

Reference: Northlake Specific Plan Alternatives VMT Analysis

Table 1 Northlake Specific Plan Project Land Use Summary

Category	Previously Approved Project		CAA		PCAA	
	Acres	Units	Acres	Units	Acres	Units
<i>Residential</i>						
Single Family	186	1,143	264	1,650	94	1,143
Multi Family	107	1,341	0	0	107	1,341
Single Family (Age Qualified)	49	345	0	0	49	345
Affordable Housing/Live Work	20	321	20	165	20	321
Total Residential	362	3,150	284	1,815	270	3,150
Difference (Compared to Approved Project)	n/a	n/a	-78	-1,335	-92	0
<i>Non-Residential</i>						
Commercial Highway	2	n/a	2	n/a	2	n/a
School	44		23		44	
Recreation Park	167		26		103	
Public Services (Fire Station)	1		1		1	
Total Non-Residential	214		52		150	
Difference (Compared to Approved Project)	n/a	-162	-64			
<i>Other – Roads and Open Space</i>						
Road	120	n/a	71	n/a	98	n/a
OS - Manufactured Slope	305		284		239	
OS - Undisturbed	328		638		572	
Total Road and Open Space	753		993		909	
Difference (Compared to Approved Project)	n/a	+240	+156			
Total Project	1,329	3,150	1,329	1,815	1,329	3,150

As shown in **Table 1**, the previously approved Project includes 3,150 residential dwelling units on 362 acres. The CAA proposes to construct 1,815 residential units on 284 acres (1,335 fewer residential units on 78 less residential acres). The PCAA proposes to construct 3,150 residential units (the same as the previously approved Project) on 270 acres (92 less residential acres). The CAA would construct fewer residential units than the previously approved Project and would generate fewer vehicle trips when compared to the approved Project. The PCAA would generate the same vehicle trips as the previously approved Project. Average trip lengths are not anticipated to change. Therefore, the residential component of each of the two alternatives would generate less than or the same VMT compared to the previously approved Project.

In regard to the non-residential uses, the previously approved Project includes development of non-residential uses on 214 acres. In comparison, the CAA proposes non-residential development on 52 acres and the PCAA 150 acres. Both alternatives would generate fewer non-residential vehicle trips when compared to the previously approved Project. Average trip lengths are not anticipated to change. Therefore, the non-residential component of each of the two alternatives would generate less VMT compared to the approved Project. Lastly, **Table 1** shows a decrease in road development and increases in open space. These land uses do not generate vehicle trips on their own and would not affect VMT.

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Conclusion

The Project was approved in 2019, for which the approval was rescinded May 2021. The Project applicant is currently proposing to recirculate portions of the Northlake Specific Plan Supplemental EIR including the alternatives section. As part of the recirculated alternatives section, the Project applicant is proposing two additional development alternatives referred to here as the CAA and the PCAA.

The land use summary provided in **Table 1** compares the proposed land uses for the two alternatives and shows that residential development for the CAA is reduced compared to the previously approved Project by 1,335 dwelling units (-42%), while the number of residential units for the PCAA is the same as the previously approved Project but on a reduced development area (92 less residential acres). Non-residential development for the CAA and the PCAA is reduced compared to the previously approved Project by 162 acres and 64 acres, respectively.

With the CAA the residential and non-residential development is reduced, therefore this alternative would generate fewer vehicle trips and less VMT compared to the previously approved Project. Residential trips would be reduced by approximately 28% and residential VMT would be reduced by approximately 37% in comparison to the previously approved Project. **Table 2** summarizes the reductions.

With the PCAA, the number of residential units is the same as the previously approved Project and non-residential development is reduced compared to the previously approved Project. As shown in **Table 2**, this alternative would have the same amount of residential vehicle trips and residential VMT as generated by the previously approved Project.

For the non-residential uses, the school acreage decreases with the CAA and remains the same with the PCAA, and school attendance is presumed to reduce proportionally to the reduction in population. The changes to school and park use are not expected to have a significant effect on VMT.

The previously approved Project does not result in any new or increased significant transportation impacts when compared to the NLSP⁵. Therefore, since the CAA would generate less VMT than the previously approved Project, and the PCAA would generate the same amount of VMT as the previously approved Project, the CAA and the PCAA would not result in any new or increased significant transportation impacts.

⁵ The Northlake Specific Plan Transportation Analysis Memorandum, Stantec, November 19, 2024.

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Table 2 Estimated Residential Trip and VMT Reductions

Description	Previously Approved Project	CAA	PCAA
Residential Units	3,150	1,815	3,150
Estimated Population ¹	10,049	5,790	10,049
Residential VMT per Capita ²	25.9	28.4	25.9
Total Residential Daily Trips ²	22,677	16,262	22,677
Total Residential VMT ³	260,256	164,432	260,256
Change in Total Residential Units (Compared to Approved Project)	--	-42%	0%
Change in Total Residential Daily Trips (Compared to Approved Project)	--	-28%	0%
Change in Total Residential VMT (Compared to Approved Project)	--	-37%	0%
¹ Assumes 3.19 persons per household (source: US Census QuickFacts for Castaic Census Designated Place, California) ² Los Angeles County VMT Tool Version 1.0 ³ Total VMT = Population x VMT per capita			

Sincerely,

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Attachment: Figure 1 Previously Approved Project Site Plan

