

Re-Cap of Prior Traffic Analysis

Prior SP Traffic Impact Analysis Conclusions

- 7 Significantly Impacted Intersections
- Mitigation measures included installation of traffic signals, additional travel lanes and roadway widenings
- 4 Intersections remained significant and unavoidable

Current SP Traffic Impact Analysis Conclusions

- 1 Project and Cumulative Significant Impact: Corsa Avenue/Thousand Oaks Boulevard
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Specific Plan Trip Generation Reduced Residential Scenario

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Area 1: Mixed-Use - Corsa District								
Residential [3]	145 DU	789	14	38	52	39	25	64
Less 25% Internal Capture [4]		(197)	(4)	(10)	(14)	(10)	(6)	(16)
Quality Restaurant [5]	6,780 GSF	568	3	2	5	36	17	53
Less 15.4% Internal Capture/Adjustment Factor [6]		(87)	0	0	0	(6)	(3)	(9)
General Office [7]	80,000 GSF	779	80	13	93	15	77	92
	86,780 GSF	1,852	93	43	136	74	110	184
Area 2: Office District								
General Office [7]	230,000 GSF	2,240	230	37	267	42	223	265
Area 3: Mixed-Use Lindero District								
Residential [3]	583 DU	3,172	55	155	210	157	100	257
Less 25% Internal Capture [4]		(793)	(14)	(39)	(53)	(39)	(25)	(64)
General Office [7]	115,790 GSF	1,128	115	19	134	21	112	133
	115,790 GSF	3,507	156	135	291	139	187	326
Area 4: Business Park East District								
Business Park [8]	129,559 GSF	1,612	154	27	181	42	121	163
Area 5: Design District South								
Retail [9]	174,815 GSF	6,599	102	62	164	320	346	666
Less Local Conditions Adjustment Factor 6% [10]		(396)	(6)	(4)	(10)	(19)	(21)	(40)
	174,815 GSF	6,203	96	58	154	301	325	626
Area 6: Design District North								
Business Park [8]	263,970 GSF	3,284	315	55	370	87	246	333
Retail [9]	99,470 GLSF	3,755	58	36	94	182	197	379
Less Local Conditions Adjustment Factor 6% [10]		(225)	(3)	(2)	(5)	(11)	(12)	(23)
	363,440 GSF	6,814	370	89	459	258	431	689
Area 7: Mixed-Use Cedar Valley District								
Business Park [8]	205,025 GSF	2,551	244	43	287	67	191	258
Oaks Christian (Residential/Ancillary) [11]	83,936 GSF	Nom.	Nom.	Nom.	Nom.	Nom.	Nom.	Nom.
	288,961 GSF	2,551	244	43	287	67	191	258
Area 8: Business Park West District								
Business Park [8]	242,047 GSF	3,011	288	51	339	79	226	305
SUBTOTAL PROPOSED	1,631,392 SF	27,790	1,631	483	2,114	1,002	1,814	2,816
Less Existing Conditions (Refer to Table 7-1)	2,021,089 GSF	(27,858)	(2,170)	(441)	(2,611)	(840)	(2,116)	(2,956)
NET INCREASE	(389,697) SF	(68)	(539)	42	(497)	162	(302)	(140)

[1] Source: ITE "Trip Generation Manual", 10th Edition, 2017.

[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 221 (Multifamily Housing Mid-Rise [General Urban/Suburban]) trip generation average rates.

- Daily Trip Rate: 5.44 trips/dwelling unit; 50% inbound/50% outbound

- AM Peak Hour Trip Rate: 0.36 trips/dwelling units; 26% inbound/74% outbound - PM Peak Hour Trip Rate: 0.44 trips/dwelling units; 61% inbound/39% outbound

[4] The internal capture reduction is based on the synergy between the residential and commercial uses provided within the Specific Plan area, the project characteristics, and the characteristics of the surrounding Specific Plan area.

[5] ITE Land Use Code 931 (Quality Restaurant) trip generation average rates.

- Daily Trip Rate: 83.84 trips/1,000 GSF; 50% inbound/50% outbound

- AM Peak Hour Trip Rate: 0.73 trips/1,000 GSF; 50% inbound/50% outbound - PM Peak Hour Trip Rate: 7.80 trips/1,000 GSF; 67% inbound/33% outbound

[6] Accounts for 6% local conditions adjustment factor and 10% internal capture (i.e., $1 - [0.90 \times 0.94] = 0.154$)

[7] ITE Land Use Code 710 (General Office Building [General Urban/Suburban]) trip generation average rates.

- Daily Trip Rate: 9.74 trips/1,000 SF of floor area; 50% inbound/50% outbound

- AM Peak Hour Trip Rate: 1.16 trips/1,000 SF of floor area; 86% inbound/14% outbound - PM Peak Hour Trip Rate: 1.15 trips/1,000 SF of floor area; 16% inbound/84% outbound

[8] ITE Land Use Code 770 (Business Park [General Urban/Suburban]) trip generation average rates.

- Daily Trip Rate: 12.44 trips/1,000 GSF; 50% inbound/50% outbound

- AM Pk Hr of Generator Trip Rate: 1.4 trips/1,000 GSF; 85% inbound/15% outbound - PM Pk Hr of Generator Trip Rate: 1.26 trips/1,000 GSF; 26% inbound/74% outbound

[9] ITE Land Use Code 820 (Shopping Center [General Urban/Suburban]) trip generation average rates.

- Daily Trip Rate: 37.75 trips/1,000 SF of floor area; 50% inbound/50% outbound

- AM Peak Hour Trip Rate: 0.94 trips/1,000 GSF; 62% inbound/38% outbound - PM Peak Hour Trip Rate: 3.81 trips/1,000 GSF; 48% inbound/52% outbound

[10] Adjustment factor based on local conditions calibration factor consistent with Shoppes at Westlake project.

[11] Oaks Christian School will be using a portion of the business park space for ancillary uses (i.e., on-site student housing and administration space).

Comparative NBP Specific Plan Vehicle Trip Generation Forecasts

SCENARIO	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Current Draft EIR Program W/1,000 Res. Units [1]	28,968	1,651	542	2,193	1,060	1,850	2,910
Existing Conditions	27,858	2,170	441	2,611	840	2,116	2,956
COMPARISON TO EXISTING	1,110	(519)	101	(418)	220	(266)	(46)
CAC Recommended Program W/728 Res. Units [2]	27,790	1,631	483	2,114	1,002	1,814	2,816
COMPARISON TO EXISTING	(68)	(539)	42	(497)	162	(302)	(140)

[1] The 1,000 residential units did not assume the State's density bonus.

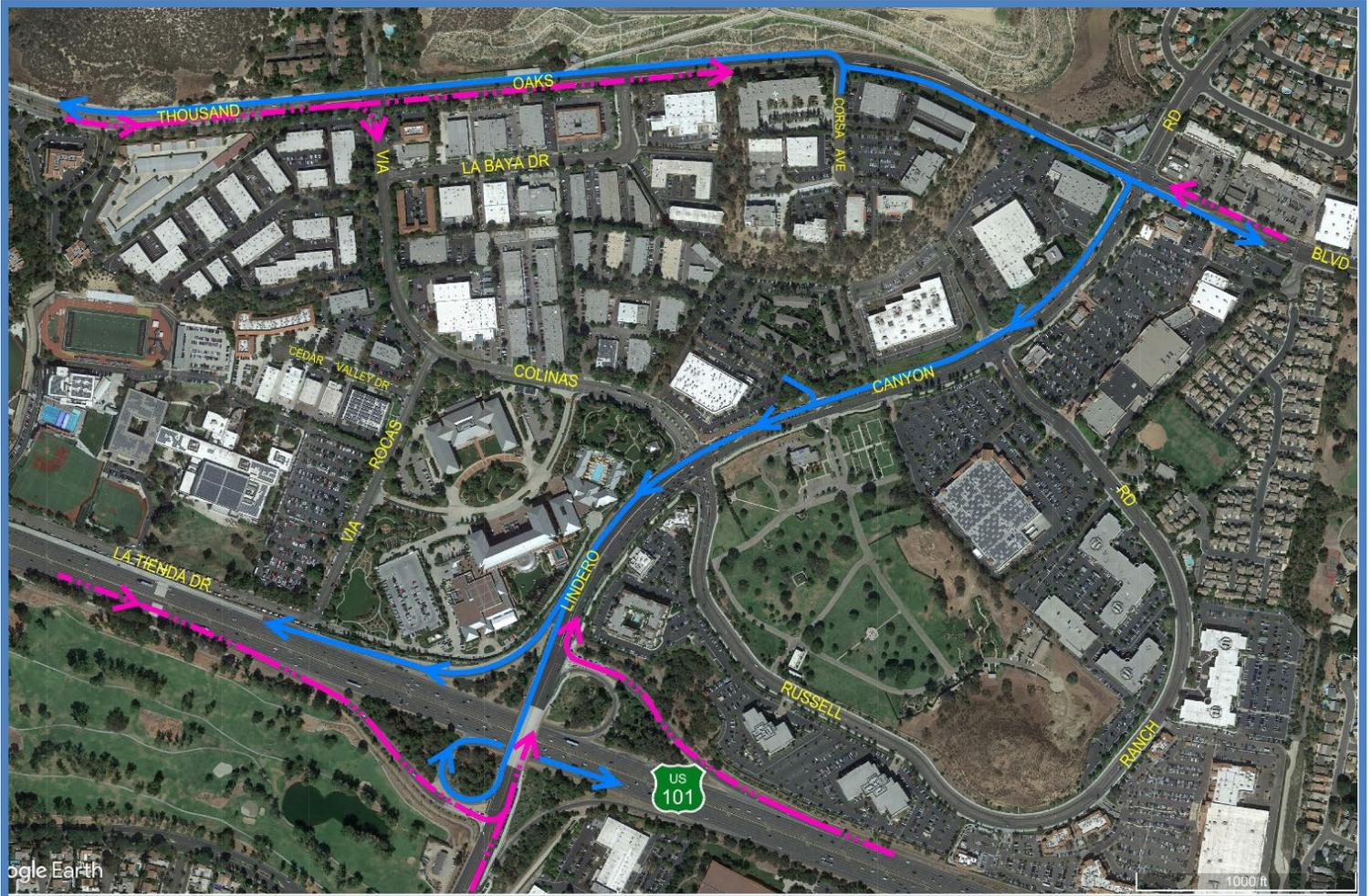
[2] The 728 residential units assume the State's density bonus and up to 121 affordable units. The trip generation forecast assumes all market rate units to be conservative.

Comparison of Inbound/Outbound Traffic Distribution [1] Residential vs. Commercial Uses

LAND USE	AM PEAK HOUR		PM PEAK HOUR	
	IN	OUT	IN	OUT
Multi-Family Housing	26%	74%	61%	39%
General Office	86%	14%	16%	84%
Business Park	85%	15%	26%	74%
Retail	62%	38%	48%	52%
Restaurant (Quality)	50%	50%	67%	33%

[1] Source: ITE "Trip Generation Manual", 10th Edition 2017

Primary Travel Patterns Weekday AM Peak Hour



— — — OFFICE/BUSINESS PARK
~ 86% INBOUND

— RESIDENTIAL
~ 75% OUTBOUND

Updated Traffic Analysis Results

Existing With Specific Plan Intersection Levels of Service Summary

Int No.	Key Intersection	Unsignalized (1)/ Signalized (2)	Time Period	[1] Existing Traffic Conditions		[2] Existing + NBSP Traffic Conditions		[3]	
				Delay	LOS [a]	Delay	LOS [a]	Change in V/C or Delay [2]-[1]	Significant Impact [b]
			PM	19.4	C	24.2	C	4.8	NO

[a] Level of Service (LOS) is based on the delay for unsignalized intersections.

[b] A significant impact would occur at an intersection when a proposed project increases traffic demand by 1% or greater (v/c increase ≥ 0.01) at a facility that would operate at LOS D or worse with project-added traffic volumes.

Future With Specific Plan Intersection Levels of Service Summary

Int No.	Key Intersection	Unsignalized (1)/ Signalized (2)	Time Period	[1] Year 2040 Future w/o NBP Traffic Conditions		[2] Year 2040 Future With NBP Traffic Conditions		[3]	
				Delay	LOS [a]	Delay	LOS [a]	Change in Delay [2]-[1]	Significant Impact [b]
			PM	21.3	C	26.8	D	5.5	YES

[a] Level of Service (LOS) is based on the delay for unsignalized intersections.

[b] A significant impact would occur at an intersection when a proposed project increases traffic demand by 1% or greater (v/c increase ≥ 0.01) at a facility that would operate at LOS D or worse with project-added traffic volumes.

Traffic Analysis Summary

Prior SP Traffic Impact Analysis Conclusions

- 7 Significantly Impacted Intersections
- Mitigation measures included installation of traffic signals, additional travel lanes and roadway widenings
- 4 Intersections remained significant and unavoidable

Current SP Traffic Impact Analysis Conclusions

- 1 Project and Cumulative Significant Impact: Corsa Avenue/Thousand Oaks Boulevard
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- No significant and unavoidable impacts

Proposed Reduced Residential SP Traffic Impact Analysis Conclusions

- SP traffic results in almost 500 and 150 fewer weekday AM & PM peak hour trips, respectively, when compared to existing SP development
- 1 Cumulative Significant Impact: Corsa Avenue/Thousand Oaks Boulevard
- Mitigation – NB left-turn prohibition at the Corsa Ave./T.O.B. if deemed necessary by City staff in the future
- No significant and unavoidable impacts