
Appendix H-3

Los Robles Medical Office Amendment- CEQA
Transportation Analysis, prepared by Iteris,
October 31, 2023

TECHNICAL MEMORANDUM

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To: Associated Transportation Engineers
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From: Iteris, Inc.

Date: October 31, 2023

RE: Los Robles Medical Office Amendment – CEQA Transportation Analysis

INTRODUCTION

This memorandum presents an amendment to the previous Iteris’ California Environmental Quality Act (CEQA) analysis of the Los Robles Medical Office development in the City of Thousand Oaks. The development consists of construction of a new 58,412 square foot, two-story outpatient medical treatment facility. The development site is located at the southeastern corner of the intersection of Los Padres Drive and Rolling Oaks Drive. Additionally, nine (9) single-family units are included with the project at 355 West Janss Road. Residential units are included to comply with the California State law, which mandates that any land use change from “residential” to “non-residential” must be accompanied by a residential development to maintain total residential development capacity in the City of Thousand Oaks.

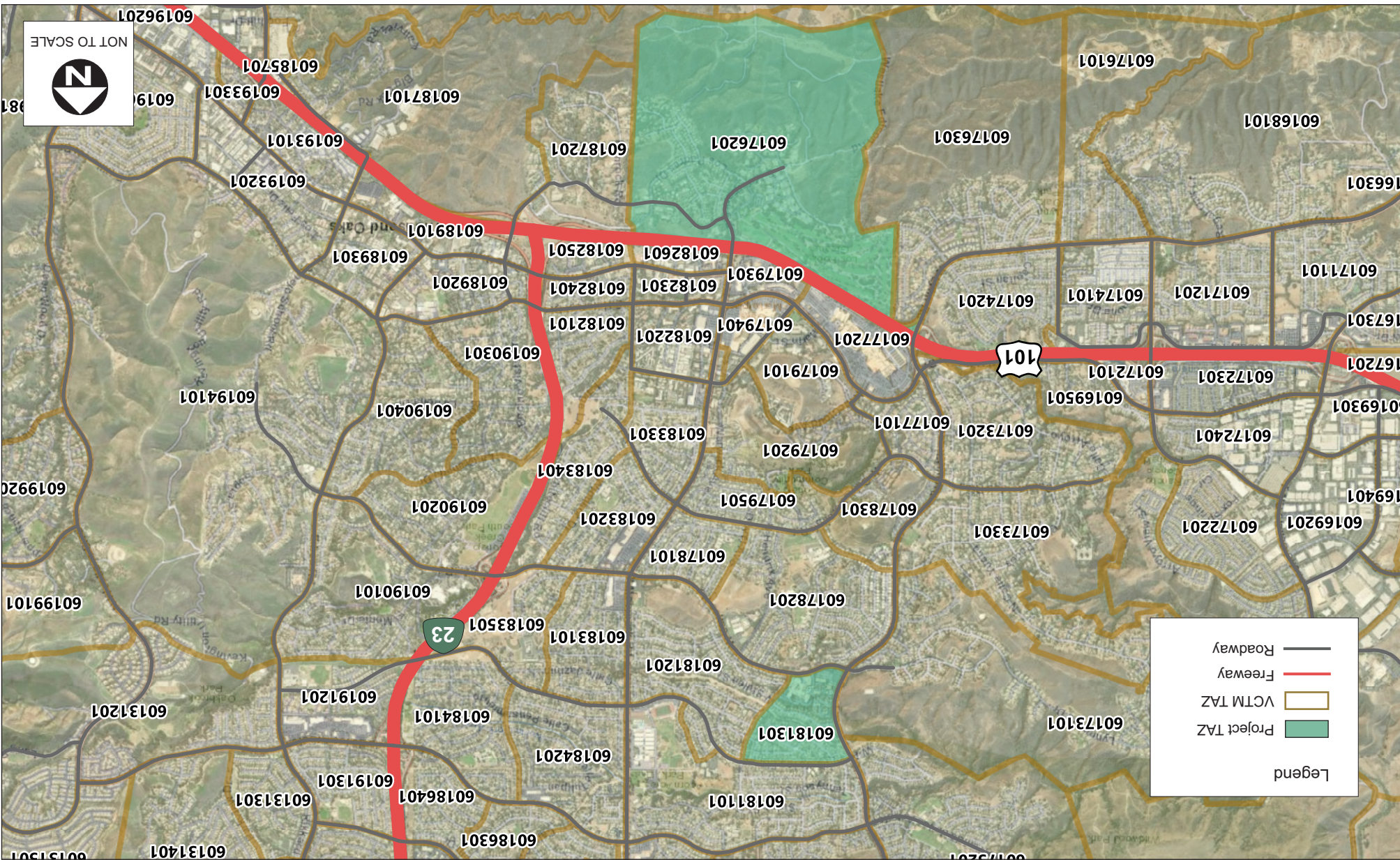
CEQA analysis for determining potential significant transportation impacts from vehicles transitioned in 2020 from an automobile delay or capacity measure to a Vehicle Miles Traveled (VMT) metric as required by Senate Bill (SB) 743. VMT is an area-wide performance measure which helps compare the overall performance of a development and is also used as a metric to ultimately assess the transportation environmental impacts. VMT is generally calculated using a travel demand model that captures the movement of all trips over a highway network. For this analysis, the time period was defined as a 24-hour period on a typical weekday.

METHODOLOGY

Iteris utilized the Ventura County Transportation Model (VCTM) to generate VMT statistics, following the City’s administrative policy on CEQA transportation analysis. This land use based model, which is a subarea model of the Southern California Association of Government’s (SCAG) travel demand model, is consistent with the 2016 SCAG RTP/SCS travel-demand model assumptions and inputs. The model consists of a 2016 base year scenario and 2040 future year scenario. For the purposes of this analysis, the 2016 base year scenario was utilized. It should be noted the 2016 base year is the regionwide standard for existing and baseline conditions analysis.

The VCTM consists of a detailed traffic analysis zone (TAZ) structure in the City of Thousand Oaks. The model consists of 110 TAZ’s within the City. **Figure 1** illustrates the location of the proposed medical facility’s TAZ (TAZ 60176201) and single-family units’ TAZ (TAZ 60181301) in relation to the region.

Figure 1
Project Location and Transportation Analysis Zones (TAZ)



VMT ANALYSIS

This section describes the potential screening, thresholds of significance, and VMT impact evaluation for the proposed development.

Screening Criteria

The City utilizes a screening criteria in order to provide CEQA relief to projects that support the State’s GHG emission goals, and those projects are presumed as less than significant. The proposed project does not meet any of the screening criteria, thus is required to undergo a CEQA Transportation Assessment.

Thresholds of Significance

The City has adopted an administrative policy stating that thresholds of significance will be determined on a case-by-case basis. For the purposes of this project, the thresholds of significance will be as follows:

- A significant impact would occur if the VMT per capita or VMT per employee exceeds the citywide average VMT per capita or per employee of the baseline.

VMT Impact Evaluation

The proposed project consists of commercial and residential use, thus the VMT will be reported as Work-Based VMT per Employee and Home-Based VMT per Resident calculated as such:

$$\text{WorkBased VMT per Employee} = \frac{\text{Total WorkBased VMT}}{\text{Total Number of Employees}}$$

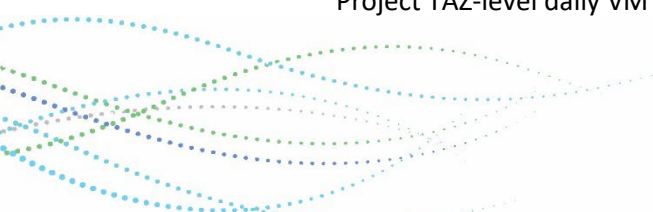
$$\text{HomeBased VMT per Resident} = \frac{\text{Total HomeBased VMT}}{\text{Total Number of Residents}}$$

To determine the project’s potential level of impact, a new VCTM scenario including the proposed project land use within TAZ 60176201 and TAZ 60181301 was prepared, utilizing the existing year (2016) of the model. As the project is located in two separate zones, the calculation of VMT per capita is calculated as the **combined sum of metrics from both zones**. From this new model scenario output, the following two metrics will be used for significant impact determination:

- Project TAZ daily residential VMT per capita;
- Citywide daily residential VMT per capita;
- Project TAZ daily employment VMT per employee;
- Citywide daily employment VMT per employee.

The new VCTM scenario resulted in the following outputs for the combined project:

- The City-wide average daily VMT per resident, for use within this analysis only, is **15.31**; and Project TAZ-level daily VMT per resident is **12.69**.
- The City-wide average daily VMT per employee, for use within this analysis only, is **22.63**; and Project TAZ-level daily VMT per employee is **20.65**.



The combined project TAZ's daily residential VMT per capita is approximately 17% less than the Citywide average daily residential VMT per capita. The combined project TAZ's daily employment VMT per employee is approximately 9% less than the Citywide average daily employment VMT per employee. Neither the project's estimated residential VMT per capita nor commercial VMT per employee exceed the respective Citywide averages (for these metrics). Thus, the proposed project is not forecast to result in a significant transportation impact.

Supplemental Information, Not To Be Used for CEQA VMT Impact Evaluation

The previous analysis only provided VMT results for the medical facility and is provided again in this version for reference. Additionally, VMT results for the residential component of the project is provided in this version of the memo for reference. As supplemental information only, the new VCTM scenario resulted in the following outputs for the independent zones of the project, with TAZ 60181301 containing residential development and TAZ 60176201 containing the medical facility:

- The City-wide average daily VMT per resident, for use within this analysis only, is **15.31**; and Project TAZ-level (TAZ 60181301 only) daily VMT per resident is **13.29**.
- The City-wide average daily VMT per employee, for use within this analysis only, is **22.63**; and Project TAZ-level (TAZ 60176201 only) daily VMT per employee is **21.29**.

The residential project TAZ's (TAZ 60181301) daily residential VMT per capita is approximately 13% less than the Citywide average daily residential VMT per capita. The medical office TAZ's (TAZ 60176201) daily employment VMT per employee is approximately 6% less than the Citywide average. Neither the project's estimated residential VMT per capita nor commercial VMT per employee exceed the respective Citywide averages (for either zone independently).

Conclusion

The Los Robles project consists of construction of a new 58,412 square foot, two-story outpatient medical treatment facility and nine (9) single-family units.

The project does not meet any CEQA transportation screening criteria, thus a CEQA Transportation Assessment was required. Based on the described thresholds of significance, the proposed project would not result in a significant transportation impact under CEQA Checklist XVII. Transportation b):

"Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b)—the criteria for analyzing transportation impacts for land use projects: vehicle miles traveled exceeding an applicable threshold of significance?"