upon below, the development facilitated by the Project would implement the Highways and Local Arterials Framework and Guiding Principles, as applicable, through its design and operations.
Focus on achieving maximum productivity through strategic investments in system management and demand management	<b>Consistent.</b> Development facilitated by the Project would implement transportation system management (TSM) and demand management strategies by improving local access, with appropriate design considerations to ensure travel safety and reliability. TSM strategies would be implemented via the provision of appropriate roadway improvements that meet LACDPW and/or Caltrans requirements, as appropriate, as well as an extensive bicycle and pedestrian trail network, including a trailhead.  The development facilitated by the Project would also implement TDM measures (e.g., Commute Trip Reduction program) to reduce Project-generated trips and encourage transit and alternative transportation (e.g., Active Transportation). In addition, any significant impacts to local and regional roadways attributable to the Project would be mitigated, as required by CEQA, which would

**Table 2 (Continued)**  
**SCAG 2016-2040 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

	also serve to facilitate mobility and access as well as minimizing congestion.
<p>Focus on adding capacity primarily (but not exclusively) to:</p> <ul style="list-style-type: none"> <li>Close gaps in the system; and</li> <li>Improve access where needed</li> </ul>	<p><b>Consistent.</b> The Project would include an on-site circulation network and additional off-site transportation improvements (as mitigation) to facilitate mobility and access within the Project vicinity. Also of note, HOV lanes are currently being developed along I-5 within the Project vicinity.<sup>46</sup> Further, the Project would also contribute fair share funding pursuant to an agreement between the Applicant and Caltrans under which the Applicant will provide fair share funding for improvements to the I-5 between Parker Road and SR-14.</p>
<p>Support policies and system improvements that will encourage the seamless operation of our roadway network from a user perspective</p>	<p><b>Consistent.</b> The development facilitated by the Project would include an on-site circulation network and additional off-site transportation improvements (as mitigation) to improve local access, with appropriate design considerations to ensure travel safety and reliability. All such improvements would be constructed in accordance with LACDPW and/or Caltrans requirements, as appropriate. Further, the Project would mitigate any significant impacts to local and regional roadways. In addition, the Project would implement a program of signal synchronization on the following road segments within the Project Site: (1) Commerce Center Drive from SR-126 to Magic Mountain Parkway; and (2) the segment of Magic Mountain Parkway fronting the Project Site.</p>

<sup>46</sup> Los Angeles County Metropolitan Transportation Authority (Metro), I-5 North Capacity Enhancements Fact Sheet and Phase 2a Project Map; <https://www.metro.net/projects/i-5-n-capacity-enhancements/overview-fact-sheet/> and [http://media.metro.net/projects\\_studies/I5enhancements/images/I5\\_project\\_map.pdf](http://media.metro.net/projects_studies/I5enhancements/images/I5_project_map.pdf), respectively (accessed January 12, 2016).

**Table 2 (Continued)**  
**SCAG 2016-2040 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

<p>Any new roadway capacity project must be developed with consideration and incorporation of congestion management strategies, including demand management measures, operational improvements, transit and ITS, where feasible</p>	<p><b>Consistent.</b> The Project would include an on-site circulation network designed to provide the roadway capacity needed to meet the needs of the Project, while also providing off-site transportation improvements (as mitigation). All roadway improvements would be constructed in accordance with LACDPW and/or Caltrans requirements, as appropriate, which would further contribute to a sustainable transportation system. The Project would also contribute to a more efficient transportation system by reducing congestion and emissions via a community design comprised of mutually supportive land uses wherein all on-site areas designated for residential development are located within ½ mile of on-site commercial areas (see <b>Figure 3</b>)<sup>47</sup>. This land use pattern would be supported by an extensive pedestrian and bicycle network, which would encourage the use of active and other non-automobile modes of transportation, including on-site transit stops, a mobility hub, and a park and ride facility within the Project Site that would connect to the overall network linking the Newhall Ranch villages to each other, as well as being part of a comprehensive Valley-wide trail and transit system (see Exhibit 2, Landmark Village Conceptual Transit Plan, and Exhibit 3, Conceptual Transit Plan, in Appendix E within Appendix 2.1-A of the Recirculated Portions of the EIR). The Project also includes right-of-way reserved for future light rail service along the south side of SR-126 within the Project Site.</p> <p>The Project would also implement transportation system management and demand management strategies via the Project’s comprehensive TDM program, as discussed above, as well as by improving local access, with appropriate design considerations to ensure travel safety and reliability.</p>
<p>Focus on addressing non-recurring congestion with new technology</p>	<p><b>Consistent.</b> As discussed above, the Project would reduce non-recurring congestion via a community design comprised of mutually supportive land uses supported by an extensive pedestrian and bicycle network, on-site transit stops, a mobility hub, and a park and ride facility within the Project Site that connect to the overall network linking the Newhall Ranch villages to each other, as well as</p>

<sup>47</sup> This distance is identified by SCAG in the 2012-2035 RTP/SCS as the distances when the use of active transportation (e.g., walking and bicycling) is more attractive than driving (see p. 210 of SCAG 2012-2035 RTP/SCS).

**Table 2 (Continued)**  
**SCAG 2016-2040 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

	being part of a comprehensive Valley-wide trail and transit system (see Exhibit 2, Landmark Village Conceptual Transit Plan, and Exhibit 3, Conceptual Transit Plan, in Appendix E within Appendix 2.1-A of the Recirculated Portions of the EIR). The Project would also implement transportation system management and demand management strategies as discussed above, as well as improve local access with appropriate design considerations that ensure travel safety and reliability while also reducing SOV trips.
Support complete streets opportunities where feasible and practical	<b>Consistent.</b> In support of the Complete Streets Act of 2008 (AB 1358), the Project would include an extensive bicycle and pedestrian trail network linking the residential, commercial (retail/office), school, and park uses on-site while also connecting to the overall trail system that links the Newhall Ranch villages to each other, as well as other nearby communities via the existing and planned regional trail system within the Santa Clarita Valley.
Express Lane Network	<b>Consistent.</b> This RTP/SCS strategy addresses improvements to the express lane network along the region’s freeways. In that regard, HOV lanes are currently being developed along the I-5 within the Project vicinity and the Applicant has entered into an agreement with Caltrans to provide fair share funding for improvements to the I-5 between Parker Road and SR-14.
Goods Movement	<b>Not applicable.</b> This RTP/SCS strategy addresses the following: (1) the movement of goods out of the San Pedro bay ports, specifically, the East-West Freight Corridor (connecting to San Bernardino County through downtown Los Angeles); (2) truck bottlenecks at the regional level, and (3) rail improvements supporting the movement of goods. While this RTP/SCS strategy is not applicable to the Project, the Project would not impair the ability of the agencies with jurisdiction over goods movement to implement this RTP/SCS strategy.
Meeting Airport Demand	<b>Not applicable.</b> This RTP/SCS strategy addresses the management of airport capacity and demand and is not applicable to the Project; nonetheless, the Project would not impair the ability of the agencies with jurisdiction over managing the regional airport system to implement this RTP/SCS strategy.
<b>TECHNOLOGICAL INNOVATION AND 21ST CENTURY TRANSPORTATION</b>	
<b>MOBILITY INNOVATIONS</b>	
Zero-Emissions Vehicles	<b>Consistent.</b> As the use of zero-emissions vehicles by future on-site residents and occupants is market driven and beyond the direct control or influence of the Project

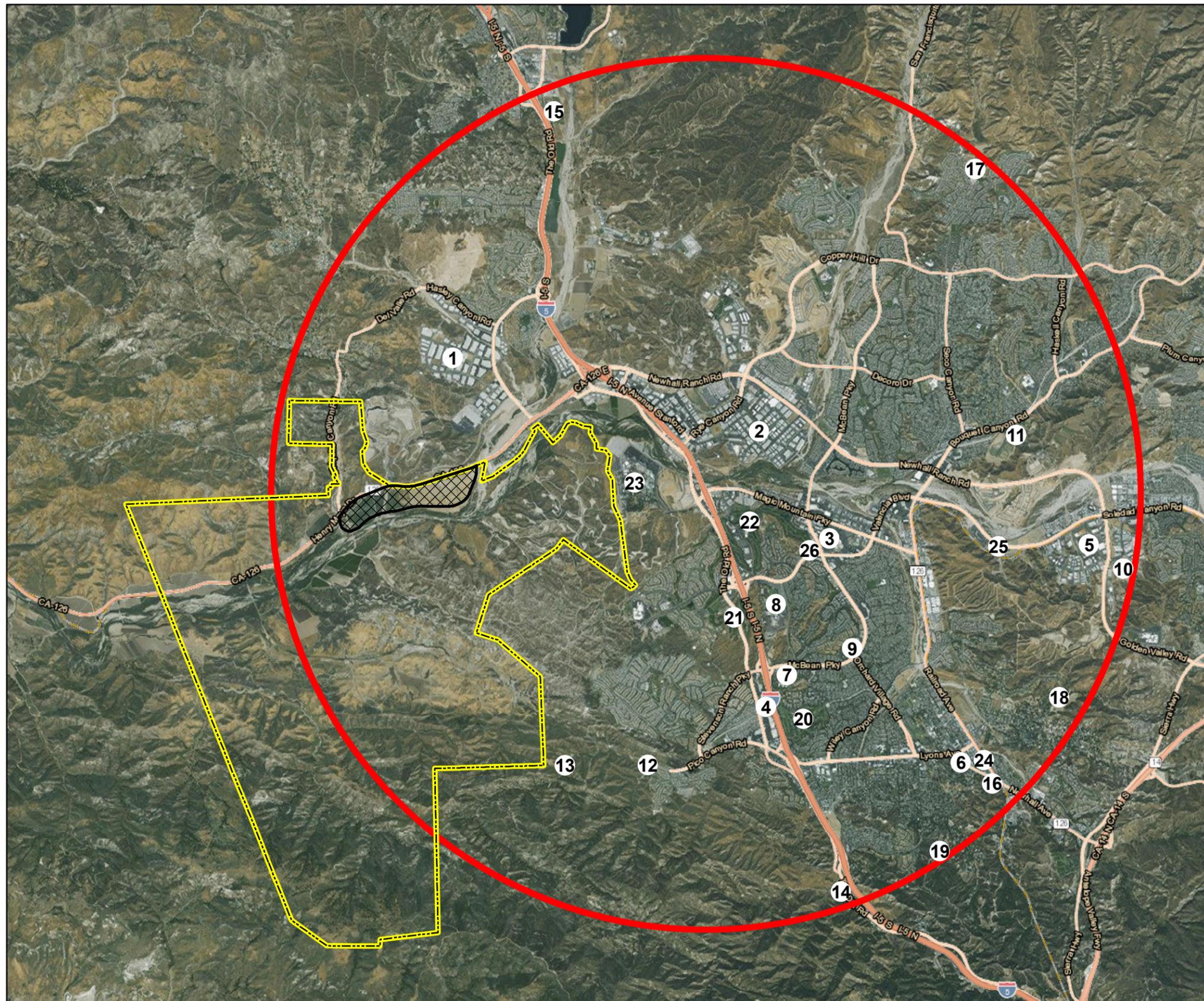
**Table 2 (Continued)**  
**SCAG 2016-2040 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

	<p>Applicant, the Project would not impair agency strategies that enhance the use of zero-emissions vehicles. Notwithstanding, the Project, as one of its GHG reduction strategies, would implement a TDM program that will provide electric vehicle charging stations throughout the Project’s residential and commercial development areas, thereby facilitating and encouraging the use of electric vehicles. In addition, the Project’s GHG reduction measures include an electric vehicle subsidy program whereby 50% of the Project’s residential units will receive a \$1,000 subsidy to purchase one electric vehicle each as well as implementing a neighborhood electric vehicle (NEV) program that offers subsidies to further encourage the use of NEVs and installing off-site electric vehicle charging stations. In addition, as the Project would reduce its GHG emissions to zero (see Section 2.1, Global Climate Change and Greenhouse Gas Emissions), the Project would be carbon neutral (i.e., Project development would not increase GHG emission levels).</p>
<p>Neighborhood Electric Vehicles (NEVs)</p>	<p><b>Consistent.</b> As the use of neighborhood electric vehicles (NEVs) by future on-site residents and occupants is market driven and beyond the direct control or influence of the Project Applicant, the Project would not impair agency strategies that enhance the use of neighborhood electric vehicles (NEVs). Notwithstanding, and as discussed above, development facilitated by the Project would implement GHG reduction strategies that will include a NEV program that offers subsidies to further encourage the use of NEVs. Also as discussed above, the Project would reduce its GHG emissions to zero (see Section 2.1, Global Climate Change and Greenhouse Gas Emissions) and, as such, the Project would be carbon neutral (i.e., Project development would not increase GHG emission levels).</p>
<p>Shared Mobility (Includes the concept of Ridesourcing)</p>	<p><b>Consistent.</b> The RTP/SCS defines shared mobility as a wide variety of new mobility services that include bicycle share, car share, app-based transit services, and ridesourcing. The term shared mobility refers to the way in which these modes are offered as services brokered by a mobile application and each vehicle is shared amongst multiple users. Shared mobility is implemented through mechanisms that are market driven and beyond the direct control or influence of the Project Applicant. Nonetheless, the Project’s comprehensive TDM program includes features that would promote shared mobility such as: carshare and bike share programs, that also offer financial subsidies to encourage participation, and would be available at the on-site mobility hub and transit stops;</p>

**Table 2 (Continued)**  
**SCAG 2016-2040 RTP/SCS**  
**Landmark Village Project Consistency Analysis**

	tech-enabled mobility using web/phone-based platforms; and, the implementation of a neighborhood electric vehicle (NEV) program to facilitate participation in the shared mobility programs.
--	--





## Legend

-  Landmark Village Boundary
-  Newhall Ranch Boundary
-  5-Mile Radius from the Intersection of I-5 and Magic Mountain Parkway

## Major Destinations

### Retail/Employment Centers:

- 1 Valencia Commerce Center
- 2 Valencia Industrial Center
- 3 Valencia Town Center
- 4 Valencia Marketplace
- 5 Centerpoint Commercial Center
- 6 Old Town Newhall Main Street

### Colleges/Hospitals:

- 7 California Institute of Arts
- 8 College of the Canyons
- 9 Henry Mayo Hospital

### Parks/Open Space:

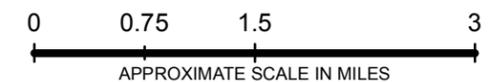
- 10 City of Santa Clarita Regional Sports Complex
- 11 City of Santa Clarita Central Park
- 12 Wickham Canyon
- 13 Mentryville
- 14 Towsley Canyon Park
- 15 Castaic Sports Complex & Aquatic Center
- 16 William S Hart Park/Museum
- 17 Angeles National Forest
- 18 Quigley Canyon
- 19 Wildwood Canyon

### Golf Courses/Private Recreation:

- 20 Vista Valencia Golf Course
- 21 TPC Valencia Golf Course
- 22 Valencia Country Club
- 23 Six Flags Magic Mountain

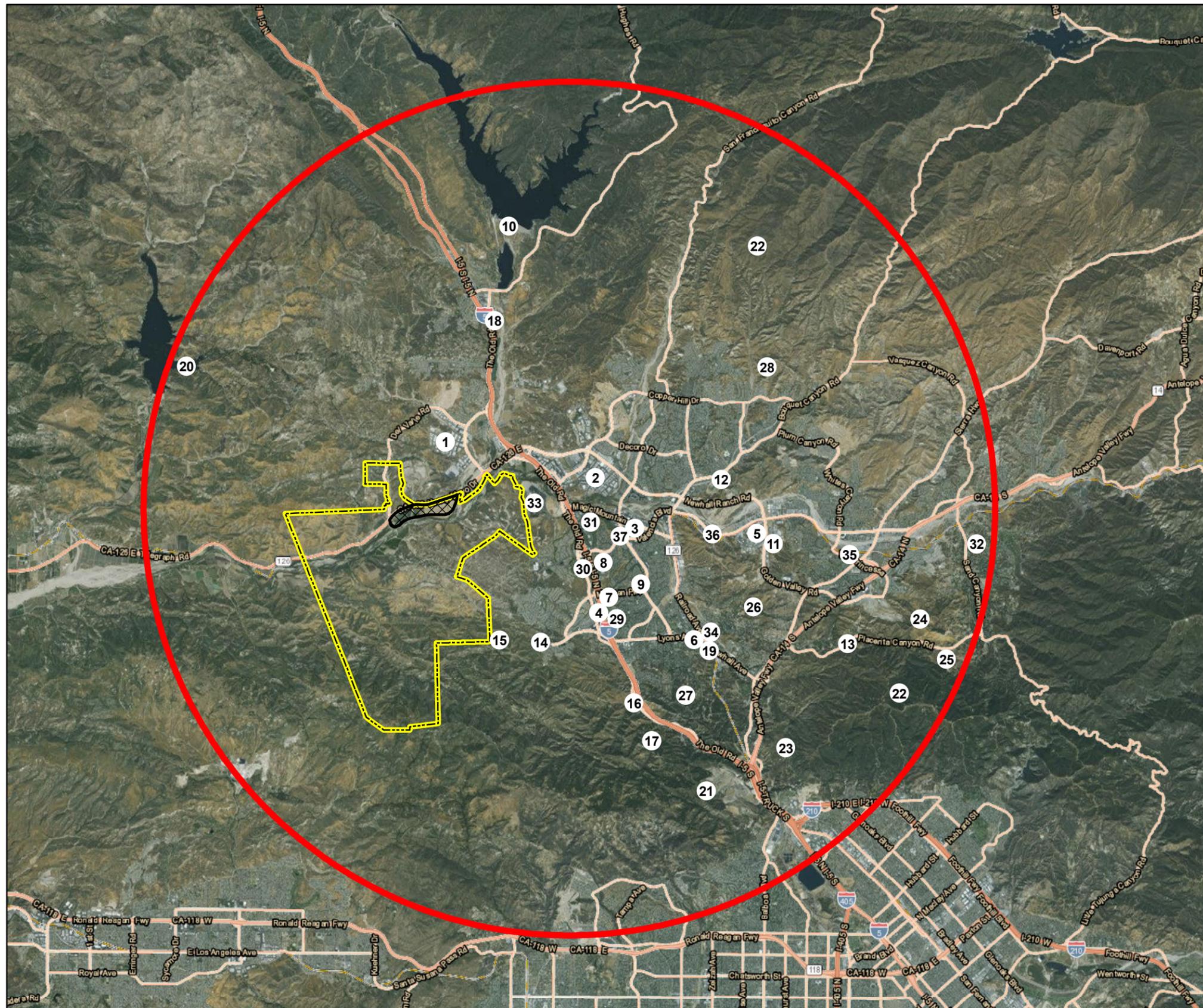
### Transit Centers:

- 24 Newhall Metrolink Station
- 25 Santa Clarita Metrolink Station
- 26 McBean Regional Transit Center



SOURCE: PACE and Meridian Consultants - 2016

FIGURE 1



## Legend

-  Landmark Village Boundary
-  Newhall Ranch Boundary
-  10-Mile Radius from the Intersection of I-5 and Magic Mountain Parkway

## Major Destinations

### Retail/Employment Centers:

- 1 Valencia Commerce Center
- 2 Valencia Industrial Center
- 3 Valencia Town Center
- 4 Valencia Marketplace
- 5 Centerpoint Commercial Center
- 6 Old Town Newhall Main Street

### Colleges/Hospitals:

- 7 California Institute of Arts
- 8 College of the Canyons
- 9 Henry Mayo Hospital

### Parks/Open Space:

- 10 Castaic Lake Recreation Area
- 11 City of Santa Clarita Regional Sports Complex
- 12 City of Santa Clarita Central Park
- 13 Placerita Canyon Recreation Center
- 14 Wickham Canyon
- 15 Mentryville
- 16 Towsley Canyon Park
- 17 East and Rice Canyons
- 18 Castaic Sports Complex & Aquatic Center
- 19 William S Hart Park/Museum
- 20 Lake Piru
- 21 Michael Antonovich Open Space
- 22 Angeles National Forest (northern and eastern sections)
- 23 Elsmere Canyon
- 24 Golden Valley Ranch
- 25 East Walker Ranch
- 26 Quigley Canyon
- 27 Wildwood Canyon
- 28 Haskell Canyon

### Golf Courses/Private Recreation:

- 29 Vista Valencia Golf Course
- 30 TPC Valencia Golf Course
- 31 Valencia Country Club
- 32 Robinson Ranch Golf Course
- 33 Six Flags Magic Mountain

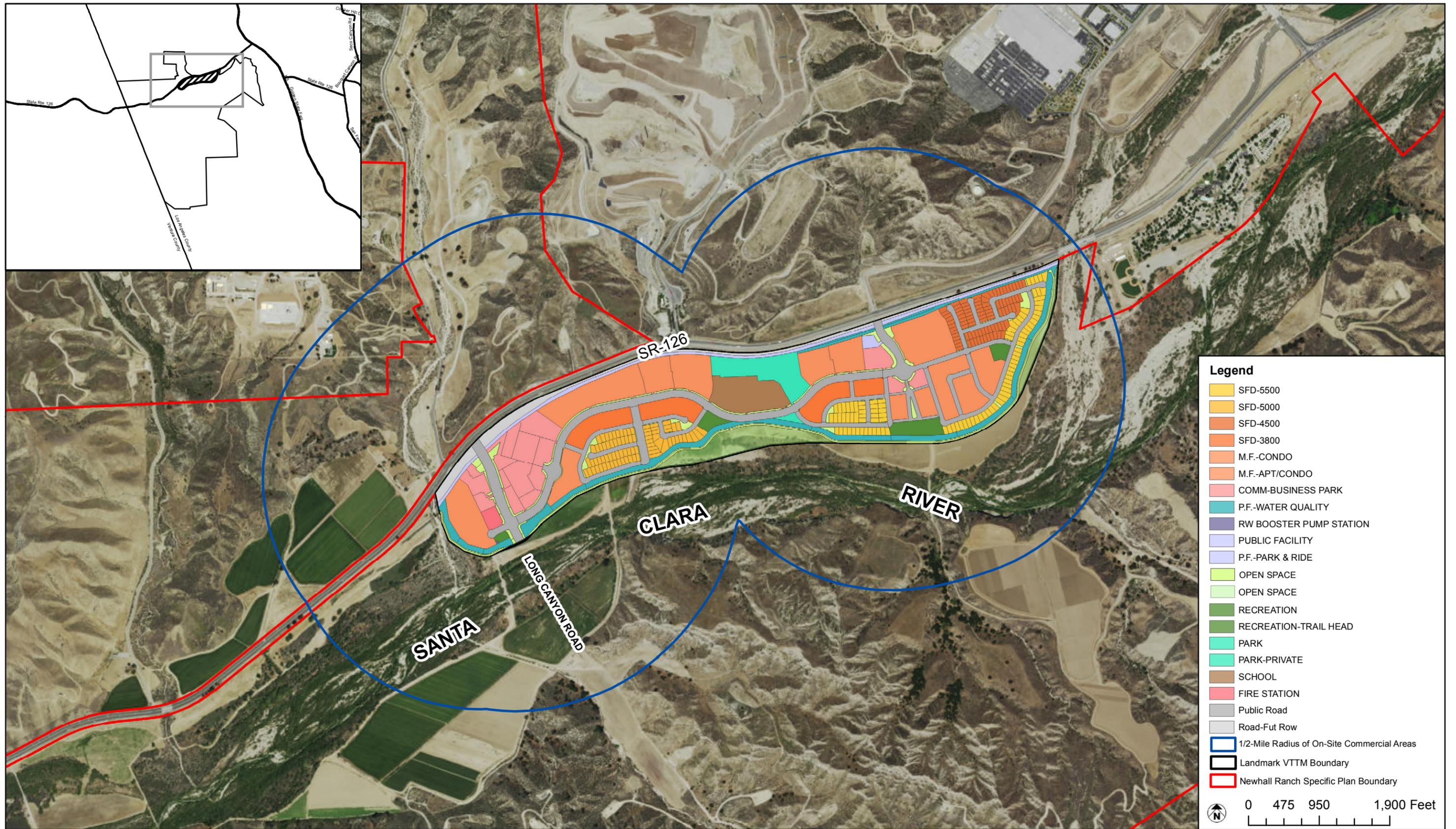
### Transit Centers:

- 34 Newhall Metrolink Station
- 35 Via Princessa Metrolink Station
- 36 Santa Clarita Metrolink Station
- 37 McBean Regional Transit Center



SOURCE: PACE and Meridian Consultants - 2016

FIGURE 2



SOURCE: Hunsaker & Associates - March 2016

FIGURE 3

**APPENDIX A**

---

**2012-2035 RTP/SCS Exhibits**



EXHIBIT 4.2 Employment Growth SCAG Region (2008–2035)

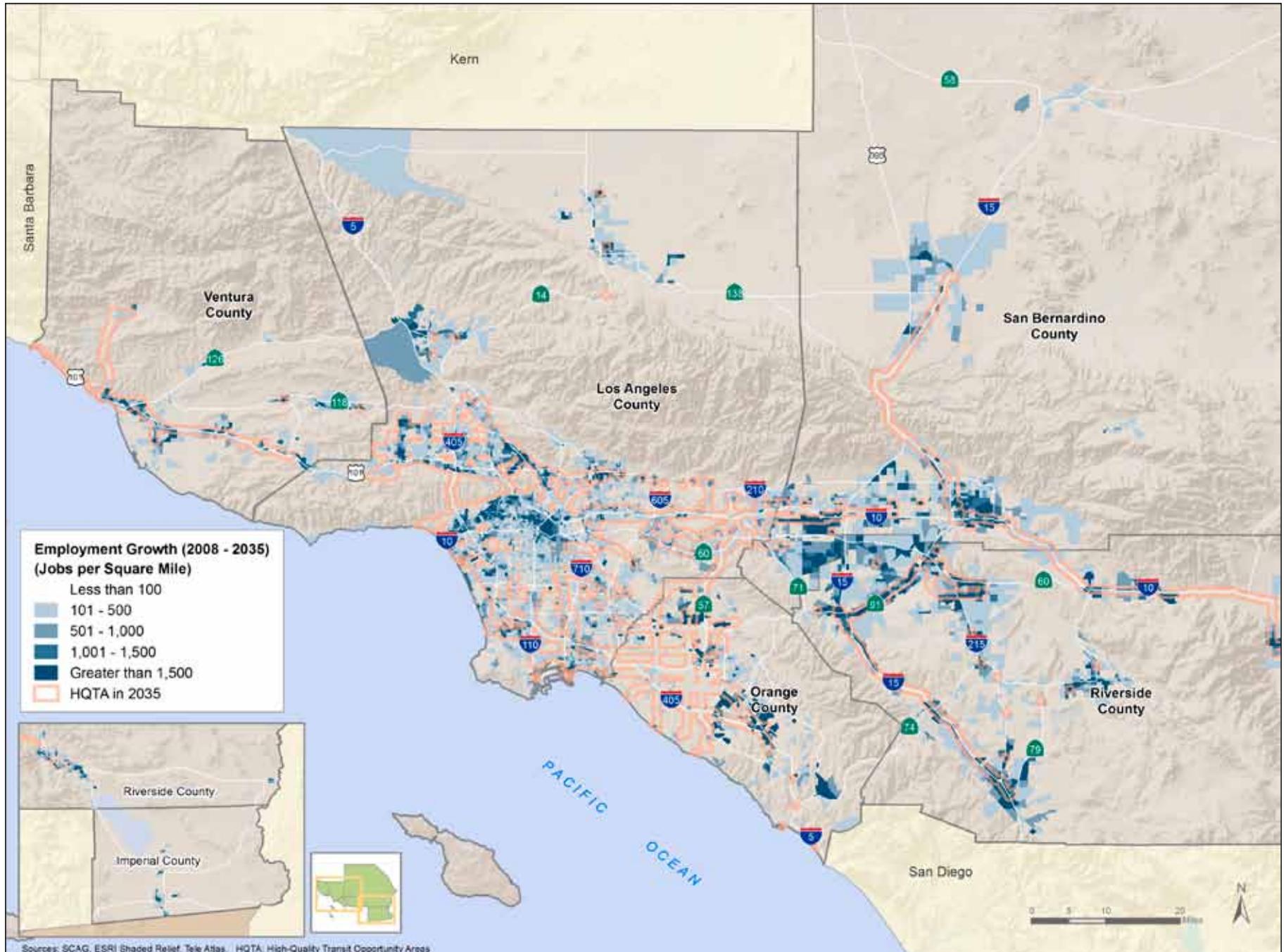




EXHIBIT 4.15 Land Use Pattern Los Angeles County (2035)





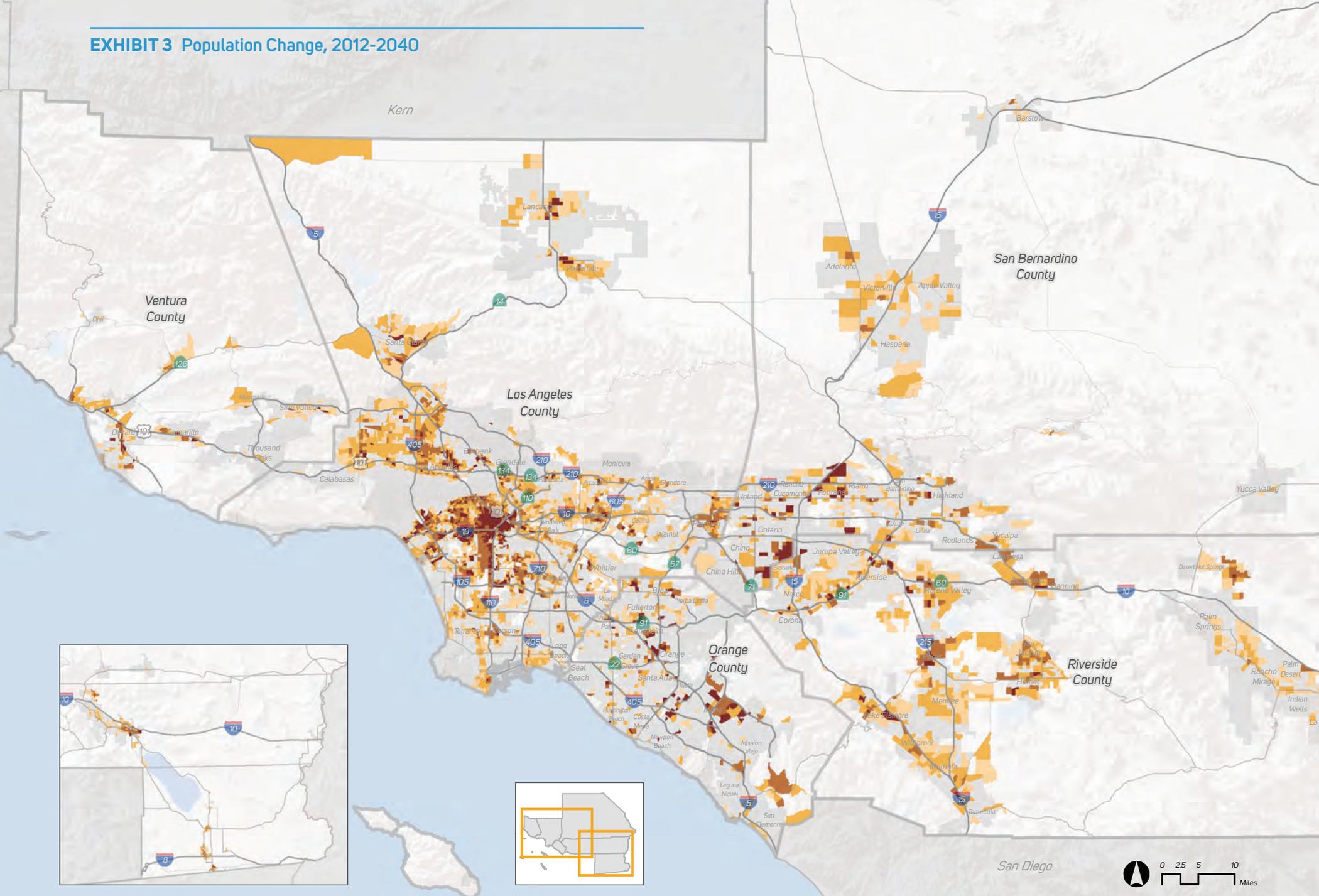


**APPENDIX C**

---

**2016-2040 RTP/SCS Exhibits**

### EXHIBIT 3 Population Change, 2012-2040



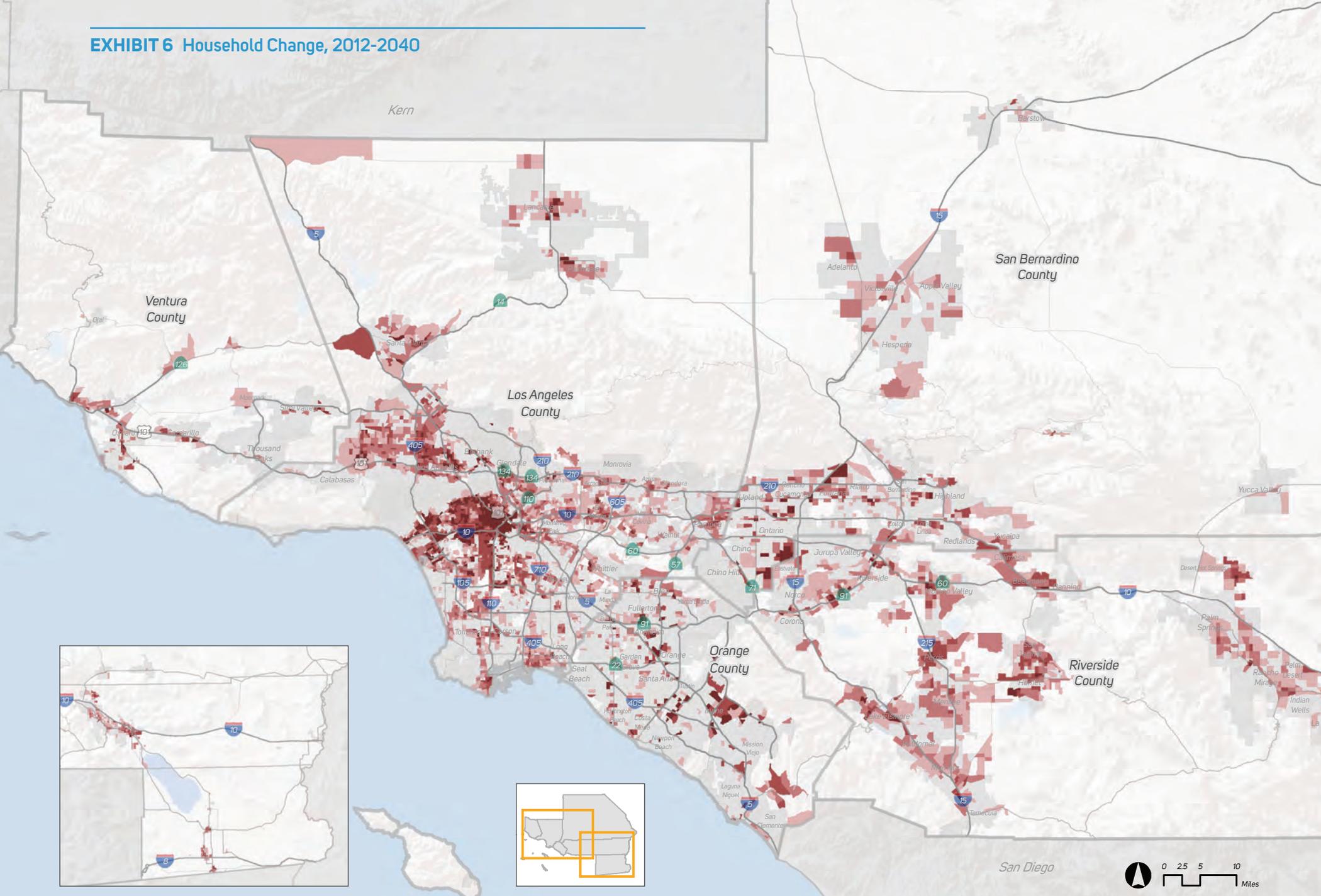
Population Growth, 2012 - 2040 (Persons per Square Mile)



(Source: SCAG, 2015)

Note: Transportation Analysis Zone (TAZ) level data or any data at a geography smaller than the jurisdictional level is included in the draft PGF for regional modeling purpose only, and is advisory and non-binding.

# EXHIBIT 6 Household Change, 2012-2040



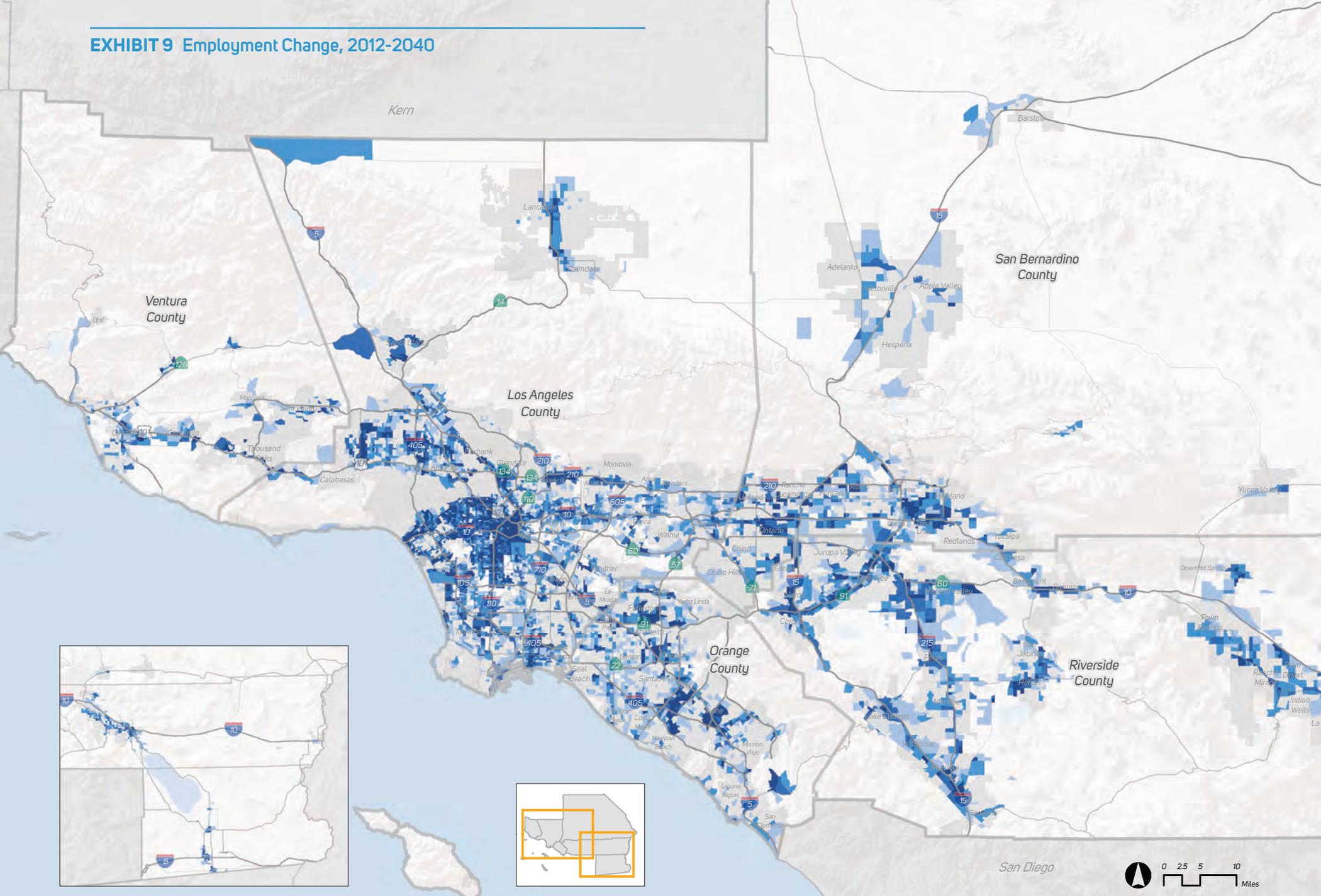
**Household Growth, 2012 - 2040 (Households per Square Mile)**

Less than or Equal to 200	501 - 1,000	Greater than 2,000
201 - 500	1,001 - 2,000	

(Source: SCAG, 2015)

*Note: Transportation Analysis Zone (TAZ) level data or any data at a geography smaller than the jurisdictional level is included in the draft PGF for regional modeling purpose only, and is advisory and non-binding.*

# EXHIBIT 9 Employment Change, 2012-2040



Employment Growth, 2012 - 2040 (Jobs per Square Mile)



(Source: SCAG, 2015)

Note: Transportation Analysis Zone (TAZ) level data or any data at a geography smaller than the jurisdictional level is included in the draft PGF for regional modeling purpose only, and is advisory and non-binding.

**APPENDIX D**

---

**Landmark Village Project Vehicle Miles of Travel Analysis**

---

To: Bruce Lackow  
Meridian Consultants

From: Daryl Zerfass  
Stantec

File: 2073010090

Date: September 2016

---

**Reference: SB 375 Consistency Evaluation - SCAG RTP/SCS and Newhall Ranch Landmark Village Project Daily Vehicle Miles of Travel (VMT)**

The following analysis assesses the consistency of the estimated daily vehicle miles of travel (VMT) for the Newhall Ranch Landmark Village Project with the VMT estimates included in the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Separate analyses are presented for both the Final 2016-2040 RTP/SCS adopted April 7, 2016, and the previously adopted 2012-2035 RTP/SCS.

*SCAG RTP/SCS*

SCAG's recently adopted 2016-2040 RTP/SCS includes the following per capita Total VMT estimates for the SCAG region as a whole and for Los Angeles County, specifically, for the 2012 Base Year (existing) and 2040 Plan Year (projected):

**Table 1 SCAG Total (Tour-Based) VMT Summary –2016-2040 RTP/SCS**

	<b>SCAG Region</b>	<b>Los Angeles County</b>
2012 Base Year	22.8 VMT/Capita	21.5 VMT/Capita
2040 Plan Year	20.5 VMT/Capita	18.4 VMT/Capita

Source: 2016-2040 RTP/SCS (April 2016), page 155.

Note: Based on Stantec's review of the Draft Program EIR for the 2016-2040 RTP/SCS, the numbers presented in this table represent *Total* VMT, as compared to *Home-Based* VMT. Total VMT accounts for all vehicle trips made by residents of a household during the day, in contrast to *Home-Based* VMT, which accounts for only those trips that begin or end at the home.

As to the previously adopted 2012 SCAG RTP/SCS, Stantec derived the following per capita Total VMT estimates for the 2008 Base Year and 2035 Plan Year from data contained in various portions of the 2012-2035 RTP/SCS documentation. As shown in Table 2, the 2012-2035 RTP/SCS VMT estimates are higher than the corresponding 2016-2040 RTP/SCS estimates shown in Table 1.

**Reference: SB 375 Consistency Evaluation - SCAG RTP/SCS and Newhall Ranch Landmark Village Project Daily Vehicle Miles of Travel (VMT)**

**Table 2 SCAG Total (Tour-Based) VMT Summary – 2012-2035 RTP/SCS**

	<b>SCAG Region</b>	<b>Los Angeles County</b>
2008 Base Year	25.4 VMT/Capita	23.5 VMT/Capita
2035 Plan Year	23.4 VMT/Capita	20.7 VMT/Capita
Sources: SCAG Regional Travel Demand Model and 2008 Model Validation (June 2012), Table 2-3, page 2-5; 2012-2035 RTP/SCS Draft Program EIR (December 2011), Table 3.10-8, page 3.10-8; 2012-2035 RTP/SCS Highways and Arterials Appendix (April 2012), Table A12, page 52, and Table A16, page 56.		

*Landmark Village VMT*

Approval of the Landmark Village Project would facilitate the development of a mixed-use community that includes 1,444 residential dwelling units, approximately 1.03 million square feet (MSF) of mixed-use/commercial uses, along with community services such as an elementary school, fire station, and public and private recreational facilities.

VMT estimates for Landmark Village residents and employees have been calculated using data from the Landmark Village Environmental Impact Report. Home-Based VMT for residential uses and Home-Based-Work VMT for employment uses have been calculated (see attached Table A – Landmark Village VMT Summary). For comparison to SCAG’s RTP/SCS Total VMT per capita estimates, the Landmark Village Home-Based and Home-Based-Work VMT estimates have been adjusted based on data from the SCAG 2016-2040 RTP/SCS Travel Demand Model to reflect the additional trips made by residents and employees while away from home and work, respectively. This VMT, referred to as “Tour-Based” or Total VMT, accounts for all vehicle travel throughout the day, and is directly comparable to the VMT data reported in the 2012-2035 and 2016-2040 RTP/SCS. (See Table 1, Note.)

Table 3 summarizes the Landmark Village Total VMT estimates. As shown on the table, prior to application of any VMT reduction measures, Landmark Village would have an average per capita Total VMT of 18.2.

**Reference: SB 375 Consistency Evaluation - SCAG RTP/SCS and Newhall Ranch Landmark Village Project Daily Vehicle Miles of Travel (VMT)**

**Table 3 Landmark Village Total (Tour-Based) VMT Summary**

	<b>Landmark Village</b>
Total VMT/Capita (without VMT reduction measures)	18.2
Total VMT/Capita (with VMT reduction measures) <sup>1</sup>	15.4
<sup>1</sup> Fehr & Peers, Landmark Village: Transportation Demand Management Plan Evaluation (September 2016)	

*VMT Reduction Strategies*

To reduce the generation of mobile source-related greenhouse gas emissions, a series of VMT reduction strategies were developed by Fehr & Peers for the Landmark Village Project. These strategies achieve emissions reductions by reducing Project-generated VMT. In this regard, Fehr & Peers has determined that the recommended strategies would reduce the Landmark Village Project's VMT by 15.6 percent (Fehr & Peers, Landmark Village: Transportation Demand Management Plan Evaluation (September 2016)). As shown in Table 3 above, a 15.6 percent reduction in VMT would result in an average per capita Total VMT of 15.4.

*Analysis*

To analyze the consistency of the Landmark Village Project with the 2012-2035 and 2016-2040 RTP/SCS, the per capita Total VMT estimates of the Landmark Village Project, calculated above and shown in Table 3, are compared to the VMT data for the region and Los Angeles County as contained in each RTP/SCS and as previously shown in Tables 1 and 2.

Table 4 below presents a comparison of VMT per capita estimates for the Plan Year (2035 and 2040, respectively) provided in the SCAG 2012-2035 RTP/SCS and the 2016-2040 RTP/SCS (shown in Tables 1 and 2, above) relative to the Landmark Village Project's average Total VMT per capita with VMT reduction measures (shown in Table 3, above). Table 4 shows that the Landmark Village Project's residents and employees would generate per capita Total VMT (15.4) that is less than the projected average Total VMT for both the SCAG region (23.4 and 20.5), and Los Angeles County (20.7 and 18.4) under both the 2012-2035 and 2016-2040 RTP/SCS, respectively.

**Reference: SB 375 Consistency Evaluation - SCAG RTP/SCS and Newhall Ranch Landmark Village Project Daily Vehicle Miles of Travel (VMT)**

**Table 4 Comparison of SCAG 2012-2035 and 2016-2040 RTP/SCS Per Capita VMT with Landmark Village Per Capita VMT**

	<b>SCAG Region</b>	<b>Los Angeles County</b>
SCAG 2012 RTP/SCS VMT/Capita in 2035 Plan Year	23.4	20.7
SCAG 2016 RTP/SCS VMT/Capita in 2040 Plan Year	20.5	18.4
Landmark Village VMT/Capita	15.4	15.4
<i>Comparison to 2035 Plan Year</i>	- 8.0 VMT/Capita (-34%)	- 5.3 VMT/Capita (-26%)
<i>Comparison to 2040 Plan Year</i>	- 5.1 VMT/Capita (-25%)	-3.0 VMT/Capita (-16%)

As shown in Table 4, above, with implementation of the VMT reduction strategies, the Landmark Village Project's residents and employees would generate approximately 34 percent less Total VMT per capita than the 2012-2035 RTP/SCS plan's regional per capita Total VMT average, and would generate approximately 26 percent less Total VMT per capita than the Los Angeles County per capita Total VMT average. As to the 2016-2040 RTP/SCS, the Landmark Village Project's residents would generate approximately 25 percent less Total VMT per capita than the regional per capita Total VMT average, and approximately 16 percent less Total VMT per capita than the Los Angeles County per capita Total VMT average.

*Conclusion*

In conclusion, the VMT comparisons presented above evidence that the VMT attributable to the Landmark Village Project's residents and employees is consistent with both the 2012-2035 RTP/SCS and the 2016-2040 RTP/SCS since Total VMT per capita would not exceed the projected plan year Total VMT per capita and, in fact, would be approximately 34 percent and 25 percent less than the Total VMT per capita regional average for each plan year, respectively, and approximately 26 percent and 16 percent less than the County average for each plan year, respectively.

**STANTEC CONSULTING SERVICES INC.**



Daryl Zerfass, PE, PTP  
 Principal, Transportation Planning & Traffic Engineering  
 Phone: (949) 923-6058  
 Daryl.Zerfass@stantec.com

Attachment: Table A Landmark Village VMT Summary

**Table A Landmark Village VMT Summary**

	<b>Landmark Village</b>
Residential Home-Based VMT <sup>1</sup>	62,531
Population <sup>1</sup>	4,549
Home-Based VMT / Resident	13.7
Average Total VMT/ Resident <sup>2</sup>	18.8
Employment Home-Based-Work VMT <sup>1</sup>	59,676
Employees <sup>1</sup>	3,770
Home-Based-Work VMT/ Employee	15.8
Average Total VMT/ Employee <sup>2</sup>	17.5
Average Total Resident & Employee VMT/Capita	18.2
<sup>1</sup> Landmark Village VMT & GHG Estimates, Ramboll-Environ, September 2016. <sup>2</sup> Based on factors of 1.369 and 1.105 to convert home-based VMT and home-based-work VMT to total VMT, respectively (source: SCAG 2016-2040 RTP/SCS model data for SCAG region).	

**APPENDIX E**

---

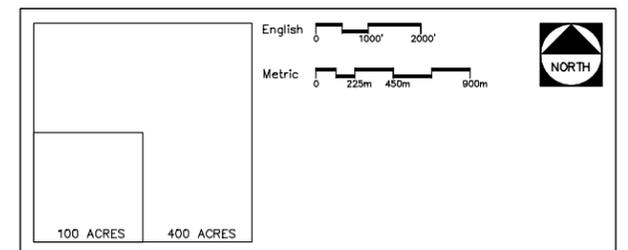
**Landmark Village and Newhall Ranch Trails Plans**

**LEGEND**

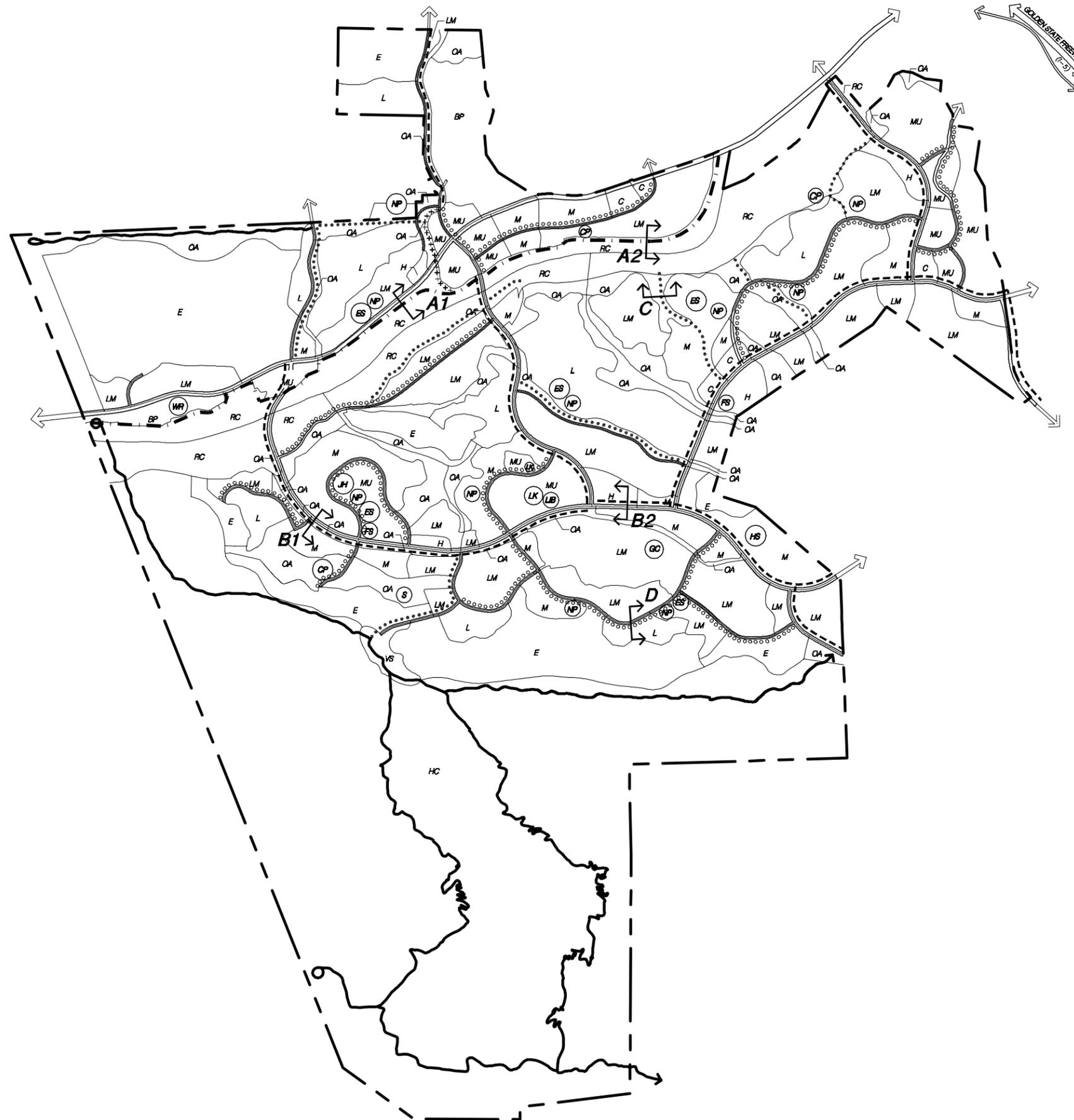
-  REGIONAL RIVER TRAIL
-  COMMUNITY TRAIL
-  EQUESTRIAN TRAIL COMPONENT OF COMMUNITY TRAIL
-  LOCAL TRAIL
-  PATHWAY
-  UNIMPROVED TRAIL

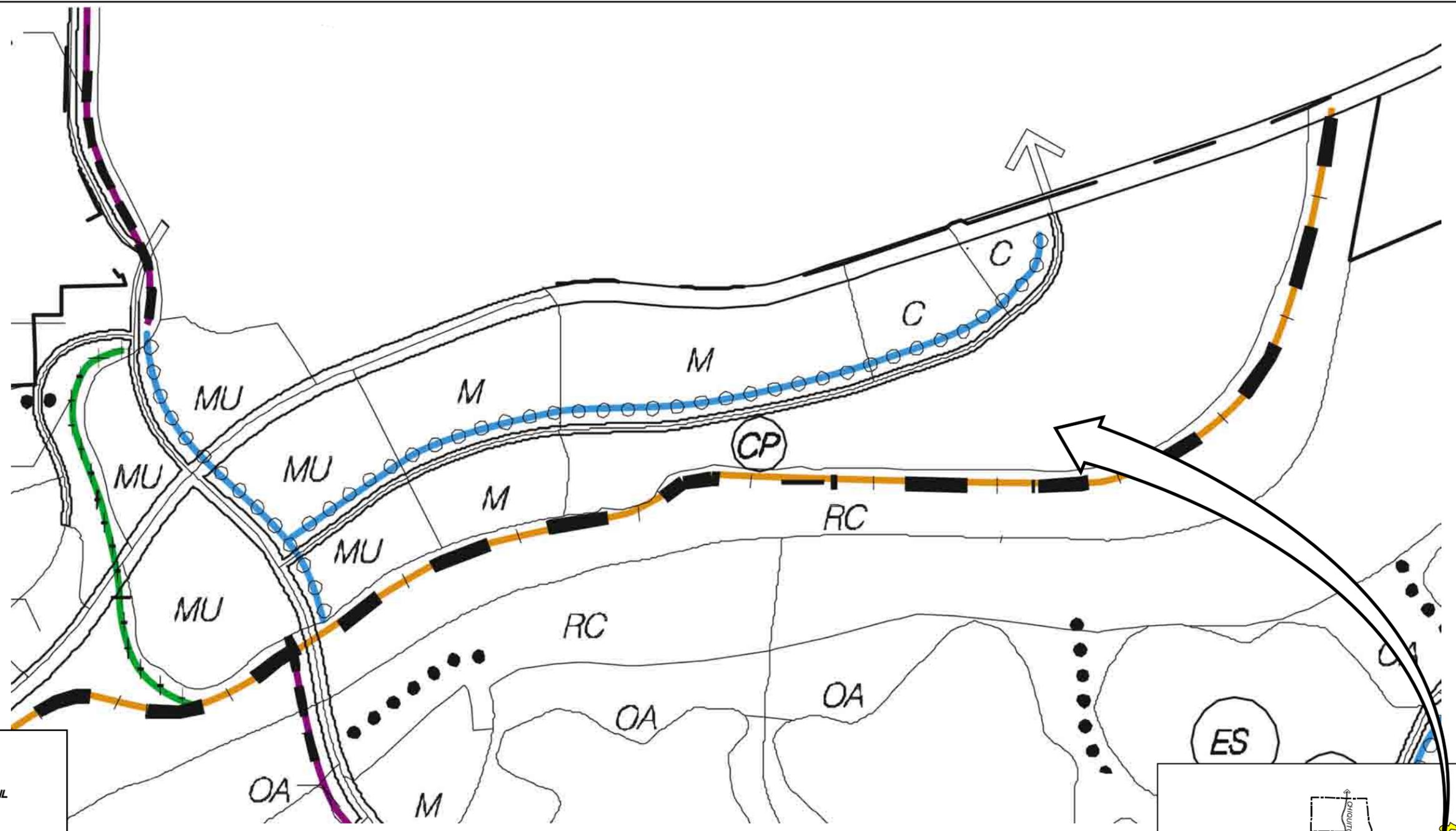
**TRAIL SECTIONS**

- SECTIONS A1 & A2                      EXHIBIT 2.4-6
- SECTIONS B1 & B2                      EXHIBIT 2.4-7
- SECTIONS C & D                        EXHIBIT 2.4-8



**EXHIBIT 2.4-5**  
**MASTER TRAILS PLAN**

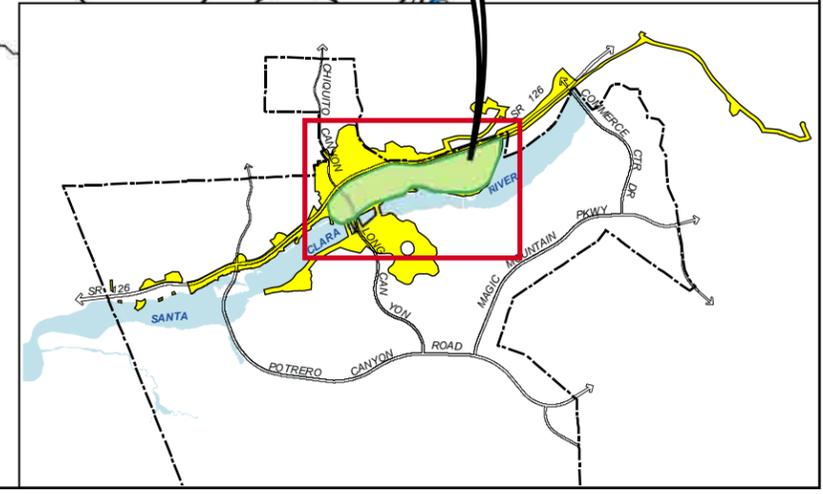




**Legend:**

- REGIONAL RIVER TRAIL
- COMMUNITY TRAIL
- EQUESTRIAN TRAIL COMPONENT OF COMMUNITY TRAIL
- LOCAL TRAIL
- PATHWAY
- UNIMPROVED TRAIL

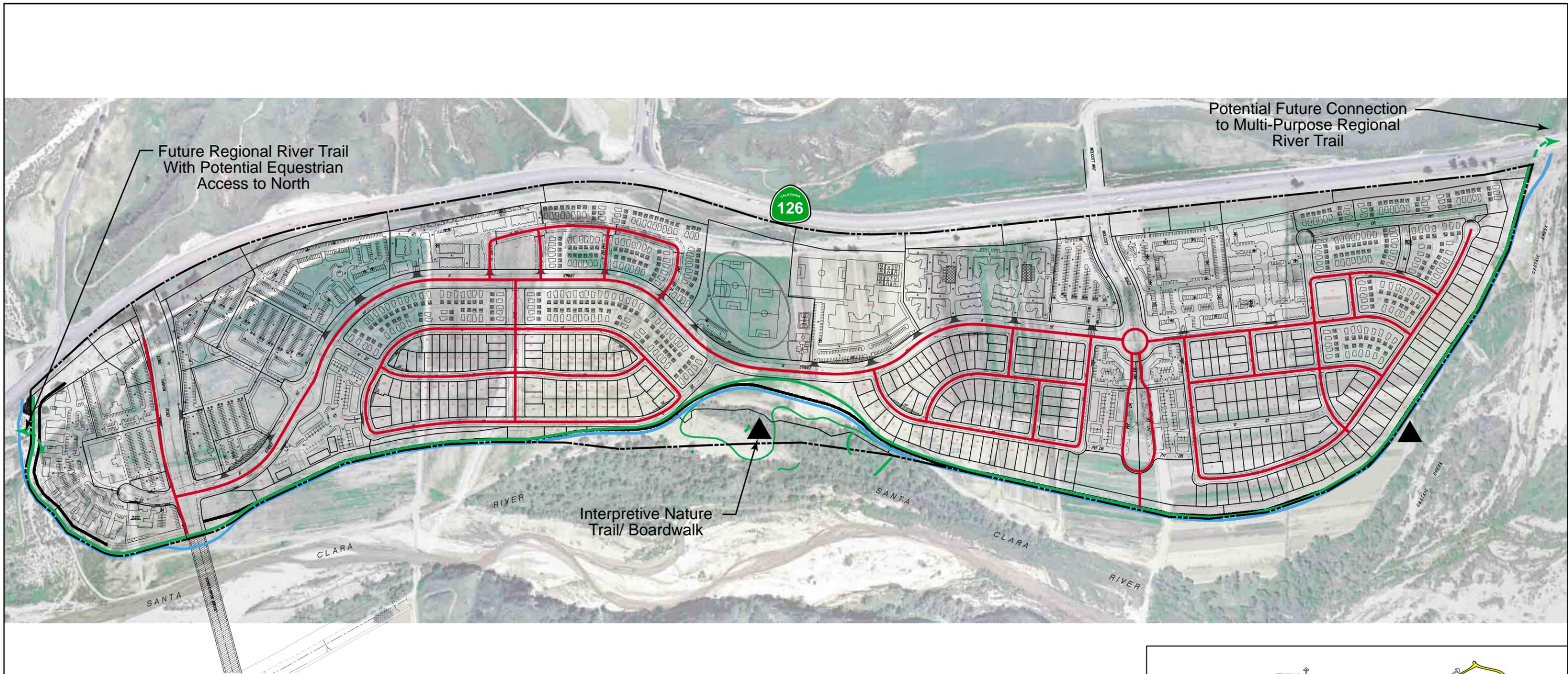
NOT TO SCALE



SOURCE: River Village Planning Notebook – August 2003

FIGURE 1.0-19

Landmark Village Portion of Specific Plan Master Trails Plan

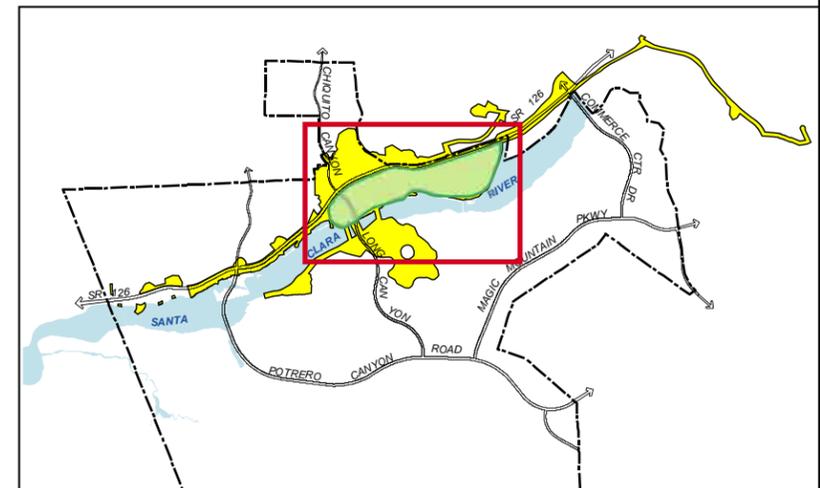


**Legend:**

- Regional River Trail
- L.A. County Riding/Hiking Trail
- Paseo
- ▲ Interpretive Observation Point

600 300 0 600  
 APPROXIMATE SCALE IN FEET

Note: The Regional Planning Commission recommended approval of the proposed project, along with a change to the configuration of the elementary school/community park. The proposed modified configuration is shown on Figures 1.0-17 and 1.0-18, consistent with the Commission's recommendation.



SOURCE: PSOMAS – August 2004. Impact Sciences, Inc. – September 2006

FIGURE 1.0-20

Landmark Village Trails Plan

**APPENDIX F**

---

**Landmark Village Applicable Mitigation Measure**

<b>Table 4.9-27 Estimated Mitigated Construction Emissions</b>						
Subphase/Emissions Source	Emissions (lbs/day)					Mitigation
	CO	VOC	NO <sub>x</sub>	SO <sub>x</sub>	PM <sub>10</sub>	
Mitigated Emissions Total	59.47	22.02	109.14	0.00	1.38 <sup>12</sup>	Aqueous Fuel Diesel Particulate Filter (DPF)
SCAQMD Thresholds	550.00	75.00	100.00	150.00	150.00	
Exceeds Thresholds?	NO	NO	YES	NO	NO	
Notes: No Demolition, Grading, or Pavement and Asphalt during this subphase. Assumes use of low VOC architectural coatings.						
<sup>12</sup> Includes 1.26 pounds of mitigated PM <sub>2.5</sub> emissions, which is below the 55 pound significance threshold.						
Beg. 2015 (196 Weeks) <sup>1</sup>						
Unmitigated Emissions Total	143.93	50.59	220.62	0.08	9.35	Aqueous Fuel Diesel Particulate Filter (DPF)
Mitigated Emissions Total	143.93	50.59	188.45	0.08	2.84 <sup>13</sup>	
SCAQMD Thresholds	550.00	75.00	100.00	150.00	150.00	
Exceeds Thresholds?	NO	NO	YES	NO	NO	
Notes: No Demolition, Grading, or Pavement and Asphalt during this subphase.						
<sup>13</sup> Includes 2.42 pounds of mitigated PM <sub>2.5</sub> emissions, which is below the 55 pound significance threshold.						

Source: Impact Sciences, Inc., Air quality calculations can be found in Recirculated Draft EIR **Appendix 4.9**.

<sup>1</sup> As a worst-case scenario, assumes all associated grading and pavement/asphalt is completed during the first three subphases.

## Operational Mitigation Measures

### Point Source Operational Emissions

LV4.9-7 Any dry cleaners proposing to locate on site shall utilize the services of off-site cleaning operations at already SCAQMD-permitted locations. No on-site dry cleaning operations shall be permitted within Landmark Village.

### Mobile Source Operational Emissions

LV4.9-8 (Replaces Mitigation Measure SP 4.10-9) Prior to the approval of each future subdivision proposed in association with Landmark Village, each of the operational emission reduction measures indicated below, which are based on Tables 11-6 and 11-7 of the SCAQMD's *CEQA Air Quality Handbook*, shall be implemented.

### On Road Mobile Source Operational Emissions

#### *Residential Uses*

- a. Provide residents with information regarding the availability of existing shuttle service providers and public transit.
- b. Construct on-site or off-site bus stops (e.g., bus turnouts, passenger benches, and shelters).
- c. Construct off-site pedestrian facility improvements, such as overpasses and wider sidewalks.

- d. Include retail services within or adjacent to residential subdivisions.
- e. Provide residents with information regarding the availability of existing shuttle service providers and public transit.
- f. Contribute to regional transit systems (e.g., right-of-way, capital improvements, etc.).
- g. Synchronize traffic lights on streets impacted by development.
- h. Construct, contribute, or dedicate land for the provision of off-site bicycle trails linking the facility to designated bicycle commuting routes.

***Commercial Uses***

- i. Provide preferential parking spaces for carpools and vanpools and provide 7 foot 2 inch minimum vertical clearance in parking facilities for vanpool access.
- j. Implement on-site circulation plans in parking lots to reduce vehicle queuing.
- k. Improve traffic flow at drive-throughs by designing separate windows for different functions and by providing temporary parking for orders not immediately available for pickup.
- l. Set up resident worker training programs to improve job/housing balance.
- m. Require retail facilities or special event centers to offer travel incentives such as discounts on purchases for transit riders.
- n. Establish a shuttle service from residential core areas to the commercial core areas.
- o. Construct on-site or off-site bus stops (e.g., bus turnouts, passenger benches, and shelters).
- p. Implement a pricing structure for single-occupancy employee parking and/or provide discounts to ridesharers.
- q. Include residential units within a commercial project.
- r. Utilize parking in excess of code requirements as on-site park-n-ride lots or contribute to construction of off-site lots.
- s. Any two of the following:
  - Construct off-site bicycle facility improvements, such as bicycle trails linking the facility to designated bicycle commuting routes, or on-site improvements, such as bicycle paths.

- Include bicycle parking facilities, such as bicycle lockers and racks.
- Include showers for bicycling employees' use.
- t. Any two of the following:
  - Construct off-site pedestrian facility improvements, such as overpasses, wider sidewalks.
  - Construct on-site pedestrian facility improvements, such as building access that is physically separated from street and parking lot traffic and walk paths.
  - Include showers for pedestrian employees' use.
- u. Provide shuttles from the commercial core areas to major transit stations.
- v. Contribute to regional transit systems (e.g., right-of-way, capital improvements, etc.).
- w. Charge visitors to park at specialty commercial/entertainment developments.
- x. Synchronize traffic lights on streets impacted by development.
- y. Reschedule truck deliveries and pickups to off-peak hours.
- z. Set up paid parking systems where drivers pay at walkup kiosk and exit via a stamped ticket to reduce emissions from queuing vehicles.
- aa. Require on-site truck loading zones.
- ab. Implement or contribute to public outreach programs.
- ac. Require employers not subject to Regulation XV (now Rule 2202) to provide commuter information area.

### **Stationary Source Operational Emissions**

#### ***Residential***

- ad. Use solar or low emission water heaters.
- ae. Use central water heating systems.
- af. Use built-in energy-efficient appliances.
- ag. Provide shade trees to reduce building heating/cooling needs.
- ah. Use energy-efficient and automated controls for air conditioners.

- ai. Use double-paned windows.
- aj. Use energy-efficient low-sodium parking lot lights.
- ak. Use lighting controls and energy-efficient lighting.
- al. Orient buildings to the north for natural cooling and include passive solar design (e.g., daylighting).
- am. Use light-colored roofing materials to reflect heat.
- an. Increase walls and attic insulation beyond Title 24 requirements.

***Commercial Uses***

- ao. Use solar or low emission water heaters.
  - ap. Use central water heating systems.
  - aq. Provide shade trees to reduce building heating/cooling needs.
  - ar. Use energy-efficient and automated controls for air conditioners.
  - as. Use double-paned windows.
  - at. Use energy-efficient low-sodium parking lot lights.
  - au. Use lighting controls and energy-efficient lighting.
  - av. Use light-colored roofing materials to reflect heat.
  - aw. Increase walls and attic insulation beyond Title 24 requirements.
  - ax. Orient buildings to the north for natural cooling and include passive solar design (e.g., daylighting).
- LV4.9-9 The project developer(s) shall coordinate with Santa Clarita Transit to identify appropriate bus stop/turnout locations.
- LV4.9-10 Kiosks containing transit information shall be constructed by the project applicant adjacent to selected future bus stops prior to initiation of bus service to the site.

**Area Source Operational Emissions**

- LV4.9-11 Wood-burning fireplaces and stoves shall be prohibited in all residential units. Use of wood in fireplaces shall be prohibited through project Covenants, Conditions, and Restrictions.