



ATTACHMENT #1
Community Development Department
STAFF REPORT

2100 Thousand Oaks Boulevard • Thousand Oaks, CA 91362
Planning Division • Phone 805/449.2323 • Fax 805/449.2350 • www.toaks.org
Building Division • Phone 805/449.2500 • Fax 805/449.2575 • www.toaks.org

TO: Planning Commission

FROM: Kelvin Parker, Community Development Director

DATE: June 5, 2023

SUBJECT: **Proposed Mixed-Use (Commercial and Multi-Family Residential) Development**

APPLICATIONS: **General Plan Land Use Element Amendment 2021-70169-LU,
Zoning Change 2022-70776-Z,
Specific Plan 2022-70778-SP,
Development Agreement 2022-70777-DAGR,
Development Permit 2022-70773-DP,
Special Use Permit 2022-70779-SUP,
Protected Tree Permit 2022-70780-PTP, and
Environmental Impact Report 2022-70774-EIR**

APPLICANT: **Latigo Hillcrest, LLC**

LOCATION: 2150 West Hillcrest Drive; Assessor's Parcel Number (APN): 667-0-113-075

REQUEST:

That the Planning Commission consider the Environmental Impact Report prepared in accordance with the California Environmental Quality Act (CEQA) and a project to change the General Plan Land Use Element designation of Commercial to Commercial/Residential and the zoning designation of Community Shopping Center (C-3) to Specific Plan-24 (SP-24) as well as allow the demolition of an existing two-story commercial structure and construction of two new podium four-story buildings encompassing 629,437 total square feet of mixed-use building area that includes 333 multi-family residential units (including 30 very low-income affordable units and three moderate income affordable units), approximately 5,300 square feet of commercial space, surface and subterranean parking providing a total of 581 parking spaces, landscape, hardscape, and grading as well as the removal of 17 coast live oak trees and encroachment into the protected zone of eight coast live oak trees. The project is also requesting a Special Use Permit to allow on-site sale of alcoholic beverages for a future restaurant. The project is located at 2150 West Hillcrest Drive (Attachment #s 1, 2, and 3).

The request includes the following applications:

General Plan Land Use Element Amendment 2021-70169-LU: To amend the General Plan Land Use Element designation of Commercial to Commercial /Residential.

Zone Change 2022-70776-Z: To change the zoning designation of Neighborhood Commercial (C-3) to Specific Plan-24 (SP-24).

Specific Plan 2022-70778-SP: To adopt SP-24 to establish specific development standards for the subject development areas.

Development Agreement 2022-70777-DAGR: To create a binding contract that vests the rights of the applicant to a specific project, set forth the time period to construct the project, and specify public and private benefits and responsibilities related to the project.

Development Permit 2022-70773-DP: To allow the construction of a four-story mixed-use development encompassing 629,437 gross square feet (sf) of building area, that would contain 333 multi-family residential units (including 30 very low-income affordable units and three moderate-income affordable units), common areas and amenities, 5,300 gross square feet of commercial retail and restaurant space above semi-subterranean parking structures containing a total of 462 structured parking spaces, and surface parking areas with a total of 119 parking spaces (581 total parking spaces).

Special Use Permit 2022-70779-SUP: To allow a California Department of Alcoholic Beverage Control (ABC) Type 47 License (On-sale General – Eating Place) to accommodate a potential future commercial use.

Protected Tree Permit 2022-70780-PTP: To allow removal of 17 coast live oak (*Quercus agrifolia*) trees, as well as the encroachment into the protected zone of eight coast live oak (*Quercus agrifolia*) trees.

RECOMMENDATION:

That the Planning Commission adopt a Resolution based on the findings and subject to the conditions contained therein, recommending that City Council:

1. Adopt a Resolution to certify the Final Environmental Impact Report associated with 2022-70774-EIR in accordance with CEQA; and approve 2021-70169-LU; 2022-70773-DP; and 2022-70780-PTP (Attachment #4);

2. Adopt a Resolution to approve 2022-70779-SUP (Attachment #5);
3. Adopt an Ordinance approving 2022-70776-Z and 2022-70778-SP (Attachment #6); and
4. Adopt an Ordinance approving Development Agreement 2022-70777-DAGR (Attachment #7).

PLANNING COMMISSION REVIEW

The subject request involves a city-wide Measure E allocation for a project located outside the Thousand Oaks Boulevard Specific Plan (SP-20). The allocation was approved by the City Council in 2021 and 2022. As such, the development permit application has been evaluated through the City Council adopted Prescreen process. The process includes filing of a Pre-Application for initial project comments from various City departments and agencies, followed by formal application submittal for evaluation and recommendation to the Planning Commission, then Planning Commission review and recommendation to the City Council on the project, with final decision to approve or deny the project by City Council. The Measure E allocation process also requires the processing of a Development Agreement, which is adopted by the City Council by ordinance. The applicant has satisfied all requisite steps and, at this stage, the Planning Commission's role on this item is to make a recommendation to City Council.

In addition, as the project proposes a General Plan Land Use Map amendment, Zone Change, and a Specific Plan, the City Council is required to make the final decision on each of those applications, with a recommendation from the Planning Commission.

BACKGROUND

Project Site and Setting

The project site consists of one parcel totaling 8.28 gross acres at 2150 West Hillcrest Drive, previously developed with a commercial office building, surface parking areas, and landscaping. The project site is surrounded by developed urban uses and generally located north of US 101, east of Rancho Conejo Boulevard and a Chevron automobile service station, and south of Hillcrest Drive, and west of an existing multifamily apartment complex known as "The Linden Apartments." Other existing surrounding development includes the Amgen industrial business campus to the north, commercial uses to the west including an existing automobile service station to the northwest at the intersection of West Hillcrest Drive and Rancho Conejo Boulevard. The commercially designated properties south beyond the 101 Freeway are commercial shopping centers. The nearest parks and recreational facilities located within two miles of the project site are the Newbury Gateway Park,

Rancho Conejo Playgrounds, Stagecoach Inn Park and Museum, Kimber Park and Borchard Community Park, with the Newbury Gateway Park being the closest, at 0.6 miles from the subject property.

Regional access to the project site now and with the proposed project would be via the U.S. 101 (freeway or 101 Freeway) using the Borchard Road / Rancho Conejo Boulevard exit and locally via driveways on West Hillcrest Drive.

The subject property is served by existing utility infrastructure and is currently developed with an existing 56,667 square foot (sq. ft.) two-story office building and related surface parking lot with landscaping approved in 1982 through DP No. 1982-512. The office building was initially occupied by the Hewlett-Packard Company, followed by the City of Thousand Oaks as a City Hall, and finally, Amgen since the mid-1990s. The building is currently unoccupied and has been vacant since 2021. The property was previously a part of Specific Plan No. 16, as Planning Unit "U" but was removed and re-zoned C-3 in 2016.

The topography of the site descends slightly from the northeast corner of Hillcrest Drive to the rear of the developed area which abuts a row of existing trees and the South Branch Arroyo Conejo (a channelized drainage course). Existing grades across the site average approximately one to three percent slope. The US 101 Rancho Conejo Boulevard exit ramp runs along the opposite side of the concrete arroyo bank. Unpaved areas of the site include a 40-foot-deep berm along Hillcrest Drive, various landscape planters distributed throughout the site, and two shallow drainage basins in the southern portion of the property.

Application Process

On April 27, 2021, a Residential Capacity Allocation (RCA) and initiation of a General Plan Amendment for the above project was authorized by City Council which allocated 246 multi-family units for the residential portions of the project. In addition, City Council also allowed concurrent processing of entitlement applications with legislative actions for this project (2021-70169-LU and 2021-70168-RCA).

On March 14, 2022, a Pre-Application was submitted. Staff met with the applicant and provided development requirements and other feedback.

On March 29, 2022, City Council approved an extension of time for the applicant at that time, Amgen, Inc. ("Amgen"), to submit its formal application for the proposed project at the site.

On August 9, 2022, the applicant began submitting the subject formal applications, which are listed in the "Recommendation" section of this report.

On March 23, 2023, the Notice of Application was mailed and posted at the property site.

On May 22, 2023, the Notice of Hearing was mailed and posted at the property site.

PROJECT OVERVIEW

Project Summary

The project consists of a four-story mixed-use development (with the fourth floor of each proposed building to be stepped back from adjacent roadways and public views), encompassing 629,437 gross sq. ft. of building area, that would contain 333 multi-family residential units (including 30 very low-income affordable units and three moderate-income affordable units), common areas and amenities, 5,300 gross sq. ft. of commercial retail and restaurant space above semi-subterranean parking structures containing a total of 462 structured parking spaces, and 119 surface parking spaces (581 total parking spaces). Access is provided via two entry drives off Hillcrest Drive which partially encircle the proposed development.

The project would create a mixed-use residential apartment community comprised architecturally of two buildings, which would appear above ground level as five larger structures and one smaller leasing / amenity building. The northerly building, fronting on West Hillcrest Drive (Building A), would be mixed-use, with three levels of apartments above a ground floor of mixed residential and two commercial tenant spaces totaling 5,300 sq. ft., for a speculative retail or restaurant use. In order to provide the applicant the greatest future flexibility, a Special Use Permit for the onsite sale and consumption of alcohol has been requested as part of this project. The commercial spaces would be open to the public, as well as the outdoor open spaces proximate to those uses. In addition, two live/work residential units are proposed on the south side of "Building A." These live/work units are intended to accommodate low-intensity commercial operations. These two bedroom, 2.5 bath units provide an additional work-space area and function in a similar manner as a home-based business, which is a permitted use in any residential area and are ideal for small, start-up businesses that require little work area and create few customer trips.

The second podium building (Building B) would include residential uses located in the middle and rear of the site, which appear as the four other larger buildings on site connected by various walking paths, breezeways and bridges. The smaller leasing building incorporated into "Building B" would house the leasing office, mail room and potentially other functional components. Additional indoor and outdoor

amenities would be provided to the residents throughout the site, including a playground, swimming pool, courtyards with active play spaces, roof decks, and a dog park. Figure 1 below illustrates the proposed site configuration.

Figure 1: Proposed Site Plan



Landscaping is provided throughout the open spaces, landscape buffers, and along the walkways within the site. As seen on the conceptual landscape plan submitted (Attachment #8). Twenty-eight protected trees are located on the subject property. The project proposes the removal of 17 oak (*Quercus agrifolia*) trees and encroachment within the protected zone of eight oak (*Quercus agrifolia*) trees; as described in the "Oak Tree Report" dated May 4, 2023 (Attachment #10). Each protected tree to be removed must be replaced with three trees (two 24-inch box and one 36-inch box sized trees). Forty of the 51 required replacement trees are to be planted on-site per the proposed landscape plan.

EVALUATION

Land Use General Plan Amendment, Zone Change, and Specific Plan (2021-70169-LU; 2022-70776-Z, and 2022-70778-SP)

The City of Thousand Oaks General Plan is currently being updated and includes the Housing Element update and City's efforts to accommodate its Regional Housing Needs Assessment (RHNA) goals. As the update is not yet complete, the currently adopted City of Thousand Oaks General Plan (General Plan) is applicable to the project site. The project site is currently designated Commercial on the General Plan Land Use and Circulation Elements Map. Zoning for the site is Community Shopping Center (C-3).

The proposal requires a General Plan Amendment to the site from the Commercial land use designation to Commercial/Residential as well as a change to the zoning designation from Community Shopping Center (C-3) to Specific Plan-24 (SP-24) are necessary to accommodate the proposed mixed-use development.

A specific plan is proposed as the Thousand Oaks Municipal Code does not currently include a zoning designation which allows a mix of commercial and residential uses on the same site. A Specific Plan is a document designed to implement policies in alignment with the intent of the City's General Plan and establish regulations for a specific geographic region. The plan includes custom development and design standards, permitted land uses, infrastructure requirements, implementation measures, and other criteria intended to implement the General Plan. The Specific Plan will include unique development and design standards to regulate the uses to minimize impacts to the proposed project and surrounding properties (Attachment #6B). These standards are not required to replicate the Thousand Oaks Municipal Code requirements since they are intended to be unique for a specific development area.

A Specific Plan, by law, must be in conformance or consistent with the General Plan in that area. A conformance evaluation for the project is provided in the draft resolution, Attachment #4).

Measure E

Since the project site is requesting a land use designation and zone change to allow residential uses on a property which previously only allowed commercial uses, an allocation of Measure E residential capacity units to the project site was required to be initiated and approved by City Council. The Measure E allocation factors the net lot size of the property multiplied by the proposed maximum allowed density. Per the proposed General Plan land use and zoning designations for the

site, the subject property has a maximum allowed base density of 30 units per net acre, therefore allowing 246 dwelling units on the subject site (8.19 acres x 30 units per acre = 245.7 units, rounded up).

On April 27, 2021, City Council approved a pre-screening request and initiated an amendment to the Land Use Element of the General Plan to allocate 246 residential dwelling units from citywide Measure E residential capacity to the Commercial/Residential site in accordance with Municipal Code requirements, which was extended by the City Council on March 29, 2022.

As specified within the draft DAGR, if the Owner fails to obtain building permits within the term of the DAGR, the DAGR terminates and “all reservations or allocations of Measure E units shall revert to the City’s Measure E capacity”, which would add 246 units to the remaining units in the Measure E “pool,” and the project would not be able to be constructed.

In addition, Measure E requires an allocation process for any new acreage designated as commercial. As the development is demolishing a 56,667 sq. ft. commercial structure to build, in part, 5,300 sq. ft. of commercial space, the project does not produce a net increase in excess of the land areas designated as commercial and no new commercial allocation is required.

Development Permit (2022-70773-DP)

Unit Mix, Density Bonus, and Affordable Housing

The unit types within the mixed-use buildings include 180 one-bedroom units including 40 one-bedroom plus den units, 125 two-bedroom including two live/work units, and 28 three-bedroom units (see Table 1). “Building A” provides 5,300 sq. ft. of commercial space as well as 65 residential units. 268 units are provided within the residential-use only building (“Building B”). Of the 333 residential units, 30 units are proposed to be designated as affordable to very low-income households with an income less than 50% of the Ventura County average median income (AMI) and three units are to be affordable to moderate-income households with an income less than 120% of the Ventura County AMI.

Table 1 – Unit Mix

Unit Type	Number of Units	Percentage of Total Units	Average Sq. Ft.
1-Bedroom	140	42%	732
1-Bedroom with Den	40	12%	872
2-Bedroom including 2 Live/Work	125	37.5%	1,107
3-Bedroom	28	8.4%	1,430
TOTAL	333		948

As described above, the maximum base density for this project without a density bonus is 246 dwelling units. The State density bonus law assigns density bonus units based on the percentage of affordable units provided by a project, and the income level of those units. In this case, the applicant is providing 11 percent affordable units in the very low-income category. This percentage is applied to the base 246 units, which equates to 28 affordable low-income units, entitling the applicant a 35 percent density bonus. This bonus translates to 87 density bonus units per statutory allowance in state law for a total of 333 maximum dwelling units allowed, as explained in Table 2. The project proposes a total of 333 dwelling units, inclusive of all proposed affordable units.

Table 2 – Project Density Bonus Formula

Unit Type	Formula	Result	Proposed
Base Density	8.19 acres x 30 units per acre	=245.7 Base Density Units Allowed, rounded up**	246 Base Density Units
Affordable Units	246 Base Density Units x 0.11	=27.06 Affordable Units Required, rounded up**	30 “Very Low”- and 3 “Moderate” Income Affordable Units ***
Bonus Units	246 Base Density Units x 0.35*	=86.1 Additional Market Rate Units Allowed, rounded up**	87Additional Units
MAXIMUM ALLOWED	246 Base Density Units + 87 Additional Units	=333 Dwelling Units Allowed	333 Dwelling Units Proposed

* 28 Very Low Income units are proposed to contribute to the density bonus calculation = 35% density bonus pursuant to Government Code Section 65915.

** Pursuant to Government Code Section 65915(q): Each component of any density calculation, including base density and bonus density, resulting in fractional units shall be separately rounded up to the next whole number.

*** Two additional Very-Low Income units and three additional Moderate-Income units are provided, above and beyond what is required to generate the requested 87 density bonus units.

Measure E units are only required to be allocated to allow for the base density of the property. Units proposed above the base density, as allowed by State Density Bonus Law, are not subject to Measure E regulations. The purpose of the State Density Bonus Law is to incentivize the development and availability of affordable housing by encouraging the inclusion of affordable housing units within new developments.

In addition to the 28 “Very-Low”-income restricted units, the applicant has agreed to provide two additional “Very-Low”-income restricted units, and three additional “Moderate” income restricted units, for an overall total of 33 affordable units, four above the minimum amount required to qualify for the 35% density bonus. The remainder of the units will be offered at market-rate which is the “Above Moderate” income level. Once building permits are issued for the development, each unit will count towards the City’s 6th Regional Housing Needs Assessment (RHNA) cycle, ending in 2029, as shown in Table 3.

Table 3: 6th Regional Housing Needs Assessment

	Income Categories				
	Very Low	Low	Moderate	Above Moderate	Total
RHNA 6th Cycle	735	494	532	860	2,621

The “Very-Low” income level is defined as households with incomes at, or below, fifty (50%) percent of the Area Median Income (AMI) for Ventura County, as established by the California Department of Housing and Community Development (HCD). For example, for a 2-person household, the current maximum “Very-Low” income limit is \$50,200 per year (see Table 4).

Table 4: 2022 Ventura County Income Limits

Annual Income	People per Household							
	1	2	3	4	5	6	7	8
Acutely Low (15%)	\$12,100	\$13,850	\$15,550	\$17,300	\$18,700	\$20,050	\$21,450	\$22,850
Extremely Low (30%)	\$26,350	\$30,100	\$33,850	\$37,600	\$40,650	\$43,650	\$46,650	\$49,650
Very Low (50%)	\$43,900	\$50,200	\$56,450	\$62,700	\$67,750	\$72,750	\$77,750	\$82,800
Lower (80%)	\$70,250	\$80,300	\$90,350	\$100,350	\$108,400	\$116,450	\$124,450	\$132,500
Median (100%)	\$80,800	\$92,300	\$103,850	\$115,400	\$124,650	\$133,850	\$143,100	\$152,350
Moderate (120%)	\$96,950	\$110,800	\$124,650	\$138,500	\$149,600	\$160,650	\$171,750	\$182,800

An affordable housing agreement would be required to establish the specific obligations of the project including a) that all affordable units are dispersed throughout the project; b) affordability level be set a “Very-Low” income level for 30 units and “Moderate” income level for three units, c) that the affordable units shall have the same standard features and amenities provided to market rate units of the same type, and d) that the restricted-income covenants are required by state law to be in effect for 55 years.

Building Form and Design

The proposed project is characterized by a multifamily mixed-use development that includes an internal pedestrian-oriented roadway separating two buildings which comprise a total of 629,437 gross sq. ft. (Table 5).

The northern building (Building A), located behind an existing landscaped berm with protected oak trees to remain in place, includes significant articulation and massing breaks. These design features include a first-floor step back at the northeast corner, a fourth floor stepback, second floor roof decks, a fourth-floor roof deck above the entire north and west facades, trellises and above the commercial areas and a variety of material changes throughout to provide a visually diverse and appealing building as seen from Hillcrest Drive (see Figure 2). The site also features a public seating area on the ground floor in front of the commercial units, and conditions of approval require material changes at the driveway entries to encourage pedestrian safety and activity. While only 5,300 sq. ft. of the 40,437 square-foot building footprint will be dedicated to exclusive commercial use, the residential amenities and units which are more commercial in nature, such as a large lobby, co-working space, live/work units, and indoor bike storage rooms, are also provided on the ground floor of Building A to contribute to its mixed-use style.

Table 5 - Gross Floor Area and Land Use Summary

Land Use Type	Building A	Building B	Leasing Building	TOTAL
Commercial	5,300 sf	0 sf	N/A	5,300 sf
Residential	62,025 sf	253,740 sf	N/A	315,765 sf
Residential Private	5,569 sf	18,662 sf	N/A	24,231 sf
Open Space				
Parking Structure	50,853 sf	145,021 sf	N/A	195,874 sf
Common Area (ex. Lobby, Amenity, Circulation)	27,457 sf	59,010 sf	1,800 sf	88,267 sf
Totals	151,204 sf	476,433 sf	1,800 sf	629,437 sf

Figure 2 – Project Renderings



The southern building (Building B) will actually appear above ground to be five buildings – four apartment buildings and one stand-alone leasing office and concierge building. The proposed SP-24 requires direct outside access to residential ground-floor units through the use of stoops wherever possible.

The project's architectural design is a Modern style. The exterior walls of the building are earth-toned colors primarily consisting of stucco finishes, simulated wood fiber cement panels, brick veneer, multi-panel window areas with dark bronze trim, bronze and glass balcony railings, awnings and trellises (see Attachment #8). The architectural design incorporates articulation and detailing throughout, with massing and offset requirements incorporated into SP-24. Additional decorative roofline trim and enhanced façade materials are required by conditions of approval in order to further improve building design and reduce building size, mass, and scale.

As conditioned, the project meets the City's Architectural Design Guidelines, Precise Plan of Design Guidelines, Commercial Design Guidelines, City Gateways Guidelines, and Freeway Corridor Guidelines by using diverse yet unified design elements throughout the development and designing the site in a way that is compatible with the surrounding uses, described below.

Compatibility with Surrounding Uses

The project is within an urbanized area, with transportation and utility infrastructure in place. Land use designations for the surrounding area are Commercial to the west, south and southwest (across public rights-of-way), High Density Residential (15-30 dwelling units per acre (du/ac)) to the east, and Industrial to the north.

Zoning for the site is Community Shopping Center (C-3). Surrounding zoning is Highway Arterial Business (C-2) to the west (including the Chevron Automobile Service Station and 7-Eleven), Industrial Park (M-1) to the north, and Residential Planned Development (RPD-20 du/ac) to the east. South of the freeway, the zoning is C-3, C-2, and Single-Family Residential.

Development surrounding the site varies from one-story gas stations to two-story commercial and residential buildings and a three-story office/industrial structure directly across from the project site to the north. In addition, ground elevations decrease from north to south, further raising the elevation of the building Hillcrest Drive to the north. Architecturally, the proposed building design, materials, and landscaping complement existing uses as the color palette of browns and grays mimic the colors used in the adjacent commercial and residential developments.

Figure 3 – Project Massing



The one to four-story project would be 55 feet tall at its highest point, and the site topography informs the site design, as the structure appears to notch into the existing slope moving from the 101 Freeway towards the northern end of the site fronting Hillcrest. The landscape buffers and surface lots provide extended setback area between the proposed development and the existing adjacent properties. In addition, fourth floor stepbacks are provide on the external facades to further reduce the appearance of height from neighboring properties (see Figure 3). The setbacks required by SP-24 and proposed by the project are detailed in Table 6.

Table 6: Setbacks

Building A:	
Front(North):	40' Minimum First Floor
	70' Minimum Fourth Floor Setback (Except at Northeast Corner Building Entry)
Left(West):	60' Minimum
	5' Required Min. Landscape Setback Along Driveway/Parking
Right(East):	100' Minimum
	10' Required Min. Landscape Setback Along Driveway/Parking
Building B:	
Rear(South):	15' Minimum First Floor Building
	40' Minimum Average Fourth Floor Setback
Left (West):	20' Minimum First Floor Building
	85' Minimum Average Fourth Floor Setback
	5' Required Min. Landscape Setback Along Driveway/Parking
Right (East):	63' Minimum First Floor Building And
	100' Minimum Average Fourth Floor Setback
	10' Required Min. Landscape Setback Along Driveway/Parking

The existing building is two stories, and the rooftop is occasionally visible from the highway. As such, the property is visible intermittently from the 101 Freeway, and Resolution No. 91-172 "101 Freeway Design Guidelines" applies. Although there are no public viewsheds or corridors to be protected, such as views of distant natural features, open space, public parks, lakes, designated protected ridgelines, and any other designated types of scenic resource, the project has been designed to be sensitive to the existing topography and proximity to the highway. These design considerations include landscaping proposed along the project perimeter, protective screening of roof-mounted mechanical equipment integrated into the building's overall design of wall and roof components, and the increased setback between the rear property line and the building adjacent to the freeway to allow for reduced visual impact. Further, the residential uses to the east will be protected from new sources of light as all fixtures must be down shielded and parking lot light poles may not be higher than 14 ft, per conditions of approval.

Amenities and Open Space

The proposed project includes public and private amenities. Public amenities include a publicly accessible seating area located at the western entrance of the site as well as a heavily landscaped walking path along the western property line adjacent to Rancho Conejo Boulevard to complement the City's gateway sign.

Figure 4: Site Plan and Outdoor Amenity Map



Private common amenities include approximately 50,781 sq. ft. of indoor and outdoor spaces designed for specific activities and uses. These amenities for the residents would include outdoor landscaped open space areas, a swimming pool, a playground, courtyard spaces with active play areas, barbecue areas, and a dog park. Three roof-decks are also provided in Building A and one on Building B, each including seating areas and planter areas. The open spaces are connected by a system of pathways and paseos to provide residents and visitors with multiple opportunities to gather (see Table 7 and Figure 4). These paseos also include outdoor furniture, landscape and hardscape to encourage use of outdoor spaces.

Approximately 20% of the total site area, or 70,377 sq. ft., consists of common outdoor open space, and approximately 78,000 sq. ft. consists of planting area, some of which occurs within the proposed common open space.

Indoor common amenities include a stand-alone leasing office with concierge services, bike storage, supplemental resident storage, co-working area, fitness room, game room, and lounge described below in Table 7, Resident Amenities. The co-working space would be equipped with bring-your-own computer stations for use by residents only.

Table 7A- Common Resident-Only Amenities

Project Amenities	Floor Area (sf)	Location (Bldg. and Floor)
Resident Only Dog Run	1,525	-
Children's Play Area	1,500	
Detention Basin/ Courtyard C Walking Path	6,515	-
Co-Working Space	1,150	Bldg. A, L1
Courtyard A (Second Floor Roof Deck, South)	3,710	Bldg. A, L2
Courtyard B (Second Floor Roof Deck, South)	3,024	Bldg. A, L2
Roof Deck A	1,500	Bldg. A, L4
Leasing/Amenity Bldg. (Mail, concierge, etc)	1,800	Bldg. B, L1
Amenity B (Lounge)	1,270	Bldg. B, L1
Amenity C (Game Room)	1,550	Bldg. B, L1
Amenity A (Fitness)	3,070	Bldg. B, L1
Roof Deck B	1,300	Bldg. B, L4
Courtyard A (Swimming Pool)	11,110	Bldg. B, L1
Courtyard B (Barbeque and Seating Area)	5,377	Bldg. B, L1
Courtyard C (Play Lawn and Seating Area)	6,380	Bldg. B, L1
Total	50,781	

Table 7B- Public Amenities

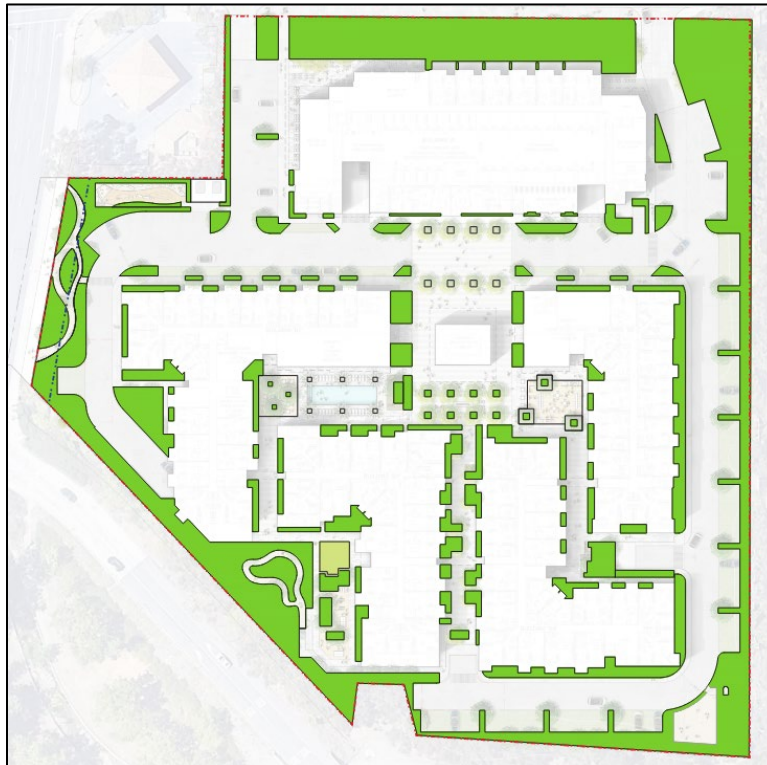
Project Amenities	Floor Area (sf)	Location (Bldg. and Floor)
Rancho Conejo Demonstration Grove/ Walking Area	8,212	West Property Boundary
Building A Entry Seating Area Plaza	1,435	Northwest Corner
Total	9,647	

Private amenities are provided for each individual unit as well as the public and common facilities. All units include private open space, either in the form of a balcony or a private stoop that range between 50 to 480 sq. ft, with an average size of 88 sq. ft. In addition, a minimum of 56 cubic feet of private storage locker is provided per unit, to supplement the bicycle storage facilities and private open spaces. The project provided conforms with the recommended requirements of SP-24 and the intent of the TOMC by providing ample private and common-area open space areas and other amenities for use by residents and visitors.

Landscape Plan

A conceptual landscape plan has been prepared to illustrate the proposed landscaping for the project. If the project is approved, a formal landscape plan will be required, and technical evaluation of that plan will be provided through a Landscape Plan Check process to further ensure compliance with the City's landscape and irrigation standards.

Figure 5 – Ground and Podium Level Planting Area Plan



The project proposes primarily native, and drought-tolerant plants and minimal turf, which is isolated to the 750 sq. ft. play lawn only. Of the 28 protected trees, eleven oak trees will be preserved in place and 51 additional protected trees will be

planted on site. Also, 76 ornamental trees are proposed and incorporated as part of an open space paseo and pathway system.

In addition, in line with Precise Plan of Design Guidelines, substantial landscape treatment to create a comfortable living environment and soften the visual impact of structures while ameliorating adverse off-site views has been incorporated into the project. The protected trees are proposed to be placed around the perimeter of the site, blocking offsite views and noise. The project provides landscape buffers between the property boundaries (see Figure 5) and the surface parking areas, while rooftop and balcony landscaping soften the overall massing.

Pedestrian Access and Walkability

The project site has been designed with an emphasis for walkability and pedestrian connectivity, which has been incorporated throughout the site design proposed project. Enhancements to existing sidewalks within the public right of way are to be provided at both entrances on Hillcrest Drive per condition of approval, and a public open space area which features undulating connections to the existing sidewalk is provided along the property line adjacent to Rancho Conejo Boulevard.

In addition, internal pedestrian site circulation includes a series of walkways, breezeways, and seating areas with landscaping, planters and other decorative features. Furthermore, the connection between the mixed-use area and the residential-only area is designed with a large, raised crosswalk area to reduce vehicle speeds and improve pedestrian and vehicular circulation.

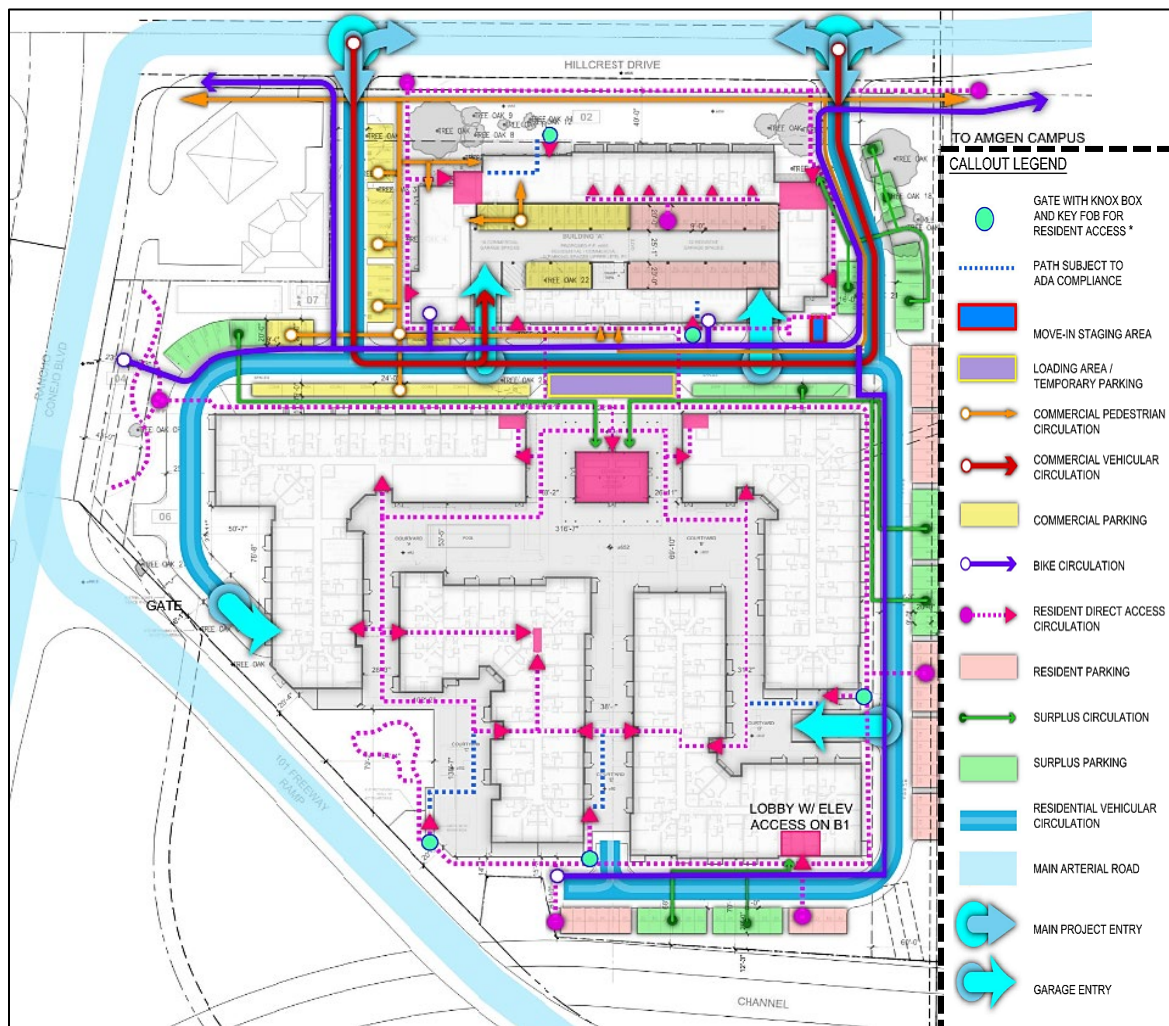
There are several pedestrian entrances to the residential areas of each building provided through dedicated lobby areas, as well as controlled-access gates to the outside amenity areas on the south and east side of “Building B”. In addition, ground floor units provide direct access to the sidewalk along the perimeter of “Building A” and on the north, east, and west side of “Building B”, where the grade allows via landscaped stoops.

As required by conditions of approval, visually distinct materials are to be incorporated at the driveway entrances, lobby entrances, and walkways throughout the site to encourage pedestrian safety and enhance the overall site appearance. The project is adjacent to and within walking distance of several commercial centers offering dining, retail, grocery, professional, and recreation uses, thus reducing the potential number of vehicle trips from the project and reducing greenhouse gases.

Vehicular Access and Parking

Primary ingress and egress to the site is provided from two bi-directional driveways, both accessed from Hillcrest Drive, as seen on Figure 6 and Sheet A1-8 of the Project Plans (Attachment #8). Within the site, two roadways leading to the parking garage entrances run along the perimeter, except for the southwest border with the 101 freeway exit ramp. These roadways are lined with sidewalks and surface parking spaces designed with permeable pavers. An existing solid wall exists along the eastern edge to help screen headlight glare from view of the existing multifamily apartment buildings, which will be repaired and slightly improved per condition of approval.

Figure 6 – Circulation Plan



In addition, a pedestrian-oriented street bisects the property between the mixed-use building (Building A) and the residential-only building (Building B). This street

provides access to temporary parking and loading areas as well as parallel parking spaces to serve the commercial uses.

As conditioned, all accessways meet the minimum design standards of the TOMC and Ventura County Fire Prevention District minimum standards.

Parking Structure A, serving the mixed-use building, is a two-level structure, with the second level above ground but completely encapsulated by the proposed commercial and residential uses. The entrances are located on the south side of the building and are not visible from any public road.

Parking Structure B, serving the residential-use-only building, is a basement parking structure. Ingress and egress to the below-grade parking structure are provided on the east and west sides which minimizes public view of the entry areas. As normally required by the TOMC and as included in the conditions of approval, all parking stalls within Parking Structure B will be designated for and accessible by the tenants only. All exposed elevations of the below-grade parking structure have been designed to reflect architectural compatibility with the proposed development. Additional conditions of approval have been included requiring the applicant to work with staff to determine materials which will improve the proposed decorative metal vent covers which appear on the south and southwest sides of the Building B parking structure. A total of 581 parking spaces are proposed for the proposed mixed-use and apartment buildings, as shown in Table 8 and 9.

Table 8: Number of Parking Spaces by Type

Parking Location	Number of Parking Spaces by Type				
	Compact	Tandem ¹	ADA**	Standard	Total
Parking Structure A	0	60	5	46	111
Parking Structure B	31*	37	6	277	351
Surface	10	0	4	105	119
Total	41	97	15	428	581

** Per Section 9-4.2404(d)(1)(i) of the Municipal Code, a maximum of 35% of the residential parking spaces may be compact size. Nine (9%) percent is provided, in compliance with the Code standards.*

*** Number of spaces provided is in compliance with American's With Disabilities Act (ADA), contained in Title 24 of the California Building Code.*

¹ The City has approved tandem parking for apartment buildings in the past when conditions of approval require the tandem spaces to be assigned to each residential dwelling unit to eliminate any parking conflicts. A suggested condition requires the applicant to prepare a "Parking Management Program" where tandem parking spaces are assigned.

The proposed SP No. 24 (Attachment #6B) mimics the Thousand Oaks Boulevard Specific Plan (SP No. 20) requirement for restaurant and commercial off-street parking. As shown above, that includes one parking space per 200 sq. ft. of gross leasable area for the first 2,000 sq. ft. of gross leasable area and one parking space is required per 100 sq. ft. of gross leasable area over 2,000 sq. ft. of a restaurant. In addition, two loading spaces are required to be provided.

Pursuant to the State Density Bonus Law, Government Code Section 65915(p), the parking ratios required for multi-family apartment buildings are one parking space per one-bedroom unit and one and a half parking spaces for a two-bedroom unit. Government Code Section 65915(p) does not require guest parking. The applicant is proposing two spaces per two- or three-bedroom unit.

In addition, the project will provide infrastructure for electric vehicle charging stations beyond state law requirements, as outlined in the draft Development Agreement (Attachment #6B).

Table 9: Vehicle Parking Supply and Demand

Parking Categories	Parking Ratio	Number of Units/ Commercial s.f.	Parking Required	Parking Provided
Residential				
1 Bedroom	1 space/unit	180	180	486
2 Bedroom	2 spaces/unit*	125	250	
3 Bedroom	2 spaces/unit*	28	56	
Guest Parking**	0 spaces/unit	30	None	52***
Total Residential		333	486	538
Commercial				
First 2,000 s.f.	1 space/200 s.f.	2,000 s.f.	10	43
>2,000 s.f.	1 space/100 s.f.	3,300 s.f.***.	33	
Total Commercial		5,300 s.f.	43	43
Total Parking				
			529	581

*1.5 space/unit allowed by State density bonus law and TOMC, applicant providing 2 spaces/unit.

**State density bonus law exempts provision of guest parking.

*** To apply a more conservative rate, the entire square footage of commercial area is assumed to be a restaurant rather than a mix of retail and restaurant space.

**** The 52 surplus spaces are not designated for either use type specifically and may be used by either commercial visitors or residential guests.

The site provides on-site parking for vehicles while accommodating and encouraging other multi-modal transportation methods. Amenities include on-site bicycle racks for visitors and dedicated bicycle corals for tenants. The number of bicycle spaces required by the California Green Building Code must be equal to or exceed ten percent of the number of proposed parking spaces (58 bicycles spaces,

half short-term, half long-term). In combination with that requirement, one space for bicycle parking per six residential units (56 total) is required by the proposed SP-24. The project proposed to exceed both requirements, as 100 spaces are being provided, including 16 electric bicycle charging stations and 20 electric scooter charging stations. The bicycle parking, as designed, will be provided outside near the proposed coworking amenity space in Building A, and in three designated indoor spaces: two in Building A, at the north end of the site and one in Building B, at the south end of the site.

Lastly, a designated drop-off/pick-up area at the front entrance to accommodate local delivery and private transportation services, such as taxi cabs, Uber™, Lyft™, etc. This area may also be utilized for larger delivery vehicles for short-term pick-up/drop-off services. As required in the conditions of approval, appropriate curb designations and signage indicating the hours of operation must be provided to ensure this area is utilized for these short-term uses and not for the standard parking of vehicles.

Traffic

Currently, the City of Thousand Oaks maintains a minimum LOS C at all intersections, per the General Plan Goals and Policies Resolution 97-8, with the exception of Rancho Conejo Boulevard at Hillcrest Drive and specific intersections on Thousand Oaks Boulevard, which are required to maintain a LOS D or better, per Resolution 2019-11. The project is adjacent to the intersection of Rancho Conejo Boulevard and Hillcrest Drive. The 2150 Hillcrest Drive Traffic, Circulation and Vehicle Miles Traveled Study dated November 11, 2022, examined four intersections (listed below) in the project vicinity to assess the existing Level of Service (LOS) and anticipated LOS with the development of the project (Attachment #9).

- Hillcrest Drive/Rancho Conejo Boulevard
- Hillcrest Drive/Ventu Park Road
- Rancho Conejo Boulevard/U.S. 101 NB Ramps
- Borchard Road/U.S. 101 SB Ramps

Per that study, all existing intersections currently operate at a LOS “C” or better during morning and evening peak hours, which would remain unchanged by the proposed project.

In addition, as required by CEQA, a Vehicle Miles Traveled (VMT) analysis was conducted to evaluate the project’s transportation impacts. The VMT study findings are provided in Table 10, Project VMT Analysis Summary.

Table 10 – Project VMT Analysis Summary

Project Component	VMT Calculation Methodology	Citywide Average Daily VMT	Project TAZ* Daily VMT	Project Difference
Residential	Citywide average daily VMT per resident	15.32 VMT	10.31 VMT	32% less than the City-wide average
Commercial	Citywide average daily VMT per employee	22.51 VMT	18.49 VMT	18% less than the City-wide average

* TAZ = Traffic Analysis Zone

The VMT analysis of the project determined the impacts resulting from the project would be less than significant and no mitigation measures are required (see the Transportation Section included with the DEIR). As shown in Table 10, the project's daily residential VMT per capita and commercial VMT per employee would be approximately 32% and 18% less than the City-wide averages, respectively. As such, neither the VMT per capita nor VMT per employee would exceed the Citywide existing citywide average VMT baselines, and the project generated VMT impact would be less than significant. It should be noted that the VMT analysis assumed a proposed ground-floor commercial area of 6,500 sq. ft, which was later reduced to 5,300 sq. ft. in the current site plan. The resulting analysis is conservative in assuming more intense development than would occur, and actual impacts would be reduced.

In addition, the Public Works Department has included conditions of approval requiring adequate vehicular and pedestrian sight visibility, traffic impact fees, and any necessary traffic control signs and/or striping.

Grading

Proposed grading quantities include approximately 52,800 cubic yards (c.y.) of cut and 4,700 c.y. of fill, with an export about 48,100 c.y. export due to excavation for the underground parking garages and modifications to the site characterized by a descending slope from the northern (front) to southern (rear) of the site. Using a capacity of 14 c.y. per truck, it is estimated that 6,872 truck trips will be necessary to haul away the dirt, consisting of 3,436 loaded truck trips and 3,436 returning empty truck trips. The proposed project will not involve grading impacts to 25% or greater natural terrain.

Conditions are included requiring the applicant to obtain a grading permit which requires a description of the grading activities, including a haul route, number of truck trips per day, proposed hours of operation, traffic control measures, and identification of the disposition location.

With inclusion of mitigation measures identified in the EIR and conditions of approval, including, but not limited to, dust and rodent control, amongst other measures, the proposed grading will have a less than significant impact on surrounding properties. Additionally, the TOMC limits construction hours between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday with no work allowed on Sunday or City recognized holidays, so no grading activities or truck trips are permitted to occur outside these hours.

Special Use Permit (2022-70779-SUP)

In addition to obtaining approval from the State for an Alcoholic Beverage License, businesses in Thousand Oaks that propose to offer on-site sale and consumption of alcoholic beverages must obtain approval of a Special Use Permit (SUP) from the City. Special Use Permits are intended to evaluate business operations and uses that may or may not be appropriate at specific locations within a specific zoning district. In approving a Special Use Permit, project conditions are imposed that are site-specific to ensure that uses are not in conflict with surrounding properties and uses.

Approval of the requested SUP for this project will cover future businesses that intend to operate under a liquor license within the property's retail area. Future businesses would be allowed the option to transfer the SUP to their name and assume the responsibilities of the permit through review and approval of a Special Use Permit – Minor Modification application prior to occupancy. The specifics of future tenants including exact business type and hours of operation are not known currently.

The project site shares one common property line with the Linden Apartments to the east, which means the project site is within 400 feet of known sensitive use established by the City's Municipal Code (residences, schools, hospitals, convalescent hospitals, hotels, motels, etc.). The potential use involving sale and consumption of alcohol at the project site will be compatible with land uses in the vicinity that are predominantly commercial and industrial uses, including an existing restaurant located within the Amgen headquarter building located at 1 Amgen Center Drive, 7-Eleven across Rancho Conejo Boulevard, and a gas station at the northwest corner of the subject property. The commercial spaces which could be leased by tenants seeking to serve alcohol are clustered close to the West Hillcrest Drive and Rancho Conejo Boulevard intersection and are

physically separated from the residential uses on the adjacent property to the east by onsite multifamily structures, parking areas, and landscaping. Conversely, as the commercial uses will be open to the public, it is anticipated to be an amenity to those living in the adjacent residential development and those working in the adjacent industrial and commercial developments. Therefore, the project will be compatible with the land uses in the vicinity.

Staff has reviewed the proposed restaurant and lounge with alcohol service use in the context of the Findings contained within TOMC Sec. 9-4.2803, and has found that the project, as conditioned, would be consistent with these Findings as specified in the draft Resolution (Attachment #5).

Protected Trees (2022-70780-PTP)

The site contains twenty-eight (28) protected coast live oak (*Quercus agrifolia*) trees on-site per the Oak Tree Report dated May 4, 2023 (Attachment #10). This report evaluated the health of each tree and the extent of the impacts resulting from project activities. The project design requires removal of 17 protected coast live oak trees and encroachment into the protected zone of eight coast live oak trees. Three coast live oak trees will be saved and not encroached upon. Descriptions of the protected trees impacted by the proposed development through removal and encroachment are provided in Table 11 below. It should be noted that trees numbered 1 to 7, 13 to 26, and 28 were planted as part of a previously required landscape plan. Trees numbered 8 to 12, and 27 grew from acorns and are all proposed to remain.

Pruning of four of the 28 protected Coast Live Oak (*Quercus agrifolia*) trees onsite is proposed in order to maintain proper clearance over proposed sidewalks, outdoor patios, and driveways. Encroachment within the protected zone of eight protected trees, including the pruning of four trees, is necessary to accommodate proposed improvements and grading activities associated with construction of the new mixed-use building and multi-family residential building. A City Landscape Consultant provided an independent evaluation of the applicant's report and recommendations contained therein for the work occurring within the protected zone of the oak and landmark trees. The City consultant concluded that, with the inclusion of the suggested project conditions, including appropriate work methods and monitoring for the work performed around the protected oak trees, that the proposed encroachments will not have a detrimental effect on the health of trees. If any of the eight trees which are to be encroached upon die within five years of the encroachment, they shall be replaced at the 3:1 ratio required for the removal of live trees required by the Oak Tree Preservation and Protection Ordinance.

Table 11: Impacted Protected Trees

Tree No.	Common Name	Trunk Diameter	Health	Appearance ¹
Retain and Protect				
9	Coast Live Oak	5.4"	Excellent	A
11	Coast Live Oak	2.5"	Excellent	A
12	Coast Live Oak	2.5"	Excellent	A
Removal				
1*	Coast Live Oak	10.2"	Excellent	A
2*	Coast Live Oak	13.6"	Excellent	B
3*	Coast Live Oak	7.9"	Good	B
4*	Coast Live Oak	11.7"	Excellent	A
5*	Coast Live Oak	20.25"	Excellent	B
6*	Coast Live Oak	13.35"	Poor	C
15*	Coast Live Oak	31.25" at 36"	Good	A
16*	Coast Live Oak	11.8"	Excellent	A
18*	Coast Live Oak	6.35"	Fair	D
19*	Coast Live Oak	3.5"	Very Poor	D
20*	Coast Live Oak	17.2"	Good	B
21*	Coast Live Oak	16.9"	Good	A
22*	Coast Live Oak	12.4"	Good	A
23*	Coast Live Oak	18.6"	Good	A
24*	Coast Live Oak	19.6"	Fair	B
25*	Coast Live Oak	9.55"	Good	A
26*	Coast Live Oak	15.6"	Good	A
Pruning/Encroachment				
7*	Coast Live Oak	20.05"	Good	B
8	Coast Live Oak	6.7", 7.25" at 42"	Excellent	A
10	Coast Live Oak	2"	Excellent	A
13*	Coast Live Oak	7.85"	Excellent	B
14*	Coast Live Oak	15.3"	Excellent	A
17*	Coast Live Oak	17.95"	Good	A
27	Coast Live Oak	2"	Excellent	A
28*	Coast Live Oak	11.4"	Good	B

**Trees planted as part of a previously required landscape plan.*

The removal of 17 other protected trees is necessary to allow adequate vehicular and pedestrian circulation and parking facilities, the latter being stated as a City

¹ A= This tree is symmetrical, having the ideal form and appearance for the species, B= This tree, though non-symmetrical, has an appealing form with very little dieback, C=This tree is non-symmetrical with an unappealing form and/or has much dieback, D = this tree has few, if any positive characteristics

Council priority during the public hearing initiating the General Plan Amendment and allocating the residential capacity. The tree impacts result from site preparation, grading activities for the proposed mixed-use and residential buildings, and associated site improvements. Figure 7 demonstrates the development areas and tree locations affected by the proposed construction activities. Existing protected trees located along the public right-of-way were prioritized for preservation both with and without conditional encroachments.

Figure 7 – Protected Tree Impacts On Site



The Oak Tree Preservation and Protection Ordinance allows for oak tree encroachments and removals if the request is not contrary to the purpose and intent of the ordinance. In this case, the removal of the 17 oak trees and encroachment into the protected zone of eight oak trees is consistent with the intent of the oak tree preservation and protection ordinances since the removals

will be replaced with three trees for each one removed (3:1 ratio - two 24" box and one 36" box tree).

The quantity and size are as follows:

- 11 twenty-four (24") inch box specimens, and
- 40 thirty-six (36") inch box specimens.

Figure 8 – Replacement Tree Plan



As seen in Figure 8, 20 Coast Live Oak (*Quercus agrifolia*), 20 Valley Oak (*Quercus lobata*) trees, and 11 Western Sycamore (*Platanus racemose*), all 36-inch box specimens, are to be provided onsite per the Replacement Tree Plan seen on sheet L5-2 within the Project Plan Set (Attachment #8). Per Resolution 2010-014, only the oak tree species count towards the number of replacement

trees required. Therefore, the applicant will either need to submit a new Replacement Tree Plan, propose the planting of the trees at an off-site location for public benefit, subject to Community Development Director approval, or provide an in-lieu cash payment to the City's Open Space Conservation Fund used toward acquisition of open space, as prescribed by Resolution 2010-014.

Further, replacement trees have been strategically located around the perimeter of the subject property in order to provide a physical barrier between the residential structures and surrounding roadways. Such placement would provide visual screening to and from the roadways and reduce noise entering the site. Therefore, staff supports the proposed replacement tree layout. In addition, replacement trees included in the easement area along Rancho Conejo Boulevard complement the designated City Gateway area as required by Resolution No. 93-152.

Staff has reviewed the proposed protected tree removals and encroachments in the context of the Findings contained within TOMC Sec. 9-4.4206(b), and has found that the project, as conditioned, would be consistent with these Findings as specified in the draft Resolution (Attachment #4).

Development Agreement (2022-70777-DAGR)

A DAGR is required for approval of projects that receive allocation of Measure E units (Attachment #7). This agreement is a contract between the property owner and the City to ensure specific deliverables and site expectations are in place to ensure public benefit, such as the inclusion of affordable units and site improvements. Thousand Oaks Municipal Code Section 9-11.01 et seq. outlines the process for implementation of a development agreement. The applicant's representatives and staff have worked together to prepare an agreement in compliance with the Municipal Code that identifies public and private benefits and responsibilities.

The DAGR lists various obligations and benefits received by the parties in the Agreement. If the project is approved and constructed as proposed, the City will have 301 market-rate, 30 very-low-income restricted affordable units, and three moderate-income restricted affordable units to add to its residential stock and count towards the current RHNA requirements from the State, as well as the demolition of an aging commercial site, and replacement of the existing city gateway sign.

In return for these public benefits, the applicant's application will be considered for approval of the General Plan Amendment and the requisite Measure E unit allocation required to build the mixed-use multi-family apartment development.

Additional points of this Development Agreement include timelines for the construction and an outline of the project's green initiatives.

Environmental Review (CEQA) (2022-70774-EIR)

In accordance with the California Environmental Quality Act (CEQA), a comprehensive evaluation of the potential environmental impacts for this project was performed. This evaluation determined that the project could have a significant effect on the environment without appropriate mitigation measures in place, therefore an EIR (Attachment #11 and #12) was prepared for the project. Appropriate measures are detailed in the report to ensure mitigation is in place so no significant adverse environmental impact results from the project. To that end, a mitigation monitoring plan is required to ensure the indicated mitigation measures are applied to the project (Attachment #4, Exhibit A).

A Notice of Availability was posted with a 45-day public review period for the Draft Environmental Impact Report between April 7, 2023 and May 22, 2023. Staff received several comments which are included in the attached DEIR Response to Comments (RTC). Staff is therefore recommending the Planning Commission consider the DEIR prepared for the project in accordance with the California Environmental Quality Act (2022-70774-EIR).

CORRESPONDENCE

Staff received public correspondence in which several agencies and organizations commented on the Draft EIR as mentioned above. No other public comments other than those made on the DEIR were received (see Attachment #11).

CONCLUSION

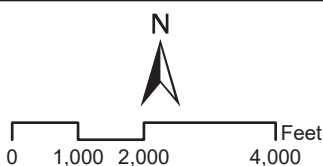
The proposed project has been designed to meet the intent of the City's General Plan, standards, codes, and policies. The proposed building design and site layout integrates well with surrounding development and has a cohesive architectural design meeting the City's Architectural Design Guidelines, by including pedestrian-oriented site plan emphasizing public and private exterior spaces. Based on the analysis and findings contained in this report, staff recommends approval of this project, subject to the conditions of approval in the attached Ordinances and Resolutions as well as recommends to City Council the adoption of the Environmental Impact Report prepared for the project in accordance with CEQA.

PREPARED BY: Justine Kendall, Associate Planner

Attachments:

- Attachment #1 – Vicinity Map
- Attachment #2 – Location Map
- Attachment #3 – Aerial Photo
- Attachment #4 – Resolution for 2021-70169-LU; 2022-70773-DP; and 2022-70780-PTP
- Attachment #5 – Resolution for 2022-70779-SUP
- Attachment #6A – SP-24 Ordinance
- Attachment #6B – SP-24
- Attachment #7A – DAGR (2022-70052-DAGR) Ordinance
- Attachment #7B – DAGR (2022-70052-DAGR) Draft Agreement
- Attachment #8 – Project Plans, dated May 26, 2023
- Attachment #9 – 2150 Hillcrest Drive Traffic, Circulation and Vehicle Miles Traveled Study dated November 11, 2022
- Attachment #10 – Oak Tree Report, dated May 4, 2023
- Attachment #11 – Draft EIR (2022-70774-EIR)
- Attachment #12 – Final EIR (2022-70774-EIR)

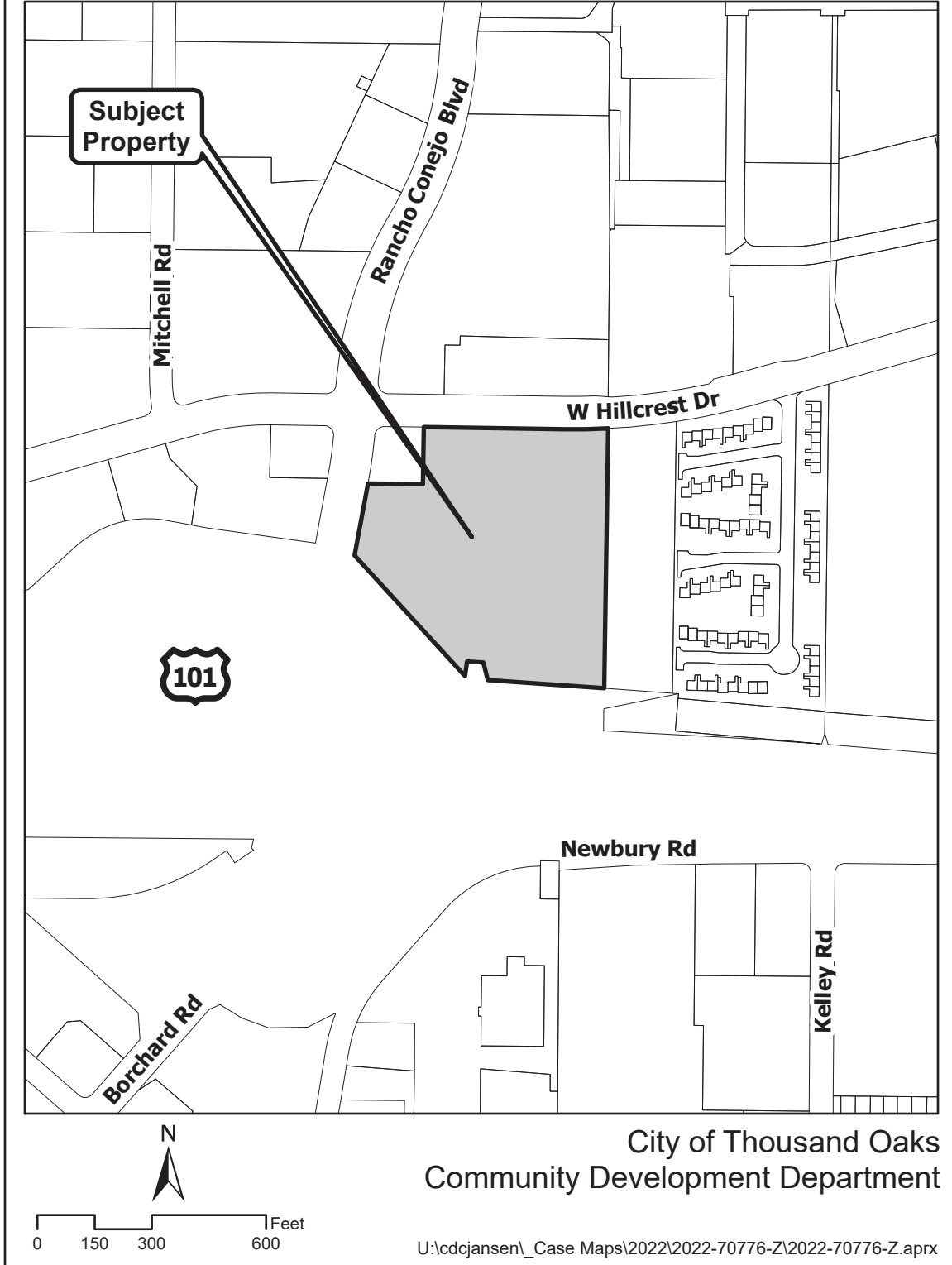
**2022-70776-Z, 2021-70169-LU, 2022-70778-SP,
2022-70773-DP, 2022-70779-SUP, 2022-70780-PTP,
2022-70777-DAGR, 2022-70774-EIR
Latigo Hillcrest, LLC - Vicinity Map**



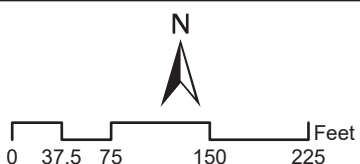
City of Thousand Oaks
Community Development Department

U:\cdcjansen_Case Maps\2022\2022-70776-Z\2022-70776-Z.aprx

2022-70776-Z, 2021-70169-LU, 2022-70778-SP,
2022-70773-DP, 2022-70779-SUP, 2022-70780-PTP,
2022-70777-DAGR, 2022-70774-EIR
Latigo Hillcrest, LLC - Location Map



2022-70776-Z, 2021-70169-LU, 2022-70778-SP,
2022-70773-DP, 2022-70779-SUP, 2022-70780-PTP,
2022-70777-DAGR, 2022-70774-EIR
Latigo Hillcrest, LLC - Aerial Map



City of Thousand Oaks
Community Development Department

U:\cdcjansen_Case Maps\2022\2022-70776-Z\2022-70776-Z.aprx

CITY OF THOUSAND OAKS

PLANNING COMMISSION

RESOLUTION NO. _____PC

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF THOUSAND OAKS RECOMMENDING CITY COUNCIL CERTIFY THE FINAL ENVIRONMENTAL IMPACT REPORT AND ASSOCIATED MITIGATION MONITORING AND REPORTING PROGRAM AND APPROVE A GENERAL PLAN LAND USE ELEMENT AMENDMENT, ZONE CHANGE; SPECIFIC PLAN; DEVELOPMENT AGREEMENT; DEVELOPMENT PERMIT; AND PROTECTED TREE PERMIT FOR THE USE OF CERTAIN PROPERTY WITHIN SAID CITY AT 2150 WEST HILLCREST DRIVE

Applications: General Plan Land Use Element Amendment (LU) 2021-70169-LU; Zoning Change (Z) 2022-70776-Z; Specific Plan (SP) 2022-70778-SP; Development Agreement (DAGR) 2022-70777-DAGR; Development Permit (DP) 2022-70773-DP; Protected Tree Permit (PTP) 2022-70780-PTP; and Environmental Impact Report (EIR) 2022-70774-EIR

Applicant: Latigo Hillcrest, LLC

Location: 2150 West Hillcrest Drive
Assessor's Parcel Number (APN): 667-0-113-075

SECTION 1

The Planning Commission of the City of Thousand Oaks, California, DOES RESOLVE AS FOLLOWS:

WHEREAS, the applicant has filed with the City an application under the provisions of the City of Thousand Oaks Municipal Code requesting the following:

1. 2022-70774-EIR: Consider the Final Environmental Impact Report (EIR), including Mitigation Monitoring and Reporting Program (MMRP) prepared in accordance with the California Environmental Quality Act (CEQA) for the subject project; and

2. 2021-70169-LU: Amend the General Plan Land Use Element designation for the 8.19-net acre residential portion from Commercial to Commercial/Residential; and
3. 2022-70776-Z: Change the zoning designation of Community Shopping Center (C-3) to Specific Plan-24 (SP-24); and
4. 2022-70778-SP: Adopt SP-24 to establish specific development standards for the subject development areas; and
5. 2022-70777-DAGR: To create a binding contract that vests the rights of the applicant to a specific project, set forth the time period to construct the project, and specify public and private benefits and responsibilities related to the project; and
6. 2022-70773-DP: To allow the construction of a four-story mixed-use development encompassing 629,437 gross square feet (sf) of building area, that would contain 333 multi-family residential units (including 30 very low-income and 3 moderate-income affordable units), common areas and amenities, 5,300 gross square feet of commercial retail and restaurant space above semi-subterranean parking structures containing a total of 462 structured parking spaces, and surface parking areas with a total of 119 parking spaces (581 total parking spaces); and
7. 2022-70779-SUP: To allow a California Department of Alcoholic Beverage Control (ABC) Type 47 License (On-sale General – Eating Place) to accommodate a potential future commercial use; and
8. 2022-70780-PTP: To allow removal of 17 coast live oak (*Quercus agrifolia*) trees, as well as the encroachment into the protected zone of eight coast live oak (*Quercus agrifolia*) trees.

WHEREAS, on March 20, 2023, a Notice of Application sign was posted on the subject property to inform the public of the proposed project at the early stages of the project; and

WHEREAS, on March 23, 2023, a Notice of Application was mailed to all property owners and occupants within a 500-foot radius of the subject property; and

WHEREAS, on May 22, 2023, a Notice of Planning Commission Public Hearing sign was posted on the subject property; and

WHEREAS, on May 22, 2023, Notice of Planning Commission Public Hearing was mailed to all property owners of record within a 500-foot radius of the subject site; and

WHEREAS, on May 22, 2023, Notice of Planning Commission Public Hearing was published in a newspaper of general circulation within the City of Thousand Oaks; and

WHEREAS, the Planning Commission, upon giving the required notice, did, on the 5th day of June 2023, conduct a duly advertised public hearing as prescribed by law to consider said application; and

WHEREAS, at the June 5, 2023, Planning Commission public hearing, oral and written evidence, including a staff report, were presented and received, and comments and arguments were heard from all interested parties appearing in the matter.

SECTION 2

WHEREAS, pursuant to CEQA, City conducted environmental review of the project, prepared and duly processed an Environmental Impact Report (“The Latigo Hillcrest Project EIR”), consisting of a Draft EIR dated April 2023 and a Final EIR dated May 2023, and prepared an MMRP for implementation of mitigation measures specified in the EIR; and

WHEREAS, pursuant to CEQA (Public Res. Code, Section 21000 et seq.), the State CEQA Guideline (14 CCR Section 15000 et seq.) and the City of Thousand Oaks’ Local CEQA Guidelines, the City of Thousand Oaks (City) is the lead agency for the Project, as the public agency with general governmental powers; and

WHEREAS, the City, as the lead agency, determined that an EIR would be prepared pursuant to CEQA in order to analyze all potential adverse environmental impacts of the Project; and

WHEREAS, the City issued a Notice of Preparation (NOP) of a Draft EIR on October 24, 2022 and circulated the NOP for a period of 30 days, pursuant to State CEQA Guidelines Sections 15082(a), 15103 and 15375; and

WHEREAS, pursuant to State CEQA Guidelines section 15082, the City solicited comments from potential responsible agencies, including details about the scope and content of the environmental information related to the responsible agencies area of statutory responsibility, as well as the significant environmental issues, reasonable alternatives and mitigation measures that the responsible agency would have analyzed in the Draft EIR; and

WHEREAS, approximately six written statements were received by the City in the response to the NOP, which assisted the City in narrowing the issues and alternatives for analysis in the Draft EIR; and

WHEREAS, a public scoping meeting was held on November 2, 2022, to familiarize the public with the Project and the environmental review process and receive input as the scope of the Draft EIR and issues of community concern; and

WHEREAS, the Draft EIR was completed and released for public review on April 6 and City initiated a 45-day public comment period by filing a Notice of Completion and Availability; and

WHEREAS, pursuant to Public Resources Code section 21092, the City also provided a Notice of Completion and Availability to all organizations and individuals who had previously requested such notice and published the Notice of Completion on April 6, 2023, in a newspaper of general circulation in the Project area. Pursuant to the City of Thousand Oaks Local CEQA Guidelines, the Notice of Availability was mailed to all residents and property owners with 500 feet of the Project. The Draft EIR was posted on the City's website, public counter and public libraries; and

WHEREAS, following the closure of the public comment period, all comments received on the Draft EIR during the comment period, the City's written responses to the significant environmental points raised in those comments were added to the Draft EIR to produce the Final EIR, and

WHEREAS, prior to taking action, the Planning Commission has heard, been presented with, reviewed and considered all of the information and data in the administrative record, including Final EIR, and all oral and written evidence presented to it during all the meetings and public hearing; and

WHEREAS, the Final EIR reflects the independent judgement of the City and is deemed adequate for purposes of making decisions on the merits of the Project; and

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred;

WHEREAS, the Planning Commission supports adoption and certification of said 2022-70774-EIR, and makes the following findings of fact and recommends the following to City Council:

1. 2022-70774-EIR was prepared in accordance with the requirements of CEQA, includes all comments received on the Draft EIR and the City's response thereto, reflects the independent judgement of the City of Thousand Oaks, and has been reviewed and considered by the City Council prior to making its decision.

2. Changes or alterations have been incorporated into the project through design or conditions that reduce potentially significant environmental impacts to a less than significant level, as identified in the Final EIR.
3. The Final EIR (2022-70774-EIR) identifies Biological Resources; Cultural, Tribal Cultural, and Paleontological Resources; Hazards and Hazardous Materials; and Noise as potential and less than significant impacts. Mitigation Measures have been imposed upon the project which will feasibly reduce or eliminate any potential adverse effects to less than significant levels. On the basis of Final EIR, the MMRP and any comments received, it is found that, as mitigated there is no substantial evidence that the project will have a significant effect on the environment.
4. An MMRP has been prepared for the project associated with this application and is incorporated herein by reference. The MMRP designates responsibility and anticipated timing for the implementation of mitigation measures imposed as conditions of approval which are fully enforceable through fees, permit conditions, agreements or other measures. The MMRP attached as Exhibit A and incorporated by reference describes the mitigation measures recommended by the EIR to reduce and avoid potential significant effects of the project, and adequately identifies the appropriate timing and enforcement details for each to ensure each mitigation measure is implemented.
5. 2022-70774-EIR has been reviewed for conformance with the provisions of the California Environmental Quality Act. For this application, the City is the Lead Agency and, on behalf of the Applicant, the City Council is being asked to (a) adopt and make the CEQA Findings and certify the EIR as legally adequate under CEQA as to each development application associated with the project and (b) adopt the MMRP and incorporate its provisions as conditions of approval for project to the extent appropriate.
6. The Planning Commission has reviewed and considered the information contained in the project Final EIR, and written and oral comments regarding environmental effects. The project EIR was prepared in accordance with the requirements of CEQA, includes all comments received on the EIR and the City's response thereto, reflects the independent judgement of the City of Thousand Oaks, and the Planning Commission is being asked to recommend to City Council the adoption of the Final Environmental Impact Report (FEIR) that was prepared for the project. Each of the following Commission findings is supported by and elaborated in the attached CEQA Findings.

7. Based on all written and oral evidence and testimony in the record, the project EIR (a) complies with the requirements of CEQA and adequately identifies and considers all potential significant environmental effects of the General Plan Amendment; Zoning Change; Specific Plan; Development Agreement; Development Permit; Special Use Permit; and Protected Tree Permit, and (b) reflects the City's independent judgment and analysis.
8. The Planning Commission recommends that the City Council adopt and make the CEQA Findings and certify the Final EIR as legally adequate under CEQA as to each development application associated with the project and adopt the MMRP and incorporate its provisions as conditions of approval for each of the development applications associated with the project to the extent appropriate.

SECTION 3

WHEREAS, the Planning Commission of the City of Thousand Oaks, has given notice thereof as required by law, held a public hearing on the application of the City of Thousand Oaks with respect to the requested General Plan Amendment No. (LU) 2021-70169-LU, to change the General Plan land use designation of Commercial to Commercial/Residential; and

WHEREAS, the Planning Commission has carefully considered all pertinent testimony and the staff report offered in the case as presented at the public hearing; and

WHEREAS, the finding of the Planning Commission supporting approval of said 2021-70169-LU is as follows:

1. The General Plan amendment is consistent with the Thousand Oaks Land Use Element of the General Plan, as proposed to be amended, in that the subject property will be designated as Commercial/Residential Land Use category and located within the proposed SP-24, which are compatible with the goals and policies of the General Plan, as described in the findings below.

In response to the types of amendments which require voter approval described in Sec. 9-2.203(b):

2. The amendment will not affect any land area designated as "Existing Parks, Golf Courses, Open Space." The site is currently designated as "Commercial" and will be re-designated as "Commercial/Residential".
3. On April 27, 2021, the City Council adopted Resolution No. 2021-006, "A Resolution of the City Council of the City of Thousand Oaks Declaring Intention to Consider an Amendment to the Land Use Element of the

General Plan and Allowing Concurrent Processing of Entitlement Applications for Land Use Located at 2150 W Hillcrest Dr (LU 2021-70168/RCA 2021-70169: Latigo Hillcrest LLC)". As part of that Resolution, the City Council approved Residential Capacity Allocation (RCA) 2021-70168-RCA, allocating 246 residential dwelling units of Citywide Measure E residential capacity to Latigo Hillcrest and initiated LU 2021-70169, allowing staff to process the application to amend the Land Use Element of the General Plan. A time extension of these approvals was requested by the applicant and approved by the City Council on March 29, 2022.

Measure E units are only required to be allocated to sufficiently allow for the base density of the property (in this case, 30 du/acre). Any units added to the project due to activation of state density bonus law are not required to be contemplated by Measure E. Therefore, there is no increase or change in the maximum number of residential dwelling units which could be proposed from the existing condition.

4. As the development is demolishing a 56,667 square foot commercial structure to build, in part, 5,300 of commercial space, the project does not produce a net increase in excess of the land areas so designated, or in excess of the dwelling unit per net acre density ranges shown on the Land Use Element of the City's General Plan as of November 5, 1996 and no new commercial allocation is required.

SECTION 4

WHEREAS, the subject property is the site of a vacant building formerly occupied by Amgen (most recently known as Amgen Building 34) that has been vacant since 2021, and;

WHEREAS, the zoning on the property is currently "Community Shopping Center (C-3)" and new designation would be "Specific Plan-24 (SP-24)" to facilitate the development of a four-story mixed-use development comprised of 333 multi-family residential units (including 30 very low-income and 3 moderate-income affordable units) and 5,300 square feet of commercial restaurant space; and

WHEREAS, the Planning Commission of the City of Thousand Oaks, has given notice thereof as required by law, held a public hearing on the application of the City of Thousand Oaks, with respect to the requested Zone Change 2022-70736-Z, to change the zoning from "Community Shopping Center (C-3) to Specific Plan 24 (SP-24); and

WHEREAS, the Planning Commission has carefully considered all pertinent testimony and the staff report offered in the case as present at the public hearing, and

WHEREAS, the findings of the Planning Commission supporting approval of said 2022-70776-Z through City Council adoption of an ordinance prepared in accordance with the requirements of the TOMC, are as follows:

1. The proposed zone change will re-designate approximately 8.28-acres of land from Community Shopping Center (C-3) to the Hillcrest Specific Plan–24 (SP-24) in order to remain consistent with the subject property’s General Plan Land Use Element designation, which will be Commercial/Residential, upon adoption by City Council. This designation permits commercial uses, residential uses, or a combination of both commercial and residential, in support of the General Plan goal “to provide the framework for a planned and unified community containing a balance of living, working, shopping, educational, civic, cultural and recreational facilities.”. The proposed project includes commercial and residential development on the site. Further, the proposed project is consistent with the General Plan goals to provide opportunities “enabling commercial, industrial and residential development to flourish in an efficient and compatible manner.” Therefore, the proposed specific plan is in alignment with Thousand Oaks General Plan goals and policies.
3. The proposed Zone Change has been reviewed for conformance with the provisions of the California Environmental Quality Act. For this application, the City is the Lead Agency and, on behalf of the Applicant, the City Council is being asked to certify the Final EIR that was prepared for the project. The Final EIR identifies where all areas listed as potentially significant have been mitigated to levels that are no longer significant, through the inclusion of mitigation measures, which the applicant shall comply with under the proposed conditions of approval.

SECTION 5

WHEREAS, local governments are authorized by Government Code Section 65450 et seq., to prepare specific plans for the systematic implementation of the General Plan; and

WHEREAS, the specific plan application has been initiated and prepared to facilitate the development of a four-story mixed-use development comprised of 333 multi-family residential units (including 30 very low-income and 3 moderate-income affordable units) and 5,300 square feet of commercial restaurant space on approximately 8.28 gross acre parcel; and

WHEREAS, the Specific Plan implements the policies of the General Plan by providing an orderly, functional and compatible land use pattern to guide the future growth and development of Thousand Oaks and its planning area; ensuring that the type, amount, design, and pattern of all land uses through the City and planning area serve to protect and enhance the character and image of Thousand

Oaks as a desirable community; and providing for an orderly pattern of future development and change throughout the City that will be both compatible with and beneficial to existing land uses and which will provide residents with a desirable urban environment in which to live, work, shop, and play; and

WHEREAS, the Specific Plan contains all the necessary elements required by section 65451 of the Government Code and Article 4 of the Thousand Oaks Municipal Code, and the Specific Plan was referred to all affected public agencies pursuant to sections 65453 and 65352 of the Government Code, and

WHEREAS, the Specific Plan was reviewed, studied, and found to be subject to the California Environmental Quality Act and an Environmental Impact Report has been prepared for the project in compliance with CEQA; and

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred; and

WHEREAS, the findings of the Planning Commission supporting approval of said 2022-70778-SP through City Council adoption of an ordinance prepared in accordance with the requirements of the TOMC, are as follows:

1. SP-24 establishes development standards, allowed uses and policy guidelines for a mixed-use development. SP-24 is required as the TOMC does not currently include a zoning designation which allows for a mix of commercial and residential uses on the same site. Along with the allocation of 246 dwelling units of the Citywide Measure E capacity to SP-24, the mixed-use project with building frontage along Hillcrest Drive is consistent with all Elements of the Thousand Oaks General Plan.
2. The development standards and uses of the Specific Plan, along with the companion land use amendment, is consistent with all applicable Elements of the Thousand Oaks General Plan, including the Land Use Element designation of "Commercial/Residential" and with the General Plan goal, "to provide the framework for a planned and unified community containing a balance of living, working, shopping, educational, civic, cultural and recreational facilities." In addition, the Specific Plan and project will be consistent with the housing element to provide rental housing in the form of 30 very-low-income affordable units.
3. The proposed project and Specific Plan are unified by design. The specific plan specifies development standards with respect to building location, height, number of required parking spaces, allowed uses, and other development standards. Since these project details are specified in the specific plan, the project's standards are bound by SP-24, and are therefore, consistent.

4. The Specific Plan standards and proposed project are consistent with the City's Architectural Guidelines as conditioned in that the project design provides for vertical and horizontal building articulation and a variety of colors/materials.
5. The project is consistent with all applicable laws, regulations and policies, including the Thousand Oaks Municipal Code that allows for specific development standards through adoption of a specific plan.
6. The proposed Specific Plan has been reviewed for conformance with the provisions of the California Environmental Quality Act. For this application, the City is the Lead Agency and, on behalf of the Applicant, the City Council is being asked to certify the Final Environmental Impact Report that was prepared for the project. The Final EIR identifies where all areas listed as potentially significant have been mitigated to levels that are no longer significant, through the inclusion of mitigation measures, which the applicant shall comply with under the proposed conditions of approval.

SECTION 6

WHEREAS, the findings of the Planning Commission supporting approval of said 2022-70773-DP are as follows:

1. *The project is consistent with the Thousand Oaks General Plan and any applicable specific plan or redevelopment plan (TOMC Section 9-4.2803(c)(1)).*

The City of Thousand Oaks General Plan land use designation for the subject parcel is "Commercial" and has a corresponding zoning designation of Community Shopping Center (C-3). The land use designation and zoning designation are to be changed to "Commercial/Residential" and "SP-24" respectively. SP-24 is required as the TOMC does not currently include a zoning designation which allows for a mix of commercial and residential uses on the same site. The project consists of the construction of two buildings (which appear as six buildings above-ground) including 333 multi-family residential units (including 30 very low-income and 3 moderate-income affordable units), common areas and amenities, 5,300 gross square feet of commercial retail and restaurant space above semi-subterranean parking structures. As described in the table below, the development is consistent and would not conflict with City land use goals and policies of the General Plan:

General Plan Land Use Consistency

Applicable Land Use Goals and Policies	Consistency Analysis
General Land Use Development Goals and Policies	
Goal: To provide the framework for a planned and unified community containing a balance of living, working, shopping, educational, civic, cultural, and recreational facilities.	Would not Conflict. The project is a mixed-use development that would provide multi-family dwelling units and general commercial space for retail stores and/or restaurants. The project would provide recreational features such as a pool, social roof decks, playground, dog play area, and barbeque area. The commercial spaces (suitable for retail or restaurant use) would be open to the public, as well as the outdoor open spaces proximate to those uses, providing public benefits, as well.
Goal: To provide and maintain a system of natural open space and trails.	Would not Conflict. The project would provide walking paths, gardens, terraces, and open space uses. The project's separate structures would be connected by various walking paths, breezeways and bridges. Existing or potential open space would not be disturbed by the project.
Goal: To develop appropriate additional tools enabling commercial, industrial and residential development to flourish in an efficient and compatible manner.	Would not Conflict. The project is a mixed-use development that would provide multi-family dwelling units and commercial to be available for retail stores and restaurants. The uses are integrated into the frontage area of the site, which is connected to West Hillcrest Drive, Rancho Conejo Boulevard, and internally via walking paths and breezeways on the street level.
Goal: To provide a high-quality environment, healthful and pleasing to the senses, which values the relationship between maintenance of ecological systems and the people's general welfare.	Would not Conflict. The development plans to landscape the project site around walkways and streets with various understory plants and oak trees. The project site contains 28 coast live oak trees, and 17 of these are proposed for removal. Replacement trees would be planted (see Section 4.3 Biological Resources), in accordance with the TOMC and the City's Oak Tree Preservation and Protection Guidelines, resulting in at least three trees being planted for each removal.
Policy: The City's unique natural setting will be a guide to its future physical shape. In general, development will occur in the low-lying areas with the natural hills and mountains being preserved in open space. A ring of natural open space will be created around the City. The City will support and encourage open space/greenbelt buffers around it, separating the City from adjoining communities.	Would not Conflict. The project site is currently General Plan-designated and zoned for commercial use. The project site is relatively flat and the site at ground level would essentially be flat following development. The project is over 1.5 miles from the nearest City of Thousand Oaks boundary line, and would not disturb the surrounding natural ring of open space around the City. The development would increase the connectivity of the area through walking paths and landscaping on the project site.
Policy: Through good design and the implementation of appropriate development tools, a freeway corridor image will be created making Thousand Oaks visually distinct from surrounding communities, retaining the special qualities of the landscape, viewshed and open space which originally attracted people to the area.	Would not Conflict. Since the project site is within 1,000 feet of the centerline of U.S. Highway 101, development is required to comply with the <i>Guidelines for Development within the Corridors of the Route 101 and 23 Freeways Corridor</i> , pursuant of Resolution No. 91-172. The project site development would not obstruct views of distant

Applicable Land Use Goals and Policies	Consistency Analysis
	<p>open space or scenic views, as no such views are available from the nearby freeway vantage points overlooking the site. Although there are no public viewsheds or corridors to be protected, such as views of distant natural features, open space, public parks, lakes, designated protected ridgelines, and any other designated types of scenic resource, the project has been designed to be sensitive to the existing topography and proximity to the highway. These design considerations include landscaping proposed along the project perimeter, protective screening of roof mounted mechanical equipment integrated into the building's overall design of wall and roof components, and the increased setback between the rear property line and the building adjacent to the freeway to allow for reduced visual impact. Architecturally, the proposed building design, materials, and landscaping complement existing uses as the color palette of browns and grays mimic the colors used in the adjacent commercial and residential developments.</p>
<p>Policy: Highly intensive land uses--major industrial and commercial centers--should be located in proximity to or within easy access of the Ventura Freeway corridor.</p>	<p>Would not Conflict. The project area is within 1,000 feet from the centerline of U.S. 101 and includes intensive commercial retail/restaurant and residential land uses. Project implementation would not obstruct the current easy access to the U.S. 101 corridor.</p>
<p>Policy: High density residential development will have a range of 15 to 30 dwelling units of any type per net acre and should be located primarily at sites accessible and close to major centers of activity and along the Ventura Freeway.</p>	<p>Would not Conflict. The project proposes a residential base residential density of 30 dwelling units per acre. A density bonus of 35% is granted so a total of 333 dwelling units would be constructed. The site is currently zoned C-3, which does not allow for residential use. The project would require a General Plan Amendment from Commercial to Commercial/Residential. The General Plan Update's alternate endorsed land use map would designate the site as mixed-use.</p> <p>The maximum base density and unit cap for the Hillcrest Specific Plan has been carefully formulated and designed to the maximum allowable base density used in other areas of the City with the same land use, including the Commercial/ Residential Land Use Designation included in Specific Plan No. 20, which contains mixed-use developments, and the multifamily (R-3) zone of the General Plan, both of which allow 30 units per acre. This density would result in a unit cap of 246 dwelling units, also known as base density units, on a net area of 8.19 acres. The project will reserve 11% of the base density units (i.e., 28 units out of the bases of 246), for very low-income earners. In addition, the project includes two very low-income units which do not incur additional density bonus units.</p>

Applicable Land Use Goals and Policies	Consistency Analysis
	By providing these affordable units, Section 65915 of the California Government Code allows a 35 percent density bonus of 87 bonus units, resulting in an overall allowance of 333 dwelling units (30 du/ac base density and 40 du/acre with density bonus).
Policy: The Commercial/Residential designation in the Land Use Element shall mean that either residential or commercial land uses may be permitted on land so designated, provided that a Specific Plan has been adopted for the land and that the proposed uses are consistent with the uses authorized by the Specific Plan.	Would not Conflict. The project is currently designated for Commercial use and zoned as C-3 and requires a general plan amendment from Commercial to Commercial/Residence. A General Plan Amendment and a Zone Change to Specific Plan 24 (Hillcrest Specific Plan) would allow for mixed-use development at the project site. Site development would be further prescribed the proposed Specific Plan.
Policy: Low profile and aesthetically designed signage shall be allowed for all developments; no billboards shall be allowed.	Would not Conflict. Signage from this project would be required to comply with Thousand Oaks Municipal Code Section 9-4.2308.
Policy: Aesthetics: As the City ages, it is important to maintain, improve and enhance the City's aesthetic appearance.	Would not Conflict. The project development maintains an existing 40 foot naturally landscaped berm. The project provides landscaped open space along the perimeter of the project site and incorporates fourth-story stepbacks and roof decks throughout. The Specific Plan that would be adopted will be consistent with guidelines to maintain, improve, and enhance City aesthetic appearance.
Policy: Strive to provide a balanced range of adequate housing for Thousand Oaks Planning Area residents in a variety of locations for all individuals regardless of age, income, ethnic background, marital status, physical or developmental disability.	Would not Conflict. The project would develop 333 multi-family dwelling units. The unit types within the mixed-use buildings include 180 one-bedroom units including 40 one-bedroom plus den units, 125 two-bedroom including two live/work units, and 28 three-bedroom units. "Building A" provides 5,300 sq. ft. of commercial space as well as 65 residential units. and 268 units are provided within the residential-use only building ("Building B"). Of the 333 residential units, 30 units are proposed to be designated as affordable to very low-income households at with an income less than 50% of the Ventura County average median income (AMI) category, which is currently set at \$62,7050, adjusted for a four-person household size, as published by the California Department of Housing and Community Development (HCD) and three units are proposed to be designated as affordable to moderate-income households at with an income less than 120% of the Ventura County AMI category, which is currently set at \$138,500, adjusted for a four-person household size, as published by HCD.
Policy: Promote the upgrading of substandard neighborhoods throughout the Planning Area to prevent costly and undesirable deterioration.	Would not Conflict. The project would upgrade the current site from an existing, unused office building and parking lot to a mixed-use project that would bring businesses and residents to the area.

Applicable Land Use Goals and Policies	Consistency Analysis
2021 - 2029 Housing Element	
Goal 1: Provide a wide range of housing opportunities for persons of all income levels.	Would not Conflict. The project is a mixed-use development consisting of multi-family residential and commercial land uses. The project includes 30 very low-income dwelling units and three moderate-income units. The development would help meet the City's RHNA allocation for that category.
Goal 2: Provide housing opportunities for persons with special needs.	Would not Conflict. The project would set aside 30 very-low income housing units and three moderate-income units.
Open Space Element 2013 Update	
OS-15: Both within its Area of Interest, and in the larger regional setting, the City shall continue to support policies and programs (e.g., the Guidelines for Orderly Development) that encourage urban development to locate within cities and that preserve regional open space in order to preserve valuable elements of the natural environment, to protect agricultural land, and to guide urban form.	Would not Conflict. The project would demolish an existing office building and construct infill development within an urban setting. The proposed development would construct commercial and residential uses with walkways and recreational uses.
OS-31: Plan new developments to avoid direct and secondary impacts on valuable open space resources; including appropriate access control, location, and maintenance of fuel modification areas.	Would not Conflict. The redevelopment of the project site would bring new residential and commercial uses along with public and private open space zones amenities to an infill site. The project would not encroach, impact, or disturb any natural open space resources by placing buildings within 200 feet of these areas.
Circulation	
Policy: A variety of transportation modes should be encouraged.	Would not Conflict. The project development encourages alternate mode of transportation. There will be on-site electrical vehicle charging stations, bicycle parking spaces, and electric bicycle charging stations. Mixed use development also provides opportunities to live, shop, and eat without driving to other locations. Amenities the project provides such as social roof deck, playground, and garden areas would allow residents to have recreation options without driving to alternate locations.
Policy: A City-wide system of pedestrian and bicycle facilities that provide safe, continuous accessibility to all residential, commercial, and industrial areas, to the trail system and to the scenic bike route system shall be provided and maintained.	Would not Conflict. The project site is adjacent to recommended future Class II bicycle lanes and would include bicycle parking spaces and electric bicycle charging stations.
Policy: The City shall balance vehicular circulation requirements with aesthetic, pedestrian, bicycle, and equestrian needs which affect the quality of life.	Would not Conflict. The project structures and landscaping would meet aesthetic requirements. The project would include pedestrian and bicycle infrastructure.

Applicable Land Use Goals and Policies	Consistency Analysis
Recreational, Parks, and Natural Open Space	
Policy: Neighborhood parks and open spaces should be located within walking distance of residential areas.	Would not Conflict. The project plans incorporate common and private open spaces including a playground for children and amenities for teen-aged residents and guests of residents. These spaces will be developed within the project, walking distance for future residents in the residential use area.
Policy: A multi-use system of equestrian, biking and hiking trails should be implemented to provide access between and within open space reserves.	Would not Conflict. The project site is not proximate to open space reserve areas. However, the site is adjacent to recommended future Class II bicycle lanes and the project would incorporate pedestrian and bicycle infrastructure, including indoor/outdoor bike parking with electric bicycle charging stations.
Noise Element	
Goal N-1: Achieve and maintain an environment in which noise- sensitive uses are not disturbed by noise that exceeds exposure guidelines in this Noise Element.	Would not Conflict. As discussed in the project noise study, the project's noise and vibration impacts on other land uses (including sensitive receptors) would be less than significant with mitigation.
Policy N1-4. Prevention of Future Noise Conflicts. The City will strive to avoid future noise conflicts between land uses and noise sources or activities that would exceed the noise guidelines for noise sensitive land uses adopted in this Noise Element.	The project site is located adjacent to the vicinity of US 101, a major freeway, and proposes residences, which may be generally considered a freeway-noise-incompatible land use. As discussed in Latigo Hillcrest Project; Los Angeles County, California Noise and Vibration Study; Veneklasen Project No. 8119-002 by Veneklasen Associates dated January 27, 2023, the existing ambient noise levels on the project site range from 64 to 69 dB CNEL at four measurement locations. These exterior noise levels range from "conditionally compatible" to "normally incompatible", but both categories are considered compatible, with a detailed acoustical analysis showing interior noise levels of 45 dB CNEL, assuming compliance with the California Building Code. Further, the buildings and planned landscaping would serve to attenuate freeway noise in many of the open space areas and walkways of the site.
Goal N-2: Preserve quiet and diminish existing noise levels in areas of noise-sensitive uses to the extent reasonable and feasible while permitting development in accordance with the Land Use and Circulation Elements of the General Plan.	
Policy N-2.1 Consider Impact of Noise Increases in Quiet Areas. In evaluating projects for significant adverse environmental effects under the California Environmental Quality Act, the City will consider substantial increases in community noise level to be a potentially significant effect even if these increases do not result in a violation of the City's guidelines for normally acceptable noise levels for noise-sensitive land uses.	Would not Conflict. The project is adjacent to the vicinity of US 101 and is not a quiet area. However, the buildings and planned landscaping would serve to attenuate freeway noise in many of the open space areas and walkways of the site.

Applicable Land Use Goals and Policies	Consistency Analysis
Safety Element 2014 Update	
Goal S-1: Minimize the risk of loss of life, injury, damage to property, and economic and social dislocation resulting from fault rupture and seismically induced ground shaking.	Would not Conflict. The project is required to follow applicable building codes (TOMC and CALGreen) and would incorporate recommendations of the geotechnical report to ensure public safety and minimize risks, as discussed.
Policy S-1: Require site-specific geologic and engineering investigations as specified in the California Building Code (International Building Code with California amendments) and Municipal Code for proposed new developments and/or when deemed necessary by the City Engineer and/or through the CEQA process.	Would not Conflict. A preliminary site-specific Geotechnical Report was conducted based on available geotechnical information and published geological data. The project's final geotechnical report is required to provide design recommendations, to be reviewed by the City Engineer, meeting county-wide and regulatory compliance.
Goal S-4: Minimize the risk of loss of life, injury, damage to property, and economic and social dislocations resulting from inundation by dam failure or floods.	Would not Conflict. Part of the project site is located in an area with 0.2 percent chance of flooding per year, but none of the site is within the zone of a one percent chance of flooding per year. ¹
Goal S-6: Prevent the loss of life and property due to uncontrolled wildfire in the urban/wildland interface through the cooperation of the Ventura County Fire Protection District and property owners living in these areas.	Would not Conflict. The project site is not located along the urban/wildland interface and is not in a designated Very High Fire Hazard Severity Zone. The project development would be required to comply with the California Building Code and California Fire Code, along with procedural review by the City of Thousand Oaks and the Ventura County Fire Department, to prevent loss of life and property in wildfires.
Goal S-7: Protect life, property, and the environment from the effects of releases of hazardous materials into the air, land, or water.	Would not Conflict. The amount of transport, use, and/or storage of hazardous materials during project operation is dependent on the businesses/facilities that lease the commercial space of the proposed development, which is currently unknown, and may change throughout the years; however, the uses are not expected to generate, use, or transport hazardous materials in quantities large enough to become a significant threat to public well-being and the environment. If the commercial use development were to generate large enough quantities of hazardous materials, they would have to register with the Department of Toxic Substances Control as small quantity generators, then comply with all applicable regulations of storage and transport of hazardous materials under Resource Conservation and Recovery Act and other federal, state, or local laws and regulations. Businesses would also have to submit Hazardous Materials Business Plans to Certified Unified Program Agencies with regular updates. Compliance with all federal, state, and local regulations will minimize the effect of hazardous

¹ Ventura County Public Works, FEMA Flood Hazard Map; Accessed on September 8, 2022 at: <https://vcwpd.maps.arcgis.com/apps/webappviewer/index.html?id=7e65cd9797524a3a97417a976c3b7a65>

Applicable Land Use Goals and Policies	Consistency Analysis
	materials on public safety and environment. Any businesses generating enough large quantity of hazardous materials would also involve transport of those materials to the project site.

2. *The project complies with all applicable laws, regulations and policies, including the Thousand Oaks Municipal Code (TOMC Section 9-4.2803l(2)).*

The design of the new mixed-use development complies with all applicable laws, regulations, and policies, including the SP-24, Architectural Design Guidelines for Commercial Projects (Res. No. 2005-011), and Precise Plan of Design Guidelines (Res. No. 2006-108) in that the building architecture is compatible with other structures in the vicinity, and will be a quality addition to the Rancho Conejo Bio-Tech Hub/ Gateway area.

The project is comparable in massing and scale to the Amgen facilities to the north and incorporates design elements such as color palette and material choices that are complementary to the surrounding uses while providing a modern design aesthetic. The development provides a transition from the commercial uses in the neighborhood to the lower-density residential neighborhood to the east by concentrating commercial elements of the development adjacent to the existing commercial property at the corner of Rancho Conejo Boulevard and W Hillcrest Drive. Although the new development is designed to be taller than the residential uses to the east, a landscaped parking lot provides a physical buffer between the new structures and the Linden Apartments residences. Specifically, the closest building is setback approximately 65 feet from the eastern property line and 85 feet from the closest residential building. In addition, the fourth story is setback another approximately 30 feet and the architectural design clearly differentiates between the first and upper floors using material changes and ground-floor patios to further reduce appearance of massing from the ground level.

Additionally, the project has also been reviewed by other City departments and agencies for conformance with applicable laws, regulations, and policies, and provided appropriate conditions of approval. Therefore, the project complies with all applicable laws, regulations, and policies.

3. *The project will not be detrimental to the public health, safety or general welfare (TOMC Section 9-4.2803(c)(3)).*

The project will not be detrimental to public health, safety, or general welfare because the project has been reviewed and approved by the Community Development Department, Public Works Department, Police Department, and the Ventura County Fire Department (VCFD). With the incorporation of the conditions set forth by these department and agencies, the project will not be detrimental to public health, safety, or general welfare as the granting of this permit:

- a. Will maintain the degree of compatibility of property uses that the Zoning Ordinance is intended to promote and preserve, considering the particular site, and uses on parcels within the zone in which the use is located; and,
- b. Will not result in a use which may reasonably be expected to become obnoxious, dangerous, offensive or injurious to the public health, safety or welfare, by reason of the emission of noise, smoke, dust, fumes, vibrations, odor or harmful or annoying substances: and,
- c. Will preserve the integrity and character of the zone in which the use will be located and the utility and the value of property in the zone and in adjacent zones; and,
- d. Will not become detrimental to the public interest, health, safety, convenience or general welfare.

As demonstrated in the environmental document (2022-70774-EIR) the project will not unreasonably interfere with the use and enjoyment of neighboring, existing, or future developments. Specifically, the project would not create traffic or pedestrian hazards because the project would utilize a network of roads and sidewalks that were designed to accommodate the vehicle and pedestrian traffic generated by this development and the existing development including the industrial, office and commercial uses to the north, west, and south, and the existing residential uses to the east. The project's operational noise is anticipated to be similar to and compatible with the adjacent residential development. With the Mitigation Measures required by 2022-70774-EIR and conditions of approval, construction noise will be reduced so the impact is less than significant. Therefore, the project will not be detrimental to the public health, safety, or general welfare.

4. The project has been reviewed in conformance with the provisions of the California Environmental Quality Act (TOMC Section 9-4.2803(c)(4)).

The proposed Development Permit has been reviewed for conformance with the provisions of the California Environmental Quality Act. For this application, the City is the Lead Agency and, on behalf of the Applicant, the City Council is being asked to certify the Final Environmental Impact Report that was prepared for the project. The Final EIR identifies where all areas listed as potentially significant have been mitigated to levels that are no longer significant, through the inclusion of mitigation measures, which the applicant shall comply with under the proposed conditions of approval.

SECTION 6

WHEREAS, the findings of the Planning Commission supporting approval of said 2022-70780-PTP, as stated in (TOMC Section 9-4.4206(b)) as follows:

1. *The condition or location of the oak trees requires cutting to maintain or aid its health, balance, structure, or to maintain adequate clearance from existing structures.*

The subject scope of work does not include cutting to maintain or aid its health, balance, structure, or to maintain adequate clearance from existing structures.

2. *The condition of the tree(s) with respect to disease, danger of falling, proximity to existing structures, high pedestrian traffic areas such as parking lots, pedestrian walkways, interference with utility services, or is causing or is likely to cause substantial property damage based on sufficient evidence and/or documentation and said damage cannot be controlled or remedied through reasonable preservation and/or preventive procedures and practices.*

The subject scope of work does not include of removal or cutting of trees exclusively for the purpose of removing a condition hazardous to existing development. However, two of the trees proposed to be removed are noted to be in poor or very poor condition.

3. *A permit may be approved when necessary to remove, relocate, cut or encroach into the protected zone of an oak tree to enable the reasonable and conforming use of the subject property, which is otherwise prevented by the presence of the tree. Reasonable use of the property shall be determined in accordance with the Oak Tree Preservation and Protection Guidelines.*

Pruning of four of the 28 protected Coast Live Oak (*Quercus agrifolia*) trees onsite is proposed in order to maintain proper clearance over proposed sidewalks, outdoor patios, and driveways. Encroachment within the protected zone of eight protected Coast Live Oak (*Quercus agrifolia*) trees, including the pruning of four trees is necessary to accommodate proposed improvements and grading activities associated with construction of the new mixed-use building and multi-family residential building. A City Tree Consultant inspected the subject trees and determined that proposed encroachment will not be detrimental to the health of the subject oak trees. Appropriate project conditions are in place to safeguard the oak trees, including installation of fencing around the protected zones and on-site monitoring by the applicant's consultant during all encroachment and pruning operations.

The removal of 17 other protected trees is necessary to allow adequate vehicular and pedestrian circulation and parking facilities, which were stated to be a City Council priority during the public hearing initiating the General Plan Amendment and allocating the residential capacity. Existing protected trees located along the public right-of-way were prioritized for preservation both with and without conditional encroachments.

4. *Approval of the request is not contrary to or in conflict with the general purpose and intent of this chapter.*

Approval is consistent with the intent of the Oak Tree Preservation and Protection Ordinance since the proposed removal of 17 Coast Live Oak (*Quercus agrifolia*) trees will be replaced in accordance with mitigation standards adopted by the Oak Tree Preservation and Protection Guidelines Resolution 2010-14.

The proposed tree replacement program would plant three trees for each tree removed, consisting of two 24-inch box and one 36-inch box trees in compliance with the City's Oak Tree Preservation and Protection Guidelines. The total number of replacement oaks required would be thirty-four 24-inch box trees and seventeen 36-inch box trees. The project plan set dated May 26, 2023 includes the conceptual location of 40 on-site replacement trees, a mix of 20 valley oak (*Quercus lobata*) and 20 coast live oak trees (*Quercus agrifolia*), all 36-inch box specimens. In addition, 11 Western Sycamore (*Platanus racemose*) are to be provided. Therefore, the applicant will either need to submit a new Replacement Tree Plan which complies with Resolution 2010-014, propose the planting of the trees at an off-site location for public benefit, subject to Community Development Director approval, or provide an in-lieu cash payment to the City's Open Space Conservation Fund used toward acquisition of open space, as prescribed by Resolution 2010-014. Similarly, if, during Building Safety review or construction it is determined that any of the proposed replacement trees are unable to be located on site, the Community Development Director may approve planting of the trees at an off-site location for public benefit or provide and in-lieu cash payment to the City's Open Space Conservation Fund used toward acquisition of open space, as prescribed by Resolution 2010-014.

Further, replacement trees have been strategically located around the perimeter of the subject property in order to provide a physical barrier between the residential structures and surrounding roadways. Such placement would provide visual screening to and from the roadways and reduce noise entering the site. Therefore, staff supports the proposed replacement tree layout. In addition, replacement trees included in the easement area along Rancho Conejo Boulevard complement the designated City Gateway area as required by Resolution No. 93-152.

With the inclusion of the recommended conditions, approval of this request will not be contrary to, or be in conflict with, the general purpose and intent of the Oak Tree Ordinance (Chapter 42 of Title 9 of the Municipal Code) and Oak Tree Preservation and Protection Guidelines, Resolution 2010-14.

In addition, the project is consistent with the Thousand Oaks General Plan, including the Conservation Element, in that conditions have been applied to the minimize impacts from encroachment within the protected zone of the eight protected Coast Live Oak (*Quercus agrifolia*) trees. With the inclusion of conditions, the proposed encroachment within the tree's protected zone is not likely to result in a decline in the health of the trees.

5. The project has been reviewed in conformance with the provisions of the California Environmental Quality Act.

The Protected Tree Permit request has been reviewed for conformance with the provisions of the California Environmental Quality Act. For this application, the City is the Lead Agency and, on behalf of the Applicant, the City Council is being asked to certify the Final Environmental Impact Report that was prepared for the project. The Final EIR identifies where all areas listed as potentially significant have been mitigated to levels that are no longer significant, through the inclusion of mitigation measures, which the applicant shall comply with under the proposed conditions of approval.

SECTION 7

WHEREAS, local governments are authorized by the Government Code Section 65864 et seq., to enter into development agreements with any person having legal and equitable interest in real property for the development of that property; and

WHEREAS, the Applicant and City have negotiated the terms of the Development Agreement ("Agreement"); and

WHEREAS, the Planning Commission has reviewed the terms of the Agreement, has conducted a public hearing on June 5, 2023, and believes that it will in the best interest of the City, and the best interest of the public, considered the recommendation of the Planning Commission, and considered all public testimony; and

WHEREAS, the findings of the Planning Commission supporting approval of said 2022-70777-DAGR through City Council adoption of an ordinance prepared in accordance with the requirements of the TOMC, are as follows:

As determined and recommended by the Planning Commission pursuant to TOMC Sec. 9-11.09 the development agreement:

1. Is consistent with the objectives, policies, general land uses and programs specified in the General Plan and any applicable specific plan:

Approval is consistent with the objectives, policies, general land uses and programs specified in the General Plan and SP-24, as described in the findings made above.

2. *Is compatible with the uses authorized in, and the regulations prescribed for, the land use district in which the real property is located;*

The Development Agreement is compatible with the uses authorized in, and the regulations prescribed for, the land use district in which the real property is located, as described in the findings made above.

3. *Is in conformity with public convenience, general welfare and good land use practice;*

The Development Agreement is in conformity with public convenience, general welfare and good land use practice, as described in the findings made above.

4. *Will [not] be detrimental to the health, safety and general welfare; and*

Approval will not be detrimental to the health, safety and general welfare, as described in the findings made above.

5. *Will [not] adversely affect the orderly development of property or the preservation of property values.*

Approval will not adversely affect the orderly development of property or the preservation of property values as the project will replace a vacant, underdeveloped commercial site with a new, mixed-use commercial and residential development which will bring amenities to both other residential uses and employees of existing commercial and industrial uses in the area.

6. *In addition, the City Council finds that none of the conditions described in California Code of Regulations, Title 14, Chapter 3, Section 15162 are present, including the following:*

- a. Approval of the Agreement does not propose substantial changes which will require major revisions to the approved EIR due to the involvement of new significant effects or a substantial increase in the severity of previously identified significant effects; and
- b. Approval of the Agreement does not create substantial changes with respect to the circumstances under which the project is being undertaken which would require major revisions to the EIR; and
- c. Approval of the Agreement does not reveal new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the EIR was certified.
- d. Approval of the Agreement merely implements the specific plan.

NOW, THEREFORE, BE IT RESOLVED that based on substantial evidence contained within the record, the analysis in the staff report, the Findings of Fact above, and, having considered the Final EIR and associated MMRP, the Planning Commission recommends that City Council approve 2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and 2022-70777-DAGR, subject to conformance with the conditions set forth and attached hereto and made a part hereof as well as recommends to City Council the adoption and certification of the Final Environmental Impact Report 2022-70774-EIR prepared for the project. Except as otherwise expressly indicated, said conditions shall be fully performed and completed, or at the City's discretion, shall be secured by bank or cash deposit or other security satisfactory to the City Attorney before the use or occupancy of the property is commenced and before a Certificate of Occupancy is issued. The violation of any of the conditions of said permit shall be grounds for revocation by the Planning Commission or City Council.

I HEREBY CERTIFY that the foregoing resolution reflects action taken by the Planning Commission of the City of Thousand Oaks at a regular meeting held on the 5th day of June 2023, by the following vote:

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSENT: COMMISSIONERS

ABSTAIN: COMMISSIONERS

Sharon McMahon, Chair
Planning Commission

Stephen Kearns, Secretary
Planning Commission

**COMMUNITY DEVELOPMENT DEPARTMENT CONDITIONS OF APPROVAL FOR
2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and
2022-70777-DAGR**

**COMMUNITY DEVELOPMENT DEPARTMENT –
GENERAL PROJECT CONDITIONS**

STANDARD

1. **Land and Application** – The General Plan Amendment, Zoning Change; Development Permit; Specific Plan; Development Agreement; Development Permit; Protected Tree Permit; and Environmental Impact Report are adopted, granted or accepted for the land described in the application, any attachment thereto, and as shown on the submitted “Project Plan Set,” dated May 26, 2023.
2. **Scope of Permit Approval** – This permit is for a General Plan amendment from Commercial to Commercial/ Residential; a Zoning Change adopting Specific Plan-24 (SP-24); Development Agreement specifying development performance; and a Development Permit; along with a Protected Tree Permit, to allow demolition of the existing two-story commercial structure and construction of two new podium buildings comprised of: a four-story mixed-use development including 333 multi-family residential units (including 30 very low-income affordable units and three moderate income affordable units), common areas, and amenities and approximately 5,300 square feet of commercial space with alcohol consumption above semi-subterranean parking structures as well as the removal of 17 coast live oak (*Quercus agrifolia*) trees and encroachment into the protected zone of 11 coast live oak trees at 2150 W. Hillcrest Drive, as shown on project plans labeled “Project Plan Set” dated May 26, 2023, and the Oak Tree Report dated May 2023 unless conditioned otherwise herein.
3. **Approval Period** – The above referenced permits are granted for the period set forth in 2022-70777-DAGR.
4. **Compliance with Applicable Laws, Rules, and Regulations** – The applicant shall at all times comply with any and all local, city, county, state and federal laws, regulations and orders now in effect or which may hereafter be enacted pertaining to the approved modification or affecting the installation, operation or maintenance of the mixed-use development.
5. **Regulatory Agency Approval** – The requirements of all applicable regulatory agencies shall be met, and approval obtained, prior to gas release, Certificate of Occupancy, or as authorized by the City's Building and Safety Division. Copies of all required licenses shall be submitted to the Community Development Department.

**COMMUNITY DEVELOPMENT DEPARTMENT CONDITIONS OF APPROVAL FOR
2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and
2022-70777-DAGR**

6. **Payment of Fees** – Approval is subject to the applicant paying all fees and assessments to the City of Thousand Oaks, as required by the Municipal Code. The developer shall pay Quimby fees to Conejo Recreation & Park District (CRPD) in accordance with State law and the City's ordinance.
7. **Impact Fees for Affordable Housing Units** - Per California Government Code Section 65915 and Section 65915.1, affordable housing impact fees, including inclusionary zoning fees and in-lieu fees, shall not be imposed on a housing development's affordable units.
8. **Dedications/Reservations and Public Improvements** – With respect to dedications, reservations, construction of public improvements and fees as required by the project development conditions, the applicant is advised, pursuant to Government Code Section 66020, that the ninety (90) day protest period has commenced upon approval of the proposed improvement by the City.
9. **Condition Compliance** – All development on the subject property shall be constructed and thereafter maintained in accordance with the conditions of this permit.
10. **Project Changes/Modifications** – Changes to the project are subject to the requirements described in SP-24 and 2022-70777-DAGR. Minor changes to 2022-70773-DP or 2022-70780-PTP may be approved by the Community Development Department, provided such changes achieve substantially the same results and the project is still in compliance with the Municipal Code. Revised plans reflecting the minor changes and additional fees shall be required.
11. **Acknowledgment** – The applicant acknowledges that all aspects of this project are of special concern to and regulated by the City of Thousand Oaks, which has established specific criteria and standards concerning development within the City. Any change, modification, or alteration to improvements on the subject property shall first be approved by the City of Thousand Oaks. Any unauthorized changes may require future corrective work and may result in a City Code compliance effort.
12. **Unauthorized Changes** – The applicant acknowledges that the exterior treatment, location of structures and architectural features of the development are of special concern to, and regulated by, the City of Thousand Oaks, which has established criteria and standards concerning development within the City. Any substantial change, modification, or

COMMUNITY DEVELOPMENT DEPARTMENT CONDITIONS OF APPROVAL FOR 2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and 2022-70777-DAGR

- alteration to the architectural design, or in the exterior treatment of any building and structure, including building colors, materials, changes in walkways, doorways, window locations, or in the parking, landscaping and other related features, must first be approved by the City of Thousand Oaks prior to performing the work. Unauthorized change(s) or failure to comply with the conditions of this permit may require future corrective work and result in a City Code violation and appropriate action.
13. **Indemnification** – The applicant agrees to defend, indemnify and hold harmless the City, its agents, officials, and employees from any claim, action or proceeding against the City or its agents, officials or employees to attack, set aside, void or annul an approval of the City. The City shall promptly notify the applicant of any claim, action or proceeding and the City shall cooperate fully in the defense.
 14. **Signed Acceptance of Conditions** – A signed Acceptance of Conditions affidavit shall be executed by the applicant and property owner, or his duly authorized representative, and shall be returned to the Community Development Department prior to the issuance of a building permit.
 15. **Other Applicable Permits** – All entitlements and conditions of approval associated with prior onsite development approved by the City of Thousand Oaks (OTP 1235, Z 1977-419, SUP 2001-1037, DP 1977-371 and Minor Modification Nos. 1 through 4, DP 1982-512 and Minor Modification Nos. 1 through 4, and SUP 2001-1037) are rescinded, voided and of no further effect. The property's Title Report is to be updated to remove references to Covenants, Agreements and Declarations required by the permits which are rescinded, voided and of no further effect.

ENVIRONMENTAL MITIGATION MEASURES

16. **Mitigation Compliance** – Prior to the issuance of any grading or building permit, the applicant shall submit a written report demonstrating that all mitigation measures imposed by the City to either reduce or avoid significant environmental impacts identified in the Environmental Impact Report (EIR) (2022-70774-EIR) have either been incorporated in the project design or undertaken as required. Final determination of compliance with imposed mitigation measures pursuant to the requirements of Section 21081.6 of the Public Resources Code shall in turn be subject to the review and approval of the Community Development Department.

**COMMUNITY DEVELOPMENT DEPARTMENT CONDITIONS OF APPROVAL FOR
2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and
2022-70777-DAGR**

17. **MM BIO-11 – Pre-Construction Bat Surveys** – No earlier than three days prior to ground or vegetation disturbing activities, and separately three days prior to demolition activities if occurring 14 days or more after ground or vegetation disturbing activities, a City-approved qualified biologist shall inspect the outside and inside of the vacant structure for sign of roosting bats, such as presence of guano or direct observations. A report of the bat survey results shall be submitted to the City for review and approval prior to ground and/or vegetation disturbance activities. If evidence of bat roosting is observed, building demolition shall not be allowed until a qualified biologist can verify that the roost is no longer active. Separate ground or vegetation disturbing activities may commence if determined appropriate by the biologist, with or without an avoidance buffer if found necessary. If necessary, bats may be evicted and building demolished following submittal and approval of a Bat Avoidance Plan by the California Department of Fish and Wildlife (CDFW).
18. **MM PAL-1 – Paleontological Monitoring Plan** – Prior to construction, a company qualified to provide paleontological monitoring should be engaged by the applicant to provide monitoring services. The paleontological monitoring team should examine the project geotechnical report, the final project grading plan, and the site schedule to determine what subsurface activities may require paleontological monitoring of project site grading. Spot-check monitoring may be used within older alluvial deposits, however, if fossils are identified in older alluvial material, or if deeper fossil-bearing rock formations are encountered, then fulltime paleontological monitoring should take place to the end of site grading.

The paleontological team will develop a construction phase paleontological monitoring plan (Monitoring Plan), which will include all available paleontological context for the project, including the Natural History Museum of Los Angeles County (NHM) record of findings, the geotechnical report, and the Phase I Cultural Resources Assessment, as well as guidelines on when spot-check and fulltime monitoring should be used, what the project discovery plan is for fossil resources, and what the communication plan is that should be followed in the case of discovery. The Monitoring Plan will also include a Worker Environmental Awareness Plan (WEAP) in order to educate grading and trenching teams on the purpose of monitoring and what paleontological monitors look for as to fossil resources. The WEAP training should discuss what actions should take place upon a fossil discovery.

**COMMUNITY DEVELOPMENT DEPARTMENT CONDITIONS OF APPROVAL FOR
2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and
2022-70777-DAGR**

19. **MM PAL-2 – Paleontological Monitoring** – The paleontological monitor will collect any fossil material that is uncovered through grading that is found within a disturbed context and can halt construction within 30-feet of a potentially significant fossil resource if necessary. Fossils collected from a disturbed context or that do not warrant additional assessment can be collected, without the need to halt grading. If fossils are not present within the older alluvial or bedrock material, and the project conditions warrant reduced monitoring, then a weekly spot-check system of monitoring can be arranged by the compliance team with the construction manager. However, if fossils are encountered, which cannot be removed during grading and that the monitor believes will need further assessment, then the project “discovery” protocol will be followed. Discovery situations that do not lead to further assessment, survey, evaluation, or data recovery can be described in the monitor’s daily Monitoring Report.

All fossils recovered that may be of importance to California paleontology, will be cleaned, analyzed, and described within a final project Monitoring Report, which will be submitted to the NHM at the end of the project. All materials will be curated at the NHM or placed on public display by the owner. If important fossils are found during monitoring, a Curation Plan will be needed that is reviewed by the lead agency prior to the publication of the Monitoring Report. The costs of the Monitoring Report, the Curation Plan, and the processing, analysis, and curation of all fossils will be the responsibility of the applicant.

20. **MM PAL-3 – Fossil Discovery Protocol** – If fossil materials are encountered by the project grading or trenching crews when the worksite is not being monitored, either because the project is not within sensitive rock units or because spot-check monitoring is taking place, then a Fossil Discovery Protocol should be followed by the grading/trenching team.

If potentially significant fossil materials are encountered during project grading within native soils or original context, then all work in that area shall be halted or diverted away from the discovery to a distance of 30-feet until a senior paleontologist can evaluate the nature and/or significance of the find(s). If the senior paleontologist confirms that the discovery is potentially significant, then the lead agency and the applicant will be contacted and informed of the discovery. Construction will not resume in the locality of the discovery until consultation between the senior paleontologist, the applicant, the lead agency, and any other concerned parties (such as additional regulatory agencies), takes place and reaches a conclusion approved by the lead agency.

COMMUNITY DEVELOPMENT DEPARTMENT CONDITIONS OF APPROVAL FOR 2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and 2022-70777-DAGR

- If a significant fossil resource is discovered during earth-moving, complete avoidance of the find is preferred. However, if the discovery cannot be avoided, further survey work, evaluation tasks, or data recovery of the significant fossil resource may be required by the lead agency. The lead agency may also require additional site monitoring based on the nature of the discovery. All costs for site monitoring, discovery assessment, discovery evaluation, or data recovery of will be the responsibility of the Applicant. Any reports generated by the discovery event will be submitted to the NHM at the conclusion of the project.
21. **MM HAZ-1 – Soil Vapor Testing** – Due to the project being in close proximity to two open cleanup sites as Recognized Environmental Conditions (RECs) with a potential Vapor Encroachment Condition (VEC), although the possibility of hazardous material migrating beneath the project site from the RECs is considered low, limited soil vapor testing in the areas of proposed buildings intended for human occupancy shall be required at the project site. The results of the soil vapor testing will be used to evaluate if potential VECs exist and whether engineer controls (vapor barrier) are needed for the proposed redevelopment of the project site.
 22. **MM NOI-1 – Construction Barrier** – A 12-foot-high barrier shall be placed at the eastern boundary of the project site during construction to reduce the construction noise levels at the residences by 14 dBA to 62 dBA. The resulting predicted mitigated construction noise level of 62 dBA is close to the measured ambient noise levels and will temporarily increase the ambient noise level by approximately 2 to 4 dBA at the residences to the east, as shown on Table 6 of the EIR Noise and Vibration Study (Veneklasen 2023).
 23. **MM NOI-2– No Impact Pile Drivers** – In order to avoid impacts to vibration-sensitive uses north of the project site, impact pile drivers shall not be used on site and alternative equipment and methods (such as cast-in-drilled-hole (CIDH) piles) shall be used to construct the deep foundation system for the proposed project buildings.
 24. **MM NOI-3 – Construction Equipment Limitations at the Eastern Boundary** – In order to assure avoidance of potential building damage impacts, no more than two units of powered construction equipment shall be used at the same time within 20 feet from any residence on the east side of the site.

COMMUNITY DEVELOPMENT DEPARTMENT CONDITIONS OF APPROVAL FOR 2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and 2022-70777-DAGR

BUILDING SAFETY AND CONSTRUCTION

25. **Final Plans** – Prior to the issuance of a building permit, final site, grading, floor, elevation and roof plans shall be submitted for the review and approval of the Community Development Department. Said plans shall incorporate any design change and other requirement as conditioned herein.
26. **Approval Inclusion** – The following shall apply:
- a. This approval, in its entirety as adopted, shall be included in the initial plan-check submittal that is submitted to the Building Division. The approval and conditions shall be copied directly onto plan sheets and included as part of the project plans throughout the plan-check process and shall be part of the project plans for which building permits are issued.
 - b. All agreements, development standards, use allowances contained in SP-24 and 2022-70777-DAGR shall apply to this approval.
27. **Final Detailed Grading, Paving and Drainage Plan Submittal** – Prior to issuance of a grading permit, a final detailed grading, paving and drainage plan demonstrating compliance with all imposed conditions of this Development Permit shall be submitted for review and approval by the Community Development and Public Works Departments.
28. **Certified As-Built Grading** – Prior to issuance of a building permit, a rough grading completion certification on the City standard form, shall be prepared and signed by the applicant's Civil Engineer and submitted to the Public Works Department. Said certificate shall state that the graded pad design and pad elevations are consistent with the pad elevation and grading details shown on the conceptual grading plan, and grading plan/exhibits labeled "Project Plan Set," date stamped May 26, 2023.
29. **Construction/Security Fencing** – Prior to the issuance of a grading/building permit, the applicant shall install a temporary five (5) foot high chain-link fence within the limits of the proposed development area. Said fencing shall be provided for purposes of maintaining security, as well as containing trash and debris on-site. The fence shall remain in place during all phases of construction and shall be maintained until no longer needed for trash and debris control as determined by the Community Development Department. The applicant shall be responsible for pick-up of trash and debris on a weekly basis during building construction operations.

**COMMUNITY DEVELOPMENT DEPARTMENT CONDITIONS OF APPROVAL FOR
2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and
2022-70777-DAGR**

30. **Preconstruction Meeting** – Prior to issuance of a grading permit, the applicant shall coordinate with the Community Development and Public Works Departments including, a preconstruction meeting at the job site to review field conditions, project conditions, methods and procedures, individual and City department responsibilities associated with the project. Members attending this meeting shall include but not be limited to City department representatives, City landscape consultant/arborist, owner or designated project coordinator, architect, project consultants, project landscape consultant general contractor and other representatives associated with the project. The meeting shall be arranged no sooner than one (1) week prior to commencement of work.
31. **Archaeological Discovery Protocol** – If buried materials of potential archaeological significance are accidentally discovered within an undisturbed context during ground disturbance, then all work in that area shall be halted or diverted away from the discovery to a distance of 50-feet until a qualified senior archaeologist can evaluate the nature and significance of the find(s). A project communication plan will be followed, and the Lead agency (City of Thousand Oaks) will be immediately notified of the discovery.

Ground disturbance shall not resume in the locality of the discovery until consultation between the senior archaeologist, the Lead agency, the applicant's representative, and all other concerned parties, takes place and reaches a conclusion acceptable to the City of Thousand Oaks. If a significant archaeological resource is discovered during ground disturbance, complete avoidance of the find is preferred. However, further survey work, evaluation tasks, or fossil recovery of the significant resource by a qualified archaeologist may be required by the Lead agency if the resource cannot be avoided. This work shall be conducted, and paid for, by the applicant. In response to the discovery of significant archaeological resources, the Lead agency may also add additional conditions, which may include archaeological monitoring.

Any monitoring, assessment, evaluation, fossil recovery, or other reports that are generated as a response to the discovery of a significant archaeological resource shall be submitted to the lead agency for review and final curation as part of the project record. All such documents associated with the discovery of archaeological resources will be transmitted to the Natural History Museum of Los Angeles County at the end of project construction.

**COMMUNITY DEVELOPMENT DEPARTMENT CONDITIONS OF APPROVAL FOR
2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and
2022-70777-DAGR**

32. **Inadvertent Discovery of Human Remains** – The inadvertent discovery of human remains is always a possibility during ground disturbances; State of California Health and Safety Code Section 7050.5 addresses these findings. This code section states that in the event human remains are uncovered, no further disturbance shall occur until the County Coroner has made a determination as to the origin and disposition of the remains pursuant to California Health and Safety Code (PRC) Section 5097.98. The coroner must be notified of the find immediately, together with the City and the property owner.

If the human remains are determined to be prehistoric, the coroner will notify the California Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials and an appropriate re-internment site. The lead agency and a qualified archaeologist shall also establish additional appropriate mitigation measures for further site development, which may include additional archaeological and Native American monitoring or subsurface testing.

33. **Tier 4 Final Grading Equipment** – Heavy-duty diesel-powered construction equipment used on-site shall be equipped with Tier 4 Final or better diesel engines as proposed. The City of Thousand Oaks shall verify and approve all pieces within the construction fleet that would not meet Tier 4 Final standards per the VCAPCD Guidelines. Equipment engines shall be maintained in good condition and in proper tune as per manufacturer's specifications.

An exemption from these requirements may be granted by the City in the event that the applicant documents that equipment with the required tier is not reasonably available and corresponding reduction in criteria air pollutant emissions are achieved from other construction equipment. Before an exemption may be considered by the City, the applicant shall be required to demonstrate that at least two construction fleet owners/operators in Ventura County, or more, at the discretion of the Community Development Director, were contacted and that those owners/operators confirmed Tier 4 Final equipment could not be located within Ventura County.

COMMUNITY DEVELOPMENT DEPARTMENT CONDITIONS OF APPROVAL FOR 2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and 2022-70777-DAGR

34. **Construction Progress** – Once permits have been issued to commence work on the improvements, it is the applicant's/owner's responsibility to diligently pursue completion per all conditions, requirements and as represented on the approved plans. Reasonable progress shall occur on a continual basis until completion to the satisfaction of the Community Development Director. Work shall not be discontinued for a period exceeding 30 days, without acceptable cause. The intent is to have the project completed in a timely fashion to prevent a potential blight from partially completed construction.
35. **Phasing** – The project shall be graded and constructed in a single phase as specified and in accordance with the parameters contained in the recorded Development Agreement (2022-70777-DAGR).
36. **Hours of Construction** – All grading and construction activities shall be limited to the hours of 7:00 a.m. to 7:00 p.m., Monday through Saturday with no construction activity permitted on Sunday. Construction workers and vehicles shall not be permitted to congregate in the residential neighborhood or onsite before and after the construction hours authorized herein. Likewise, warming of equipment engines shall not be permitted outside the allowable construction hours.
37. **Condition Execution** – Compliance with and execution of all conditions listed herein shall be necessary prior to obtaining final building inspection clearance and/or prior to obtaining any occupancy clearance, unless stated otherwise herein. Deviation from this requirement shall be permitted only by written consent of the Community Development Director or designee.
38. **Occupancy** – No final inspection or final occupancy permit shall be granted until construction and landscaping are complete in accordance with the approved plans and the conditions required herein.
39. **Exporting/Importing Earth Materials** – Any exporting or importing of earth material and debris shall be authorized by permit issued by the Public Works Department. The developer shall comply with an approved haul route to and from the project site and shall coordinate the hauling of this material with the Public Works and Community Development Departments to minimize traffic disruptions and disturbances to the project area.

**COMMUNITY DEVELOPMENT DEPARTMENT CONDITIONS OF APPROVAL FOR
2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and
2022-70777-DAGR**

The exporting and importing of any earth materials to new sites within the jurisdiction of the City of Thousand Oaks shall be subject to the review and approval by the Planning Commission unless such sites have previously been approved for development with an active entitlement, and said grading is in accordance with Public Works Department approved plan for the project.

40. **APCD Permit** – The applicant shall obtain all necessary clearances from the Ventura County Air Pollution Control District (APCD) prior to beginning any construction activity.
41. **City's Recycling Program** – The project's owner shall participate in the City of Thousand Oaks recycling program, which collects cardboard, plastics, glass and mixed paper and shall attempt to use post-consumer building materials (recycled products) whenever possible in the construction of the project.
42. **Demolition of Structures Containing Asbestos** – APCD Rule No. 62.7 (Asbestos – Demolition and Renovation) shall be complied with by the applicant for all demolition activities.
43. **Dust Prevention** – In order to prevent excessive amounts of fugitive dust, all materials excavated (on-site) shall be controlled for with Ventura County Air Pollution Control District methods, which includes adherence to Rule 50 (Opacity) that sets opacity standards on the discharge from sources of air contaminants. This rule would apply during construction of the proposed project, specifically grading activities, Rule 55 (Fugitive Dust) that requires dust generators to implement control measures to limit the amount of dust from vehicle track-out, earth moving, bulk material handling, and truck hauling activities, and Rule 55.2 (Street Sweeping Equipment) that requires the use of PM₁₀ efficient street sweepers for routine street sweeping and for removing vehicle track-out pursuant to Rule 55. The project is to comply with the City of Thousand Oaks Water Conservation Ordinance Requirements. Level 4 Conservation Measures prohibit potable water use for dust suppression unless approved through a City waiver. For more information see: <https://www.toakswater.org/conservationstages>.
44. **Rodent Control** – The applicant shall submit a rodent control plan to the Community Development Department prior to the issuance of any building permit, which shall include measures to protect adjacent and nearby properties from any rodent displacement during the project demolition and construction activities.

**COMMUNITY DEVELOPMENT DEPARTMENT CONDITIONS OF APPROVAL FOR
2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and
2022-70777-DAGR**

45. **Parking/Materials Storage During Construction** – All construction equipment, materials, and related contractor vehicles shall be located on-site during all phases of development.
46. **Nesting Bird Survey** – If project activities (i.e. demolition, grading, construction, landscaping, tree encroachment, pruning and/or removal, etc.) occur between February 1st and September 1st, a breeding bird survey is required to be conducted and active nests shall be avoided with a minimum buffer distance as determined by a qualified biological monitor. To prevent disturbance of any active nests, a 300-foot radius for raptors and 100-foot radius for all other bird species is required until all juveniles have fledged, or the nest is abandoned.
47. **Air Filtration Requirements** – Prior to issuance of a certificate of occupancy the project must demonstrate compliance with California's Building Energy Efficiency Standard (24 CCR, Part 6, Subchapter 7, Section 150.0) which limits particulate infiltration by installing and maintaining air filtration systems equal to or exceeding the identified filter efficiencies as defined by the American Society of Heating, Refrigerating and Air Conditioning Engineers (ASHRAE) Standard 52.2. For the two ground-floor dwelling units closest to the 101 Freeway exit ramp, advanced HEPA filtration is required, as specified by the Recommended Practice (IEST-RP-CC001.7) published by the Institute of Environmental Sciences and Technology (IEST). All other filtration devices provided must meet the minimums laid out in the Latigo Hillcrest Mixed-Use Project Freeway Health Risk Assessment dated January 2023. The leasing office shall provide notification/disclosure to all future residents of the project site of the potential risk from the I-101 freeway related to the increased risk of exposure to diesel particulates from the freeway when windows/doors are open and when outside at the recreation areas.

**COMMUNITY DEVELOPMENT DEPARTMENT CONDITIONS OF APPROVAL FOR
2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and
2022-70777-DAGR**

**COMMUNITY DEVELOPMENT DEPARTMENT –
CONDITIONS FOR 2022-70773-DP**

BUILDING FORM AND ARCHITECTURAL DESIGN

48. Revised Building Colors/Materials and Elevations – The proposed design of the building shall be constructed substantially as depicted on the building elevations and perspectives as shown in exhibits labeled Project Plan Set dated May 26, 2023, except for the following:

- a. The addition of an architectural treatment at the parapet of the third floor on specific corners or specific fourth floor facades as approved by the Community Development Director.
- b. Provision of heavy-gauge, decorative screening material for garage openings.
- c. Provision of trellis or other shade structures over common roof-top decks and patios as permitted by the Building Safety Division and Fire Department to provide greater roof articulation.
- d. Window frames shall be made of aluminum, fiberglass, wood, or manufactured wood; or another material with a wood grain texture finish on the following facades:
 - i. Building A facing West Hillcrest Drive;
 - ii. Building A and B facing Rancho Conejo Boulevard and the commercial property in between the subject property and Rancho Conejo Boulevard;
 - iii. Building A and B facing the internal street bisecting the property, parallel to Hillcrest Drive;
 - iv. Building A and B facing the Linden Apartments to the east of the subject property.

The remainder of window frames may be dark bronze or similar color vinyl. Actual material samples must be provided prior to submittal of building permits to allow review and approval by the Community Development Department.

- e. Provision of metal awnings on all elevations on windows located on the third floor as follow:
 - i. Elevation “A” North on the portion of the building between the tower element and front entrance to commercial component.
 - ii. Elevation “B” South along the residential units on the portion of the building projecting forward.

COMMUNITY DEVELOPMENT DEPARTMENT CONDITIONS OF APPROVAL FOR 2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and 2022-70777-DAGR

- iii. Elevation “C” North along all the portions of the building projecting forward except on the portions of the building where the elevation incorporates fiber cement siding and brick veneer.
 - iv. Elevation “D” South, Building A+B Elevation “E” West, Building A Elevation “E” West, Building B Elevation “F” West, Building A+B Elevation “F” East, Building A Elevation “F” Building B Elevation “F” East, Building A Elevation “F: East, and Building B Elevation “F” East across all the sections of the building projecting forward.
 - f. Incorporation of brick veneer on all buildings, including sub buildings 1 through 4, as reviewed and approved by the Community Development Department.
49. **Color and Materials Board** - All exterior materials and colors shall match or be upgraded from those depicted on the exhibits labeled “Project Plan Set,” date stamped May 26, 2023 and as conditioned, subject to review and approval of the Planning Division of the Community Development Department. Changes to materials which are not comparable or better must be approved by the Planning Commission. Prior to the issuance of a building and/or grading permit, a final color and materials sample board, including, but not limited to, specific materials and paint manufacturer colors, shall be submitted for the review and approval by the Community Development Department. The applicant shall indicate the type of finish on the revised plans and materials and colors sample board.
50. **Front, Side, and Rear Yard Setbacks** – All structural and landscape setback requirements from property line shall be provided as depicted on the submitted project plan set, as described in SP-24, and as follows:

Building First Floor, Fourth Floor, and Landscape Buffer Setbacks	
Building A:	
Front(North):	40' Minimum First Floor
	70' Minimum Fourth Floor Setback (Except at Northeast Corner Building Entry)
Left(West):	60' Minimum
	5' Required Min. Landscape Setback Along Driveway/Parking
Right(East):	100' Minimum
	10' Required Min. Landscape Setback Along Driveway/Parking

**COMMUNITY DEVELOPMENT DEPARTMENT CONDITIONS OF APPROVAL FOR
2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and
2022-70777-DAGR**

Building B:	
Rear(South):	15' Minimum First Floor Building
	40' Minimum Average Fourth Floor Setback
Left (West):	20' Minimum First Floor Building
	85' Minimum Average Fourth Floor Setback
	5' Required Min. Landscape Setback Along Driveway/Parking
Right (East):	63' Minimum First Floor Building And
	100' Minimum Average Fourth Floor Setback
	10' Required Min. Landscape Setback Along Driveway/Parking

51. **Building Heights** – The maximum building heights shall be provided as shown on the elevation plans as shown in the Project Plan Set dated May 26, 2023. The absolute maximum height at any point is 55 feet.
52. **Façade Articulation** – Façade articulation, including setbacks, material offsets as well as significant, major, and minor massing breaks shall be provided as show in the Project Plan Set dated May 26, 2023 and SP-24. The maximum building length is 325 feet.
53. **Residential Window Area** – A minimum of 36% of residential windows must be inset a minimum of two-inches and include a wood-look trim or brick header as shown in the Project Plan Set date stamped May 26, 2023.
54. **Storefront Window Area** – A minimum of 65% of the commercial storefront façade provided shall have transparent window area and minimum three-inch recess as shown in the Project Plan Set date stamped May 26, 2023.
55. **Mixed-Use Façade Transparency** – The façade facing Hillcrest Drive shall have a minimum of 50% transparency on the ground floor and at least 35%, combined, on all levels above the ground floor.
56. **Residential Direct Outdoor Primary Access** – Primary entrances to first-floor residential units with direct access to the outside shall be provided as shown on plans date stamped May 26, 2023. If final grading plans allow additional residential units to gain direct outdoor access, that should be provided.
57. **Emergency Exit/Service Doors** – All exterior emergency exit and service doors as viewed from public streets shall be decorative and located in recessed vestibules of sufficient depth to accommodate the installation of overhead recessed security light fixtures. Other doors not viewed from

COMMUNITY DEVELOPMENT DEPARTMENT CONDITIONS OF APPROVAL FOR 2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and 2022-70777-DAGR

- public streets may be illuminated by either the same method or by the installation of decorative architectural light fixtures. Said doors shall be operated from the inside with appropriate approved hardware and shall be alarmed. No exposed hardware including door latches shall be permitted on the exterior surface of any door. Any access from the exterior shall be limited to key activated hardware locks only. All such doors shall be painted or treated a color to match the adjacent exterior finish of the building or as approved herein. Design and location of all doors shall be subject to review and approval by the Community Development and Police Departments.
58. **Flat Roof Areas** – Flat roof areas and parapet walls exposed to view from surrounding areas shall be color-coded to blend with the exterior wall finishes, subject to the review and approval of the Community Development Department.
59. **Exterior Trash Enclosures** – Exterior trash enclosures shall consist of solid masonry walls plastered to match the building's exterior with metal gates set in metal frames and shall be protected with a solid overhang roof structure subject to review by the Community Development Department and Public Works Departments. Trash enclosure areas shall be designed in accordance with the City's adopted trash area design criteria. Trash encloses will be constructed to have outside visibly to reduce the possibility of camping or sleeping in the area. Prior to the issuance of a building permit, the developer is to provide a signed letter from the City's solid waste service provider to the Community Development Director and Public Works Director confirming the trash enclosure has been designed consistent with their operational needs. Prior to the issuance of a building permit, the final design and locations for trash enclosure areas shall be submitted for review and approval by the Community Development and Public Works Departments.
- During the project's operational phase, exterior trash enclosures shall be kept closed and locked during non-business hours to discourage, loitering, illegal dumping and theft.
60. **Outside Storage** – No outside open storage of any kind shall be permitted on the site, including recycled materials, packaged materials or materials within containers. There shall be no outside containers for the purposes of storing items, such as cargo containers, unless otherwise approved through an evaluation process set by the Community Development Department Director including any necessary noticing requirements and documents deemed required by the Director.

COMMUNITY DEVELOPMENT DEPARTMENT CONDITIONS OF APPROVAL FOR 2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and 2022-70777-DAGR

61. **Roof Access** – Access to the building roof shall only be from the interior of each building and shall be secured with appropriate hatches and be locked at all times. Exterior ladders are prohibited. Design, location and security requirements of said access shall be subject to approval of the Community Development Department and the Police Department.
62. **Downspouts** – Downspouts shall be avoided or concealed within the building walls at specific feature corner elements, such as the commercial/retail corner and brick lobby towers or any façade viewable from Hillcrest Drive or Rancho Conejo Boulevard. Any downspout not concealed within the building walls must be painted to match the wall behind.
63. **Roof-Mounted Mechanical Equipment** – All roof-mounted mechanical equipment, including air conditioning, roof fans and any other similar equipment, as well as roof ladder protrusions, shall be located within the mechanical equipment enclosures as depicted on “Project Plan Set,” date stamped May 26, 2023. Said equipment shall be screened from public view including Hillcrest Drive, Rancho Conejo Boulevard, 101 Freeway, and from properties adjacent to and within the project site. Roof screening treatment shall be designed in a manner that is integrated with the building design.

Prior to issuance of a building permit, final detailed cross-section drawings, studies, equipment manufacturer’s catalogue cuts, brochures, specifications and specific exhibits and roof equipment locations shall be submitted for the review and approval of the Community Development Department. After installation if any roof mounted equipment is visible from public view, additional screening will be required. The design and extent of said screening shall be subject to the review and approval of the Community Development Department.

64. **Surface-Mounted Mechanical Equipment** – All surface-mounted mechanical equipment, including transformers, terminal boxes or meter cabinets, shall be screened by landscaping or enclosed by solid decorative masonry walls or stucco wood frame and solid wood gates of a material which is integrated into the character and materials of the project and/or surrounding landscaping design subject to the review and approval of the Planning Division of the Community Development Department and other City utility providers.
65. **Utility Lines** – All new utility service lines shall be installed underground.

**COMMUNITY DEVELOPMENT DEPARTMENT CONDITIONS OF APPROVAL FOR
2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and
2022-70777-DAGR**

66. **Backflow Device** – Any proposed backflow device shall be screened from public view, subject to review and approval by the Community Development and Public Works Departments.

PARKING, ACCESS, AND DRIVEWAY

67. **Required Parking** – A minimum of 486 residential parking spaces, 43 commercial spaces, and 52 “surplus” parking spaces shall be provided for the project, as shown on site within “Project Plan Set,” date stamped May 26, 2023. A 10% reduction of required surplus spaces may be permitted upon review and approval of the Community Development Department. The commercial and residential parking shall be spatially distinct and independent of each other. All parking spaces and driveway aisles shall be designed in accordance with Section 9.4-2404 of the Municipal Code and SP-24. Any minor change to parking or future development on the subject property shall be reviewed and evaluated by the Community Development Department. Any substantial change may require the filing of a modification application to be considered by the Planning Commission.

68. **Building B Parking Garage Design** – The floor level above the parking structure shall not exceed six (6') feet above finished grade for more than fifty (50%) percent of the perimeter and shall not exceed twelve (12') feet above finished grade at any point, as shown on site within “Project Plan Set,” date stamped May 26, 2023.

Any exposed elevations of the below-grade parking structure shall be designed to reflect architectural compatibility with existing or proposed structure. The above-grade, visible portions of the exterior elevations of the below-grade parking structure shall be designed to minimize the use of blank facades through the combined use of appropriate architectural treatment such as heavy textured concrete, planters, openings, indentations, and projections of exterior walls to provide visual interest. At least 20% of the daylighting portion of the garage, must consist of windows or other openings.

69. **Parking Striping** – All parking spaces shall be identified with double four inch (4") wide stripes at sixteen inches (16") on center as specified in Section 9-4.2404(a)(2) of the Thousand Oaks Municipal Code.
70. **Multi-Family Residential Compact Parking** – Maximum permitted compact parking spaces shall not exceed thirty-five percent (35%) parking spaces based on the total parking requirements as indicated under Section

**COMMUNITY DEVELOPMENT DEPARTMENT CONDITIONS OF APPROVAL FOR
2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and
2022-70777-DAGR**

9-4.2404(d)(1)(i). No overhang compact parking space shall be permitted within five feet (5') of any vertical obstruction.

71. **Commercial Compact Parking** – Maximum permitted compact parking spaces shall not exceed twenty-five percent (25%) parking spaces based on the total parking requirements as indicated under Section 9-4.2404(d)(1)(iii). No overhang compact parking space shall be permitted within five feet (5') of any vertical obstruction.
72. **Parking Stall Dimensions** – The dimensions and design of all standard (non-compact or ADA) parking stalls shall be installed as required in Article 24, Chapter 4, of Title 9 of the Thousand Oaks Municipal Code. Parking stall lengths for stalls that overhang a landscape planter shall be reduced from twenty (20') feet to a depth of eighteen (18') feet to allow the remaining two (2') feet to be converted to landscaping. Overhang parking design shall consist of parking stalls measuring eighteen feet (18') in depth and shall overhang a minimum six foot (6') wide planter or sidewalk when adjacent to residential property. A width of nine feet (9') shall be required for all parking spaces.
73. **Parking Stall Clearance** - Parking spaces located adjacent to walls must be at least one foot wider to accommodate door opening clearance and vehicle maneuverability. Parking located adjacent to columns within a parking structure also must be one foot wider except for columns placed within four feet of the front or back of a stall.
74. **Parking Overhang/Path of Travel** – Where head-in parking spaces are located adjacent to a path of travel, the minimum path of travel sidewalk width shall not be less than seven (7') feet to accommodate a minimum clear sidewalk width of four (4') feet, allowing three (3') feet for the parking overhang.
75. **Loading Zone** – Two loading docks, one for commercial uses and one for residential use at Building A, are to be provided and maintained. At least one loading dock shall be provided shall be not less than twelve (12') feet in width by twenty-five (25') feet in depth by fourteen (14') feet in height pursuant to TOMC Section 9-4.2405.
76. **Temporary Parking Area** – A designated temporary parking area to accommodate pick-up and/or drop-off activities by delivery and rideshare companies, (i.e. DoorDash, Uber, Lyft, Relay Rides, etc.) is proposed along the roadway located between the two buildings. Appropriate curb

COMMUNITY DEVELOPMENT DEPARTMENT CONDITIONS OF APPROVAL FOR 2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and 2022-70777-DAGR

designations and signage indicating the hours of operation shall be provided to ensure this area is utilized for these short-term uses and not for the parking of vehicles. All signage is subject to review and approval by the Public Works and Police Departments.

77. **Parking Restriction** – No parking space shall be utilized for overnight storage of vehicles, other than tenant vehicles.
78. **Parking Management Program** – Prior to occupancy of the project, a Parking Management Program shall be designed and submitted to ensure that proper parking assignments for tenants, guests, and employees are established within the parking structure and designated exterior spaces, as well as address timing and procedures for moving activities and moving-related vehicles/vans for all residential, commercial tenants and live/work units.

All parking stalls within below-grade parking structures shall be designed for the use of owners, tenants, and employees only.

As part of the Parking Management Program, the applicant shall provide appropriate signage and develop an action plan to prevent parking from spilling off-site onto adjacent locations and prevent residential use of exterior parking spaces intended for the commercial operations on the site. Said program shall be subject to the review and approval by the Community Development, Public Works and Police Departments.

79. **Pedestrian-Friendly Roadway Design** – The roadway located between Building A and Building B shall utilize cast in place concrete with enhanced finish (such as topcast and sawcut patterning) and bollards as shown on the plans dated May 26, 2023. Final materials and design shall be subject to review and approval by the Community Development, Public Works, and Fire Departments.
80. **Decorative Sidewalk Treatment** – The use of decorative material such as rock, tiles, pavers, cast in place concrete with enhanced finish, or similar patterned material shall be provided at the pedestrian entrance(s) to each building, including but not limited to the pedestrian access between Hillcrest Drive and the commercial uses, as well as between Rancho Conejo Boulevard and the nearest sidewalk. The materials and colors shall be submitted to the Community Development Department for review and approval prior to issuance of building permits. The installation and materials shall comply with ADA and Title 24 disabled access requirements for path-of-travel areas.

**COMMUNITY DEVELOPMENT DEPARTMENT CONDITIONS OF APPROVAL FOR
2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and
2022-70777-DAGR**

81. **Pedestrian Walkways** – The applicant shall utilize a decorative and contrasting surface material and/or color, such as cast in place concrete with enhanced finish, for the pedestrian walkways throughout the site as depicted within the “Project Plan Set,” date stamped May 26, 2023 prior to issuance of building permits. The installation and materials shall comply with ADA and Title 24 disabled access requirements for path-of-travel areas.
82. **Driveway Entrances** – The project’s two-way driveway aisle entrances from Hillcrest Drive shall be composed of decorative paving materials (such as at-grade cast-in-place concrete with enhanced finish), subject to the review and approval by the Community Development and Public Works Departments.
83. **Driveway and Parking Lot Grades** – The driveway and parking lot shall be designed as depicted on grading within “Project Plan Set,” date stamped May 26, 2023. All parking lot areas shall have a maximum gradient slope of 2.5% and parking spaces shall have a maximum cross-slope of 2%. All driveways including exterior and interior shall have a slope no greater than 7% and each ramp in the parking garage shall not exceed a maximum of 10% gradient as specified under Section 9-4.2405(a) of the Municipal Code unless otherwise approved by the Community Development and Public Works Departments.

LANDSCAPING

84. **Parking Lot Shade Coverage** – The applicant shall provide fifty (50%) percent shade coverage in all surface parking areas within fifteen (15) years per Landscape Guidelines Resolution No. 2007-116.
85. **Parking Lot Finger Planters** – A tree shall be planted at the ends of each finger planter per Landscape Guidelines Resolution No. 2007-116 as depicted within the “Project Plan Set,” date stamped May 26, 2023.
86. **Parking Lot Screening** – A combination forty-two (42") high decorative headlight screen wall and undulated berming is required anywhere parking spaces face the street and is not already sufficiently screened by existing topography or landscaping, as shown by a cross section detail on the final landscape or grading plans. Said wall shall be decorative and incorporate the design and materials utilized on the main building. A flat shoulder shall be provided from the end of the parking stalls and on both sides of the screen wall to allow room for car overhang and the installation of

**COMMUNITY DEVELOPMENT DEPARTMENT CONDITIONS OF APPROVAL FOR
2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and
2022-70777-DAGR**

landscaping in front of the wall. Specific design of mounding and screen wall including landscaping planting shall be subject to the review and approval of the Community Development Department and the Public Works Department prior to the issuance of a grading and building permit.

87. **Added Landscaping for Compact Parking and Parking Structure** – The project shall provide an additional twenty-five square feet (25 s.f.) of on-site landscaped area, above the minimum amount required, for each compact parking stall which is located outside of the parking garage. In addition, the project shall provide a minimum 5 feet of landscaping anywhere the garage daylights.
88. **Garage Screening** – At least 50% of the total linear above-grade garage frontage must be covered by landscaping within fifteen (15) years unless otherwise recommended or required by the Community Development Department, including the Building Division.
89. **Landscape Design Compliance/Approval** – All landscaping and irrigation improvements shall be designed and installed in accordance with the City's Guidelines and Standards for Landscape Planting and Irrigation (Resolution No. 2007-116). All landscape plans shall demonstrate compliance with the State of California Model Water Efficiency Landscape Ordinance (MWELO).

Complete landscape and irrigation plans reflecting compliance with all imposed conditions of project entitlements shall be submitted and receive final decision prior to the issuance of any grading permit and building permits. Said plans shall be subject to review and approval by the Community Development and Public Works Departments.

The location of light fixtures shall be shown on the landscape plans to ensure no conflict occurs between placement of trees/shrubs and light fixtures and to avoid plant growth interference with the level of illumination. The use of reclaimed water for landscaping where available is encouraged.

90. **Landscaping and Irrigation** – Landscaping shall be designed using xeriscaping techniques; i.e. drought-tolerant low water-using plants and as allowed in SP-24. The use of lawn, grasses, and turf shall be minimized. Landscape irrigation systems shall likewise be designed using low-output sprinklers and/or drip automatic timed controls.
91. **Landscape Planters** – All landscape planters and fingers shall be planted with shrubs, trees and flowers subject to the review and approval of the Community Development Department. Trees planted on the podium will be

**COMMUNITY DEVELOPMENT DEPARTMENT CONDITIONS OF APPROVAL FOR
2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and
2022-70777-DAGR**

installed in either raised planters constructed of masonry or cast in place concrete, or in depression cast into the podium deck as depicted within the "Project Plan Set," date stamped May 26, 2023. A minimum of 42" of soil depth and minimum horizontal dimension of 2 times the root ball must be provided unless otherwise approved by the City landscape consultant and Building Division.

92. **Landscaping Material Selection** – All new landscaping treatment shall consist of combinations of minimum fifteen (15) gallon, twenty-four inch (24"), thirty-six inch (36") and forty-eight inch (48") box size deciduous and evergreen trees as well as five (5) and fifteen (15) gallon shrubs. Larger size trees may be required to complement the building's facades. The type of landscaping material shall be selected in a manner that blends with existing landscaping treatment in the area. The specific size, number and species of plant materials used shall be included on the landscape plans subject to review and approval by the Community Development Department.
93. **Final Landscape Plans** – The submitted preliminary landscape plan is approved in concept only. Prior to the issuance of a grading and building permit, final construction landscape and irrigation plans reflecting compliance with all imposed conditions of project entitlements shall be submitted under separate permit for review and approval by the Community Development Department through a Landscape Plan Check application. Any landscape and irrigation improvements shall be designed and installed in accordance with the City's Guidelines and Standards for Landscape Planting and Irrigation Plans (Resolution No. 2007-116).
94. **Public Exterior Space and Common Amenity Space** – Potted landscaping and built-in tree wells shall be provided within the exterior public space and common amenity areas as shown on the conceptual landscape plan dated May 26, 2023. Said plant materials shall be incorporated on the required final landscape plan.
95. **Rancho Conejo Boulevard Gateway Area** – The landscaped easement provided along Rancho Conejo Boulevard must comply with Resolution No. 93-152. Informational signage describing the protected species in the area should be provided on site. Final plans are subject to review and approval by the Community Development and Public Works Departments.
96. **Manufactured Slope Height** – No manufactured slope shall exceed twenty-five (25') feet in height. Prior to the issuance of a grading permit a final grading plan shall be submitted for review reflecting compliance with this requirement.

**COMMUNITY DEVELOPMENT DEPARTMENT CONDITIONS OF APPROVAL FOR
2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and
2022-70777-DAGR**

97. **Rounded Manufactured Slopes/Contoured Grading Techniques** – All manufactured slopes shall include rounded top sections and shall incorporate contour grading techniques to blend with the adjacent terrain, except where slopes terminate into retaining walls.

FENCES, AND WALLS

98. **Existing Chainlink Fencing** – Any existing chainlink fencing shall be removed, but may be re-used as temporary construction fencing and repositioned in order to preserve and protect on-site oak and/or landmark trees as determined by the Project's Tree Consultant and the Community Development Department.
99. **Wall/Fence/Gate Design** – All walls, fences, and gates shall be constructed of decorative material(s) that match the materials and style of the primary buildings. Final detailed drawings of all walls and fencing including elevations, material selections and site plan locations shall be submitted prior to the issuance of any building permit, subject to review and approval of the Community Development and Public Works Departments. Chain link fencing is not approved for any wall, fence or gate.
100. **Screen Walls or Hedge** – The existing precast concrete panel screen wall along the eastern property boundary shall be repaired anywhere it is damaged, a decorative cap detail shall be provided along the entirety of the wall, and the wall must be repainted to match the new development prior to final occupancy. Prior to the issuance of a grading permit, such design shall be submitted for review and approval by the Community Development and Public Works Department.
101. **Retaining Walls** – All retaining walls shall be constructed of a decorative masonry material with a decorative cap that match the materials and style of the primary buildings. All retaining walls shall be limited to a maximum exposed height of six (6') feet, unless otherwise authorized by the Community Development and Public Works Departments for purposes of lessening the amount of grading without negatively impacting public views of the property. In no case shall retaining walls exceed twelve (12) feet. All retaining walls shall incorporate the design and materials utilized on the buildings and be softened by the installation of landscaping adjacent to the wall. Where such walls are exposed to public view, pilasters and/or horizontal articulation of varying depths shall be provided to break up a long linear monotonous appearance. The design and location of all retaining walls shall be subject to review and approval of the Community Development and Public Works Departments.

**COMMUNITY DEVELOPMENT DEPARTMENT CONDITIONS OF APPROVAL FOR
2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and
2022-70777-DAGR**

LIGHTING

102. **Site Illumination** – Site illumination within the project shall be designed in a manner that is uniform in design and appearance. Parking lot illumination shall be designed in accordance with the City's parking lot standards as identified in the City's Building and Security Ordinance No. 1395-NS. Review and approval of such lighting shall be processed under a separate permit. Special design features within these fixtures shall include flat lens and shielding devices to avoid an over-intensification of illumination, to direct the illumination in a downward direction (full cut-off) and to eliminate any spillover of light into adjacent properties and past the centerline of public streets.

All pole lighting utilized shall not exceed 14' in height and shall be provided with concrete pedestals finished to complement the earthtone colors of the buildings as shown on site within "Project Plan Set," date stamped May 26, 2023. All pedestals shall be painted the same color which shall complement one of the main wall colors of the buildings, subject to the review and approval of the Community Development Department. Where pedestrian walkways occur, the height of these fixtures may be reduced in proportion to human scale.

Use of bollard type lighting for safety adjacent to driveways is also encouraged for pedestrian traffic circulation. All lighting attached to these features shall be decorative, oriented in a downward direction, and downward shielded. Prior to issuance of a parking lot electrical permit, a photometric analysis and light fixture catalogue cuts and specifications shall be submitted to the Planning and Building Divisions for review and approval.

103. **Photometric/Light Fixture Catalogues and Specifications** – All exterior lighting shall be processed under a separate permit. Prior to the issuance of any electrical and building permits for exterior lighting, a photometric analysis prepared by a registered Electrical Engineer and accompanied by light fixture catalogues, brochures and specifications shall be submitted for review and approval by Building and Planning Divisions of the Community Development Department, as well as review by the Police Department.
104. **Light Spillover** – Light spillover may not occur outside property boundaries where the property abuts a residential use or past the centerline of public streets.

**COMMUNITY DEVELOPMENT DEPARTMENT CONDITIONS OF APPROVAL FOR
2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and
2022-70777-DAGR**

105. **Restriction of Light Poles** – Light poles are prohibited at the ends of the landscape fingers as the end of landscape fingers are intended be planted with trees to allow their canopies to cover drive aisles and parking spaces and to reduce the likelihood of a vehicle colliding with a light pole. The location of a light pole located within a landscape finger is to be coordinated effort between a landscape architect and a photometric engineer. Deviations from this prohibition shall be permitted only by written consent of the Community Development Director or designee.
106. **Decorative Lighting Above Public Area** – Low intensity lighting may be provided above and across the public exterior space.
107. **Lighting on Roof Top Terrace** – No roof illumination shall be permitted except as otherwise needed to comply with building security requirements. The design and location of such fixtures shall be subject to review and approval of the Community Development Department prior to the issuance of a building permit. The rooftop areas shall be illuminated with wall sconces and shall not extend beyond the height of the parapet. Additionally, the rooftop areas may be illuminated subject to the following:
- a. Cut-off shields shall be installed/maintained on each side of the light fixtures visible from the parapet wall perspectives;
 - b. Motion sensors shall be installed to limit operation of the lighting to times activity is detected on the rooftop areas. Lighting shall be off when no activity is on the rooftop; and
 - c. Stand-alone light standards shall not exceed 10'-0" in height.
108. **Wall Lighting** – Wall-pac type light fixtures at building entrance doors, loading areas, and outdoor areas within public view area shall not be permitted. Lighting may be provided by decorative downward shielded light fixtures, recessed in a downward direction from projecting canopies, recessed doorways, and window openings. Decorative architectural light fixtures shall be installed on the building walls. Light fixture cut sheets shall be submitted for review and approval by the Planning Division. Architecturally designed fixed pendant and bracket light fixtures are permitted. The use of such lighting shall be designed to create a uniform illumination generally in a downward direction and not create illumination hot spots on adjacent surfaces.
109. **Light Source** – The use of low-pressure sodium illumination; bright white, high intensity LED; or metal halide lighting is prohibited.

COMMUNITY DEVELOPMENT DEPARTMENT CONDITIONS OF APPROVAL FOR 2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and 2022-70777-DAGR

SIGNS

110. **All Signs** – All site and building signage shall be designed to meet the Architectural Guidelines for Commercial Projects (Res. No. 2005-011), Precise Plan of Design Guidelines (Res. No. 2006-108), as well as Title 9, Chapter 4, Article 23 of the Municipal Code and SP-22. The design, color and location of all site and building signs as well as address numbers shall be processed under separate permits. Prior to the issuance of any sign permits, detailed plans shall be submitted for the review and approval of the Community Development Department.
111. **City Gateway Sign** – The City Gateway sign located within the easement along Rancho Conejo Boulevard shall be replaced as stated within 2022-70777-DAGR and as reviewed and approved by the Community Development Department, Public Works Department, and City Manager's office. Applicant, or applicant's designated contractor shall work with City staff in good faith to prepare specifications for the new Gateway sign including, but not limited to, the sign materials, dimensions, specific location in the easement along Rancho Conejo Boulevard, and sign copy. The Gateway sign shall be constructed and approved by City before City's Building Official, or designee, approves the Project for occupancy.

AMENITIES

112. **Private Storage** – A minimum of 56 cubic feet of private enclosed storage area per unit, must be provided in garages, carports or patio areas must be provided as shown on the plans dated May 26, 2023.
113. **Child-Appropriate Play Areas** – The project must provide at least one open space area within the development designed for use by children. Such play area must:
- a. Have a minimum dimension of fifteen feet (15') in any direction unless otherwise approved by the Community Development Director, and a minimum area of six hundred (600) square feet.
 - b. Play equipment for children under the age of five (5) must be included in child play areas.
 - c. The play area must be visible to as many units as possible to provide casual surveillance.
 - d. The play area must be separated from traffic and any adjacent streets or parking lots with a fence or other barrier at least four feet (4') in height.

**COMMUNITY DEVELOPMENT DEPARTMENT CONDITIONS OF APPROVAL FOR
2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and
2022-70777-DAGR**

- e. Seating for adults that are accompanying younger children must be provided.
- 114. **Public Exterior Space** – The public space located in front of Building A shall utilize decorative paver stones as shown on the plans dated May 26, 2023. The outdoor area shall incorporate potted plant materials throughout this area. The size, type, and location shall be identified on the formal landscape plan check review, subject to the review and approval by the Community Development Department.
- 115. **Maintenance of Common Facilities** – All improvements within common areas of the project including lighting, landscaping, fences, walls, buildings and other related features shall be properly maintained in accordance with conditions of this permit as well as all applicable ordinances and shall not be altered in any manner without prior approval of the City. Any alteration, removal, abandonment or discontinuance without prior City approval shall constitute a violation of the Development Permit and conditions and shall be sufficient grounds for a Code Compliance action.
- 116. **Common On-Site Recreational Amenities for Residents** – The applicant shall provide common on-site recreation amenities for the exclusive use by the residents and/or their guests, which include a swimming pool and associated courtyard with seating areas, interior amenity/fitness room, roof terraces and seating courtyard area as shown on the site, floor and conceptual landscape plans in the Project Plan Set dated May 26, 2023.
- 117. **Common On-Site Recreational Amenities for Guests of Residents** – The applicant shall provide common on-site outdoor public amenities for guests of the project consisting of seating, public art, water feature(s), gardens and roof terraces as shown on the site, floor and conceptual landscape plans in the Project Plan Set dated May 26, 2023.
- 118. **Private Useable Open Space** – Each residential unit must have direct access to adjoining private open space reserved for the exclusive use of residents of the dwelling unit and their guests. Private open space for each unit must be a minimum of 50 square feet with a minimum dimension of six feet. The overall amount of private open space for the project shall be no less than an average of 88 square feet per unit, as shown in the Project Plan Set dated May 26, 2023.

COMMUNITY DEVELOPMENT DEPARTMENT CONDITIONS OF APPROVAL FOR 2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and 2022-70777-DAGR

COMMERCIAL USES

119. **Notice to Tenants** – The management of the property shall include, as an addendum to all tenant leases, disclosure of the hours of operation for the commercial tenants, including the work/live units, and advisement of the potential for alcoholic beverage consumption and/or live entertainment on the site.
120. **Outdoor Dining Area Limitation** – Outdoor dining areas shall be subject to all requirements as specified in Section 9– 4.2523 of the Thousand Oaks Municipal Code except that no parking spaces are required for the first 500 square feet (8 tables with 4 chairs each) of outdoor dining per commercial unit. Any outdoor dining area in excess of 500 square feet, 1 space per 100 square feet is required (as required by SP 24).
121. **Outdoor Dining Enclosure** – Outdoor dining areas shall be reviewed in conjunction with any proposed future restaurants and the applicant shall submit a sample of the enclosure materials and colors for review and approval by the Community Development Department prior to installation.
122. **Advertising Prohibited on Furniture for Outdoor Dining Areas** – Tables, chairs and/or umbrellas within any outdoor customer dining area shall be consistent in materials with the design requirements for the shopping center and shall not contain any advertising or signs.
123. **Outdoor Dining Furniture** – The design, colors, and materials of the furniture proposed for the outdoor customer seating area shall be subject to the review and approval of the Community Development Department. The applicant shall submit cut sheets and/or brochure information for review and approval by the Community Development Department.
124. **Path of Travel** – A minimum four (4) foot wide path of travel shall be maintained for pedestrian and disabled access circulation to and within any proposed outdoor customer seating area.
125. **Storefront Window Display Area** – Product display and product display window areas shall comply with the following standards:
 - a. The bottom of any window or product display window may not be more than three and one-half feet above the adjacent sidewalk.
 - b. Product display windows must have a minimum height of four feet and be internally lit.

**COMMUNITY DEVELOPMENT DEPARTMENT CONDITIONS OF APPROVAL FOR
2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and
2022-70777-DAGR**

126. **Commercial Operations** – Commercial-only use areas must include direct service to customers on site and may not include those businesses which only serve off-site customers through delivery services. All on-site commercial operations shall provide services from the tenant space to the public. No “delivery-only” operations are permitted.
127. **Delivery Hours** – Deliveries for the commercial uses shall be limited to the hours of 7:00 A.M. to 7:00 P.M., seven days a week. Should any verified complaint of a nuisance occur as a result of delivery hours and/or operations, the City may add or modify a project condition to change the delivery hours and/or operation to mitigate the nuisance.
128. **Truck Deliveries** – Delivery vehicle engines shall be turned off during loading/unloading activities. Signage expressing this condition of approval shall be posted at commercial and residential loading areas.
129. **Work/Live Units** – The Community Development Director shall determine the appropriateness of all uses within the designated work/live unit. Other business operations requiring interpretation as a permissible use shall be considered by the Community Development Director through an appropriate permit process. The designated work/live units as shown on the Project Plan Set dated May 26, 2023 shall comply with the following:
- a. The work portion of the tenant space shall be limited to the designated work area within the unit and exclusively operated by the occupant of the living area portion of the unit. No additional employees are permitted.
 - b. The commercial uses shall be restricted to business and professional offices with individual client programs, including, but not limited to, attorneys, insurance agents, accountants, design professionals, and similar uses with low volume customer traffic.
 - c. The following commercial uses are not permitted:
 - i. Any business involving medical, dental, physical therapy, or surgical use that requires additional parking other than allowed under this special use permit; or
 - ii. Any use that causes noise and/or vibration not typical of the ambient levels in the residential area.
 - d. Exterior signage shall be limited to one on– building non– illuminated sign that shall be centered horizontally and vertically above the tenant space entrance.
 - e. The work/live units shall not be combined or otherwise modified to increase the unit size.

**COMMUNITY DEVELOPMENT DEPARTMENT CONDITIONS OF APPROVAL FOR
2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and
2022-70777-DAGR**

AFFORDABLE HOUSING

130. **Affordable Housing Covenant** – Approval of this residential project is subject to execution of an Affordable Housing Covenant entered into between the Applicant and City of Thousand Oaks. Said Affordable Housing Covenant shall incorporate the following conditions and is subject to approval by the City Attorney and Community Development Director.

- a. Affordable Housing Covenant shall be recorded prior to final building permit issuance. Covenant shall be recorded to provide notice to any future owners.
- b. The Affordable Housing Covenant shall require 33 units as affordable units. 30 units will be preserved at the very-low-income level of 50% of the Ventura County average median income and three units will be preserved at the moderate income level of 120% of the Ventura County average median income.
- c. Applicant agrees to execute an Affordable Housing Covenant with City that provides for the on-going affordability of these 33 restricted units for 55 years from the date the units initially become available for lease.
- d. The City may extend affordable period if owner does not comply with Affordable Housing Covenant.
- e. Affordable units should be comparable in exterior appearance and overall quality of construction to market-rate dwelling units in the same residential development. The design and appearance of the affordable units shall be compatible with the design of the market-rate units.
- f. Affordable units shall be proportional, in number of bedrooms and gross floor area of habitable space to the market rate units.
- g. Affordable units should be dispersed throughout the mixed-use buildings of the development in a manner acceptable to the City.
- h. The Affordable Housing Covenant shall be in compliance with the latest California State requirements.

The Affordable Housing Covenant shall be reviewed and approved by the Community Development Department and City Attorney's office prior to the issuance of a grading permit.

**COMMUNITY DEVELOPMENT DEPARTMENT CONDITIONS OF APPROVAL FOR
2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and
2022-70777-DAGR**

**COMMUNITY DEVELOPMENT DEPARTMENT-
CONDITIONS FOR 2022-70780-PTP**

131. **Land and Application** – The Protected Tree Permit is granted for the land described in the application and any attachments thereto and as indicated on the Tree Location Map and part of the Protected Tree Report, dated May 4, 2023 prepared by Trees, etc.
132. **Scope of Permit Approval** – The Protected Tree Permit is granted to allow the following:
- Removal of 17 Coast Live Oak (*Quercus agrifolia*) trees (Tree Nos. 1– 6, 15, 16, and 18– 26); and
 - Encroachment into the protected zones of eight Coast Live Oak (*Quercus agrifolia*) trees (Tree Nos. 7,8,10,13,14,17,27 and 28)
133. **Preservation of Existing Oak and Landmark Trees** – The preservation of three coast live oak trees, identified as trees numbered 9, 11, and 12 in the Protected Tree Report, is authorized under this permit. Appropriate work methods and monitoring are required as described in the Protected Tree Report dated May 2023, prepared by Trees, Etc.
134. **Oak Tree Replacement** – The applicant shall provide two 24– inch box and one 36– inch oak replacement tree for each Coast Live Oak (*Quercus agrifolia*) tree removed. In addition, if any of the eight trees which are to be encroached upon die within five years of the encroachment, they shall be replaced at the above ratio. A total of 51 mitigation trees are required for the project as proposed:
- A. 34 twenty– four (24”) inch box specimens, and
 - B. 17 thirty– six (36”) inch box specimens.

20 Coast Live Oak (*Quercus agrifolia*) and 20 Valley Oak (*Quercus lobata*) trees are to be provided onsite per the conceptual landscape plan dated May 2023. Depending on nursery availability and project site size limitations, if different sized trees are proposed for installation, an alternate proposal (considering size, quantity, tree type and site) shall be reviewed and approved by the City of Thousand Oaks Community Development Director during plan check.

Prior to the Certificate of Occupancy being issued, if all of the replacement trees cannot fit on the developed project site, the applicant shall instead either plant the replacement oak trees on public property such as designated open space area, public parks, etc., subject to Community

COMMUNITY DEVELOPMENT DEPARTMENT CONDITIONS OF APPROVAL FOR 2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and 2022-70777-DAGR

Development Director approval; or provide an in-lieu cash payment to the City's Open Space Conservation Fund equal to the total current cost of similar tree species acquisition, transport, planting and a 5- year tree maintenance fee for all required 34 24- inch- box size trees and 17 36- inch- box size trees and subtract the verified costs of the protected trees which were planted on the property. The Community Development Direct may require fewer trees to be planted off- site or a smaller in- lieu fee if the developer plants and maintains larger box- size sycamore or oak trees on the project site than required by the City of Thousand Oaks Oak Tree Preservation regulation.

The Community Development Direct shall coordinate any off- site tree planting locations with the Conejo Open Space Conservation Agency (COSCA) and replacement trees shall be placed on COSCA property or as agreed to by the Director of the Community Development Department. Any in- lieu fee approved by the Community Development Director in association with COSCA shall be made prior to the Certificate of Occupancy being issued for the final building.

135. **Mitigation Oak and Landmark Tree Location Map** – Prior to issuance of a grading permit, the applicant shall submit a mitigation tree location map demonstrating the location of the replacement trees.
136. **Oak Tree Preservation and Protection Guidelines Compliance** – All construction activities to or near an oak tree shall conform and abide by the City of Thousand Oaks, Oak Tree Preservation and Protection requirements as specified in Article 42, Chapter 4 of Title 9 of the Thousand Oaks Municipal Code and Resolution No. 2010- 014.
137. **Removal of Tree Debris** – Pursuant to Resolution No. 2010-014, all portions of the 17 Coast Live (*Quercus agrifolia*) Oak trees approved for removal, as well as any deadwood from the on-site protected trees shall be removed from the site and disposed of legally. Additionally, the stumps shall be completely removed to a minimum of four inches below grade and the hole filled with soil.
138. **Pre- Construction Meeting** – Pursuant to Resolution No. 2010-014, a pre-construction meeting shall be held between all contractors (including grading, tree removal/pruning, builders) and the ISA-Certified Arborist. The ISA-Certified Arborist shall instruct the contractors on tree protection practices and answer any questions. All equipment operators and spotters, assistants, or those directing operators from the ground shall provide written

COMMUNITY DEVELOPMENT DEPARTMENT CONDITIONS OF APPROVAL FOR 2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and 2022-70777-DAGR

acknowledgment of having received tree protection training. This training shall include information on the location and marking of protected trees, the necessity of preventing damage, and the discussion of work practices that will accomplish such.

139. **On-Site Work Monitoring** – Pursuant to Resolution No. 2010-014, all work described in this permit shall be monitored by the applicant's Tree Consultant and it shall be the responsibility of the applicant to contact the consultant and arrange for the successful completion of these conditions. The applicant is required to provide written notice to the following parties at least 48 hours prior to beginning any work within the protected zone of any preserved tree: the City's Community Development Department, the City's Oak Tree Consultant, the Applicant's Oak Tree Preservation Consultant.

140. **Root Protection** – Pursuant to Resolution No. 2010-014, where structural footings are required and roots will be impacted, the footing(s) shall be bridged, and the roots protected. All such roots shall be covered with a layer of plastic cloth and two to four inches of Styrofoam matting, or other protective measure as approved by permit, prior to pouring the footing.

In addition, pursuant to the Oak Tree Report dated May 2023:

- A. Any excavation below the "approved" CAL- OSHA/OSHA depth may be done with acceptable machinery. If any roots are encountered, especially those of one inch diameter and larger, it is recommended that all footings within the protected zones be of "post type" rather than of "continuous type" to lessen potential root damage.
 - B. If saved roots must stay exposed for longer than one day, or if the day is hot, then the roots shall be wrapped in burlap or similar to be kept moist.
141. **Root Preservation** – During excavation if an oak and/or landmark tree root over two inches (2") in diameter is encountered, the applicant shall immediately contact Planning Division of the Community Development Department to schedule a field inspection to determine if it is appropriate to cut the root(s) or whether the improvements need to be redesigned and/or relocated to avoid root damage to ensure preservation of the trees.
142. **Protective Fencing, Flagging and Signage for Onsite Oak Trees** – Pursuant to Resolution No. 2010-014, an International Society of Arboriculture (ISA) Certified Arborist shall be retained to oversee that all remaining trees that will not be relocated or removed shall be preserved and protected in place. Prior to any grading or construction activities, the

**COMMUNITY DEVELOPMENT DEPARTMENT CONDITIONS OF APPROVAL FOR
2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and
2022-70777-DAGR**

applicant and the applicant's Tree Consultant shall confirm with the Community Development Department that required signage and protective chain-link fencing (or other material satisfactory to City of Thousand Oaks planning staff) measuring a minimum of five feet (5') in height shall be placed at the protected zones (approximately 15 feet from the trunk or 5 feet outside the dripline, whichever is greater, of each tree or edge of canopy for cluster of trees) or construction limits for all on-site and off-site protected trees in accordance with the Oak and Landmark Tree Preservation and Protection requirements.

Additionally, signs must be installed on the fence in four locations (equidistant) around each tree. The size of each sign must be a minimum of two (2') feet by two (2') feet square and must contain the language contained in the Protected Tree Report dated May 2023.

143. **Mitigation Tree Maintenance** – An irrigation system designed for “dryscape” planting shall be installed for successful oak establishment, which generally involves a drip-system irrigation for managing water distribution near the oak trees and does not include watering during summer months when natural rainfall would not be abundant. Maintenance shall include leaving the leaf-litter build-up or a 3-inch layer of mulch under the canopies of the oak trees to promote healthy tree growth and root development.

In the event a mitigation trees dies or is otherwise removed, each dead or removed tree shall be replaced with 2-24" box and 1-36" box oak trees of the same Genus and species.

144. **Oak and Landmark Tree Maintenance** – The continued maintenance of all on-site oak and landmark trees is the responsibility of the property owner. All oak trees shall be maintained in accordance with the Oak Tree Preservation and Protection Guidelines Resolution 2010-14.
145. **Use of Hand Tools** – Unless otherwise authorized by the Community Development Director, all work, other than the tree removals, within the protected zones of oak and landmark trees shall be performed with hand tools only and performed under direct supervision of the applicant's oak tree consultant.
146. **Excavation in Protected Zones** – All excavation and construction activity within the protected zone of the existing oak and landmark trees shall be performed with the use of hand tools only, in accordance with the Oak Tree

**COMMUNITY DEVELOPMENT DEPARTMENT CONDITIONS OF APPROVAL FOR
2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and
2022-70777-DAGR**

Preservation and Protection Guidelines Resolution, No. 2010– 14, and observed in progress by the applicant's oak tree consultant.

147. **Storage of Materials** – No storage of materials is permitted within the protected zones of any oak and landmark trees.
148. **Irrigation/Landscaping Encroachments** – All plans for landscaping beneath a protected tree shall be submitted for the review and approval of the Community Development Department.
149. **Drainage** – Positive drainage shall be provided to direct run-off away from any protected tree.
150. **Lighting Encroachments** – No lighting system shall be installed within the protected zone of any oak tree or landmark tree except as otherwise authorized by the Community Development Department.
151. **Herbicides** – No herbicides shall be used within one hundred feet (100') of the dripline of any oak and landmark tree.
152. **Billing by City Oak and Landmark Tree Consultant** – The applicant shall be billed on a real time basis for any work performed by the City's oak and landmark tree consultant in conjunction with the Oak Tree Permit.
153. **Written Certification** – The applicant's oak/landmark tree consultant shall certify in writing that all conditions of the Oak Tree Permit have been met and that protective measures, to ensure the preservation of the subject oak trees, have been properly implemented. A final inspection by the City's Oak and Landmark Tree Consultant, paid for by the applicant, shall be performed upon receipt of certification and prior to final inspection for building occupancy.

BUILDING SAFETY DIVISION

154. **Bicycle Parking** – In accordance with the 2022 California Green Building Standards Code, Section 5.106.4, the number of short-term bicycle parking facilities shall be equivalent to 5% of proposed vehicle parking. The number of long-term bicycle parking facilities shall be equivalent to an additional 5% of proposed vehicle parking. The configuration and location of all bicycle parking facilities shall be as review and approved by the City Planning Division. The bicycle parking shall be designed to provide two (2) points of contact on the bicycle, be supported upright, and cause no stress onto tires.

**COMMUNITY DEVELOPMENT DEPARTMENT CONDITIONS OF APPROVAL FOR
2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and
2022-70777-DAGR**

All provided bicycle parking shall be able to accommodate a standard U-lock.

- A. Short-term bicycle parking spaces are to be provided on site near the front entrance. Bicycle parking should be located along the natural desire lines of travel from the bikeways to the facility entrance, in well-lit areas visible from the front entrance and public areas, in the nature of a bicycle corral or racks. Bicycle parking shall be located outside of pedestrian walkways, loading areas, landscape planters, etc. Where feasible, bicycle-parking areas should be covered.
- B. Long-term bicycle parking spaces shall be convenient from the street and shall be provided in one or more of the following configurations:
 - i. Covered, lockable enclosures with permanently anchored racks for bicycles;
 - ii. Lockable bicycle rooms with permanently anchored racks; or
 - iii. Lockable, permanently anchored bicycle lockers.
- C. The applicant shall submit a bicycle parking plan to be reviewed and approved by the Chief Building Official, Traffic Engineering representative in the Engineering Services Division, and the Community Development Director (or his/her appointee). All bicycle parking shall comply with AASHTO, NACTO, or APBP standards, as permitted by the California Building Code.

155. **Title 24 Compliance** – All requirements of California Uniform Building Code, Title 24, California Code of Regulations, shall be met. A set of plans, at a scale not less than one inch equal to ten feet (1"=10') shall be submitted to the Community Development Department displaying all exterior physically disabled accessibility requirements, including point elevations and details. Prior to the issuance of building permits, the accessibility requirements for the exterior shall be approved by the Building Division for disabled access compliance.

156. **Path of Travel** – The path of travel from the accessible parking spaces to the building entrances shall meet the current standards of the California Uniform Building Code.

157. **Interior Design Approval** – The accessibility requirements for the interior of the proposed buildings will be reviewed when construction documents are submitted for plan check to the Building Division.

PUBLIC WORKS DEPARTMENT CONDITIONS OF APPROVAL FOR 2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and 2022-70777-DAGR

PUBLIC WORKS DEPARTMENT

GENERAL

158. **Plan Format** – All plans submitted to the Public Works Department shall be on 24 inch by 36-inch sheet size, using city standard title block and as-built/record plans submitted as part of the closure and acceptance of the project shall be on 4 mil Mylar.
159. **Standard Plates** – The City of Thousand Oaks Public Works Road Design and Construction Standards and Standard Plates, adopted May 15, 2018 in Resolution No. 2018-024 shall be used as the principal criteria for the design of development plans. It shall be the responsibility of the applicant to maintain a copy of the latest edition of said Plates available to all parties utilizing said Plates for construction purposes. The Standards establish uniform criteria, policies, standard and procedures for the design and construction of City roads, drainage facilities and appurtenances. The design engineer shall review the methods and procedures contained in the Road Standards, where not considered applicable, the design engineer shall request an exception from these standards in writing to be approved by the City Engineer. Said Road Standards are available for download at <http://www.toaks.org/departments/public-works/engineering-traffic/road-design-and-construction-standards>.
160. **Updating of Existing Improvement Drawings** – All existing improvement drawings in the Department's possession for water and wastewater which are affected by the subject project will be updated by the City to reflect the new improvements associated with this project. This work shall be considered as part of the project final process, and subject to a change order fee.
161. **Base Topography Map** – The grading plan for this project must be prepared utilizing topography which has been plotted by photogrammetric methods or survey data compiled no longer than two years prior to the date of submittal of the grading plan, and must be on current City datum. The name of the firm which prepared the topography and the date(s) on which the data was compiled or obtained must be shown on the plan. Topography must be presented in 1" = 40' or larger (closer) scale and must extend a minimum of 100 feet outside the limits of the property proposed for development. Any deviation from this condition must be approved by the City Engineer.

PUBLIC WORKS DEPARTMENT CONDITIONS OF APPROVAL FOR 2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and 2022-70777-DAGR

162. **Mandatory Organics Recycling** – The applicant/owner is hereby notified that California State law requires businesses, schools, hospitals, restaurants, government buildings and other commercial properties to begin separating and recycling their organic waste (food waste, yard waste, food-soiled paper). Effective January 2017, businesses generating 4+ cubic yards per week of organic waste shall implement the above-stated separation requirements. Effective January 2019, businesses generating 4+ cubic yards per week of combined trash and organics waste shall implement the above-stated separation requirements.
163. **Title Report** – A copy of the applicant's preliminary title report for the subject property, dated within 1 year of the entitlement application, shall be submitted to the Public Works Department for review prior to grading plan-check or the issuance of any Building or Grading Permits.
164. **Inspection Hours** – The applicant is advised that City Hall is closed on alternating Fridays, and as such, inspection services are not available on those particular dates. The applicant shall schedule any and all grading, stormwater, encroachment, paving and utility work requiring City inspection accordingly. A schedule of City Hall hours may be obtained from City Hall or at the City's website www.toaks.org.
165. **Survey Monuments** – The Applicant shall be fully responsible for the preservation of all survey monuments to the satisfaction of the City Engineer. Prior to the start of construction and prior to the disturbance or destruction of any existing survey monument, all monuments shall be located and referenced with minimum of four (4) ties by the Applicant's Land Surveyor. A corner record or record of survey shall be filed with and approved by the County Surveyor showing monuments that will be disturbed or destroyed, along with the reference monuments or marks and bearings or azimuth and distances to the location of the monument to be disturbed or destroyed. Documentation shall be provided to the City that the surveying has been completed.

WATER AND WASTEWATER

166. **Water Service Requirements** – Prior to, or concurrent with, submittal of improvement plans to the City, the applicant shall submit a letter to the City from the California American Water Service Company indicating that the applicant has made the necessary financial and administrative arrangements with said Water Company to receive water service.

PUBLIC WORKS DEPARTMENT CONDITIONS OF APPROVAL FOR 2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and 2022-70777-DAGR

167. **Location of Water Meter Boxes** – Water meter boxes may not be located within driveways. It is the responsibility of the applicant and his engineer to properly coordinate and locate all water service lateral locations such that there is a single, unbroken/unrepaired service line between the main in the street and the meter box to each residence or building. In the event the configuration of the proposed buildings are revised and the meter box is then situated in a driveway, the applicant shall abandon the existing service by excavating the service at the main, closing the corporation stop, severing the service lateral approximately 12 inches beyond the corporation stop, folding and crimping this remaining portion of the service lateral and soldering the crimped pipe together. The remainder of the lateral may be abandoned in place, but the meter box must be removed and the area returned to a condition acceptable to the water purveyor. If existing service laterals are relocated, the lateral shall be abandoned at the main per the method described above. The applicant's engineer shall process a change order and pay any applicable charges for said change order.
168. **Fire Water Service** – The applicant shall install a new separate fire water service line to the building, along with associated double detector check valve to protect the domestic water supply. Applicant is encouraged to contact the County of Ventura's Environmental Health Division for details pertaining to the selection, installation and testing of the double detector check valve assembly.
169. **Concrete Pads Around Fire Hydrants** – Regardless of whether a fire hydrant is located within the parkway between the curb and sidewalk (where detached sidewalks are required), or behind the sidewalk (where monolithic sidewalks are required), or within commercial areas, the applicant shall install a 4-inch (minimum) thickness concrete pad around each fire hydrant which extends a minimum of 18 inches beyond the barrel of the fire hydrant in all directions. Where detached sidewalks are installed, the pad shall be rectangular, extend from the back of the curb to the sidewalk and be 48 inches wide. A detail for said concrete pad shall be shown on all water plans for all water purveyors within the City of Thousand Oaks. The hydrant and concrete pad must be located within a specific easement, right-of-way, or public service easement shown on the tract map or dedicated by separate instrument dedicated to or usable by the respective water purveyor and the Ventura County Fire Protection District, or by other means acceptable to the Public Works Department.

PUBLIC WORKS DEPARTMENT CONDITIONS OF APPROVAL FOR 2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and 2022-70777-DAGR

170. **Rancho Conejo Blvd. Irrigation Service** – Applicant shall provide a separate irrigation service to provide water for the landscaped area adjacent to Rancho Conejo Boulevard. Location and size of the irrigation service to be approved by the City prior to installation.
171. **Separate Irrigation Meter / Over 5,000 SF Landscaping**– Pursuant to State Assembly Bill No. 1881 (AB 1881), if this project contains more than 5,000sf of irrigated landscape, a fully separate water meter for irrigation and landscaping is required. Said irrigation meter will require all water permit fees to be paid, each service lateral and meter box installed and approved by the City Public Works Inspector, and the appropriate backflow device(s) installed, tested and certified (by an approved independent testing firm hired by the applicant) prior to the installation of the irrigation meters by the Department. The City may lock off the angle meter stop at the meter until the applicant has accomplished all of the above. Any taking of irrigation water without being metered through a water meter is a violation of the Municipal Code Section 10-2.514, punishable in fines up to \$1,000 per day for each day of illegal taking.
172. **Separate Irrigation Meter / Between 1,000 and 5,000 SF Landscaping**– Pursuant to Section 5-304 of the 2010 California Green Building Standards Code, if this project contains between 1,000sf and 5,000sf of irrigated landscape, a fully separate water meter, or a submeter, for irrigation and landscaping is required. Installation of a separate irrigation meter will require all water permit fees to be paid, each service lateral and meter box installed and approved by the City Public Works Inspector, and the appropriate backflow device(s) installed, tested and certified (by an approved independent testing firm hired by the applicant) prior to the installation of the irrigation meters by the Department. The City may lock off the angle meter stop at the meter until the applicant has accomplished all of the above. Any taking of irrigation water without being metered through a water meter is a violation of the Municipal Code Section 10-2.514, punishable in fines up to \$1,000 per day for each day of illegal taking.
173. **Usefulness of Existing Water Laterals** – Where there are existing water laterals serving the subject property and it is the desire of the applicant to reuse these laterals as part of the proposed project, the applicant must demonstrate to the satisfaction of the Department that the lateral(s) are in acceptable condition (no broken pipe, no root intrusion, etc.). These laterals must be made of copper; all poly services must be abandoned at the main under Department inspection and the meter boxes removed.

PUBLIC WORKS DEPARTMENT CONDITIONS OF APPROVAL FOR 2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and 2022-70777-DAGR

174. **Revision to Wastewater Design and Construction Standards – for Cleanouts and Slopes of Mains:** the end of all mains shall terminate in a manhole rather than a cleanout, regardless of the downstream length to the next manhole. The minimum slope for wastewater mains shall be 1 percent where the main has less than 10 residences connected to said main. In streets with grades of less than 1.5 percent, the engineer shall attempt to attain the maximum slope possible on wastewater mains in those streets.

For manholes: Standard Plates 17 through 20 are modified to provide that all joints between the barrel sections/riser shafts and/or cone sections shall be wrapped around the exterior circumference of the shafts with “Rub-R-Neck” and joints sealed with “Ram-Neck” mastic joint sealer (both as manufactured by the Henry Company Sealants Division, 1277 Boyles Street, Houston, Texas 77020) or approved equal. Manholes shall be negative pressure tested as specified in ASTM Designation C 1244-93. Steps shall not be installed in the manholes.

For manhole frame and covers: The Alhambra A-1254 frame and cover specified on Standard Plate 17 shall have a cover diameter of 26¼ inches, along with lettering conforming to Section 3.10 of the City’s “Wastewater Design and Construction Standards”. A note shall be shown on the title sheet of the wastewater plans indicating the last two revisions mentioned above for manhole construction.

175. **Procedure for Determination of Wastewater Fees –** Prior to issuance of a building permit for this project, applicant shall submit a plumbing plan and a listing of proposed fixture units for the subject project to the Public Works Department for determination of a "preliminary" wastewater connection fee estimate. The plan and listing will be reviewed for apparent correctness only and the applicant shall pay the wastewater connection fee based on this "preliminary" estimate at the time a building permit is issued. The final fee amount to be paid by the applicant will be based on the actual numbers and types of plumbing fixture units installed as determined by City staff from a field count made of the project building(s) before certificate of occupancy is granted. Any difference between the actual/field verified fixture unit count and the total amount paid will be reimbursed to the applicant. If additional connection fees are due, these shall be paid by the applicant to the City upon request. Any existing fixture units for which fees have been previously paid on the parcel will act as a credit against the amount to be paid.

PUBLIC WORKS DEPARTMENT CONDITIONS OF APPROVAL FOR 2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and 2022-70777-DAGR

176. **Wastewater Service** – There is an existing 8-inch wastewater lateral serving the subject property. The applicant shall pay applicable wastewater connection charges to the City of Thousand Oaks prior to or concurrent with issuance of a building permit. The applicant is strongly encouraged to contact the Public Works Department to calculate the total required fees.
177. **Restaurant/Cafeteria Grease Interceptor/Trap** – The applicant shall install a grease interceptor (sized as required by the City's Building and Safety Division) to collect and treat oil and grease wastes from any restaurant use prior to discharge to the wastewater system.

DEVELOPMENT ENGINEERING

178. **Encroachment Permit** – Where any construction occurs within public right-of-way, an encroachment permit shall be obtained, plan check and inspection fees paid, an approved traffic control submitted, and bond/security posted (if required) prior to initiating construction of any improvements.
179. **Public Improvement Bond, Dedication, Guarantee** – Developer shall furnish to the City, a sufficient bond to guarantee the faithful performance and payment of labor and materials for all public improvements required to be constructed under this entitlement. The public improvements shall be offered to the City for public use and accepted by the City Engineer upon satisfactory completion.

Said improvements shall be guaranteed by the Developer after acceptance by the City Engineer for a period of one year, during which time said improvements shall continue to have security in place with the City of at least ten percent of the original posted bond during the guarantee period. At the conclusion of the one-year guarantee, City shall re-inspect said public improvements and Developer shall without delay, repair, replace or reconstruct any defective work or materials to the satisfaction of the City Engineer and at no cost to the City.

At any time during the actual construction or during the guarantee period, the Developer fails or refuses to complete said work, surety agrees to take over and complete the work and the improvements which were guaranteed. If the guarantee posted is any other form than a paper bond from a surety company, City may make demand on such guarantee and complete said work to the satisfaction of the City Engineer and at no cost to the City.

PUBLIC WORKS DEPARTMENT CONDITIONS OF APPROVAL FOR 2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and 2022-70777-DAGR

180. **Annexation to Lighting and Landscape District** – In order to mitigate the impacts of this project and to have this project pay its fair share of maintenance costs for existing and future street lighting and landscape improvements that provide a benefit to the property, the applicant is hereby notified, consents to and agrees that the real property subject to this entitlement will be annexed into the City's Lighting and Landscape Assessment District No. 79-2 at the next annual renewal of the District (typically June of each year). Said annexation will occur only if the City has given final approval to this entitlement. Prior to recording the final map or the issuance of any subsequent City permit needed for this project, whichever event occurs first, the applicant shall sign an annexation pre-submittal form, as provided by the City, agreeing to the unconditional annexation of the real property to said District. Applicant shall also post with the City a cash deposit or other security, as approved by the City, that could equal up to 2 years of maintenance costs for the property, based on City's estimate of all expenses associated with the improvements for the period City deems appropriate, in order to guarantee funding for maintenance by City of lighting and landscape improvements that provide a benefit to the property. Said deposit or security shall remain in a separate City fund until such time as the property is annexed into said District. Until said annexation is complete, City shall draw on a yearly basis those amounts necessary for maintenance of said improvements. The balance of funds remaining at the time of annexation, not including any accrued interest, shall be refunded to the applicant. If annexation is not accomplished, said funds shall be used at City's discretion to pay for maintenance of said improvements. Upon receipt of ballot(s) transmitted by the City in accordance with annexation proceedings, the applicant shall not oppose the assessment or the assessment formula for the subject property (as calculated in accordance with Article XIID of the California Constitution), said ballot(s) shall be signed and returned to the City prior to the scheduled public hearing, per the instructions outlined on the ballot(s). An annual assessment may be placed on the tax rolls by the City. The applicant, and/or applicant's successor in interest, heirs or assigns shall be responsible to pay all applicable charges for annexation of said property to said District.
181. **No Known Easement Conflicts** – The Department has reviewed available map records and has determined there are no known conflicts with existing easements. The applicant is encouraged to confirm these findings by reviewing the subject property's title report prior to starting the proposed construction.

PUBLIC WORKS DEPARTMENT CONDITIONS OF APPROVAL FOR 2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and 2022-70777-DAGR

182. **Underground Conduits** – Pursuant to the City Council policy and Resolution No. 91-174, adopted on July 23, 1991, the applicant shall install a minimum two-inch diameter conduit capable of carrying coaxial or fiber optic cable suitable for carrying health and safety features such as fire alarm, water meter reading, telecommunications, etc. Said conduit shall be continuous and placed behind the sidewalk or curb within a public service easement or within a public right-of-way, where applicable. Pull boxes shall be placed at alternate property lines of all lots. The conduit and pull boxes shall be of materials approved by the Public Works Department. The conduits and pull boxes shall be dedicated to the City. The architecture and technical specifications of the conduit system shall be subject to the review and approval of the City Engineer. A 1"=100' scale plan shall be prepared under the direction of a Registered Engineer and shall be submitted to the City Engineer for review prior to approval of the final map or improvement plans. The plan shall include details and general notes, and shall be part of the plan set.
183. **Noise Abatement Prior to Commencement of Working Hours** – On grading and construction projects where residential units are located within 100 feet of the boundaries of the proposed work, the contractor may not start up any vehicles or any gas- or diesel-powered equipment prior to the start of approved working hours, cause any other construction related noise, or allow employees or subcontractors to keep their vehicles running while parked.
184. **Hauling of Imported or Exported Materials** – In the event this project will require either the importing or exporting of earth to or from the project site, prior to issuance of a grading permit the applicant shall submit a written plan to the Department for review and approval. Said plan shall detail the quantity of earth to be imported or exported, the location from which or to which the earth will be removed or taken, the proposed haul routes to be used, the size and numbers of the trucks to be used, the proposed hours of operation (times of day, days of the week, and estimated number of days), the estimated number of round trip truck movements, the proposed methods to be utilized to keep the haul route clear of any dirt dropped along the route, and any other information as may be required by the Department.
185. **Grading Permit and Soils Certification** – The applicant shall prepare and submit final grading plans, improvement plans, erosion control plans, BMP improvement plans, geotechnical soils reports, supporting hydrology and hydraulic calculation reports, title report, and other items as required by the City Engineer in order to obtain a grading permit in accordance with the

PUBLIC WORKS DEPARTMENT CONDITIONS OF APPROVAL FOR 2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and 2022-70777-DAGR

- requirements of the City's Grading Ordinance. Applicant shall also prepare and submit detailed erosion control plans for both phases of land development; the pre-grading / site stabilization phase, as well as the post grading / building construction phase. The grading and improvement plans submitted to the City for plan-check shall at a minimum indicate all topography, proposed improvements, drainage features, water/wastewater connections and laterals, existing easements, interface with adjacent properties, storm drain and drainage systems, and street improvements. All submittals shall include the completed public and private improvement cost estimate worksheets, the required plan-check and inspection fees, and the posting of the required grading bond prior to the start of any construction. After the grading is complete, the applicant shall submit a building pad compaction report and a rough grading certificate from the soils engineer prior to issuance of a building permit. Grading bonds shall be exonerated after satisfactory completion of the project punch-list items, which are generated after the applicant's engineer provides a submittal of the final Record (as-built) Drawings.
186. **On-site Run-off** – On-site storm water shall be intercepted within the project boundaries in approved pick-up structures, treated and retained and/or conveyed to the nearest public street or existing storm drain system to the maximum extent practicable, as approved by the City Engineer (M.C. 7-3.09 and 7-3.21).
187. **On-Site Drainage Design** – Project design shall use the City of Thousand Oaks "Master Plan of Drainage" (2007) for the purpose of establishing on-site storm flows. The project lies within subarea 648B of said Master Plan, with Q10 = 2.32 cfs/acre and Q100 = 3.72 cfs/acre. The CFS-per-acre unit discharge in the Master Plan shall be used when preparing the Q10 (developed) discharge flows and for the detention calculations up through Q100.
188. **On-Site Drainage** – Project design and engineering plans shall show drainage flows to street and/or yard drains and elevations.
189. **Drainage Study** – The applicant's engineer shall prepare a hydraulic/hydrology analysis for the project. The study shall include, but is not limited to addressing offsite tributary flows, retention/detention, inlet hydraulics and storm drains and appurtenances intended to convey and treat project storm discharges. The focus of the study is to ensure the existing conveyances possess sufficient capacity to pass the Q10 (developed) and to demonstrate that no new flooding will occur adjacent to or upon the property during a

PUBLIC WORKS DEPARTMENT CONDITIONS OF APPROVAL FOR 2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and 2022-70777-DAGR

Q100 event as a result of development. The study shall be subject to the review and approval of the City Engineer prior to grading permit issuance.

190. **On-site Ribbon Gutters** – The City prohibits the use of ribbon gutters and encourages the use of graded parking lots with perimeter curb and gutter to convey flow away from pedestrian pathways. Parking lot and drive drainage shall conform to this standard. The use of ribbon gutters will only be considered under special circumstances as determined by the Public Works and Community Development Directors (MC 9-4.2405).
191. **Parking Structure Drainage** – The City prohibits the discharge of pressure-washing effluent, antifreeze and motor oils into either the wastewater system or storm drain system. Inasmuch as these are the anticipated discharges from the interior of the parking structure, the applicant shall incorporate a blind sump containment area within the parking structure designed to capture and store such discharges. Provisions shall be provided for periodic pump-out of the blind sump via tanker truck with disposal in conformance with all local, state and federal regulations. The roof and other surfaces of the parking structure directly exposed to rainfall may be drained and discharged in accordance with NPDES design parameters for a normal, rainfall-exposed surface parking lot.
192. **Building Pad Protection** – The project engineer must provide analysis to demonstrate building pad protection from Q100 flows. On-site discharges (including roofs, etc.) shall be detained behind a wall, graded barriers or curb, and metered through a weir or other controlling device, constraining discharge to the Q10 developed condition for the tributary area. Applicants' engineer must prepare calculations to support this design. Said calculations must be approved by the City Engineer (M.C. 4-7.01).
193. **Detention of Onsite Storm Flows** - The applicant's engineer shall prepare a hydraulic/hydrology analysis for the site and design onsite catch basin(s) and conveyances which will pass only the Q10 (developed) flows into the public storm drain system. All flows in excess of Q10 (developed) up to and including Q100 (developed) must be detained on-site. A simplified detention method is available for this site.
194. **Driveway Construction** – The proposed driveway shall be constructed per Plate No. 6-1 and 6-5 of the Road Standards. An encroachment permit shall be obtained, plan check and inspection fees paid, and security posted (if required) prior to initiating construction of said driveway improvements.

PUBLIC WORKS DEPARTMENT CONDITIONS OF APPROVAL FOR 2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and 2022-70777-DAGR

195. **Street Improvements** – The applicant shall remove and replace any damaged sidewalk, curb and gutter on Thousand Oaks Boulevard adjacent to the property perimeter. Onsite sidewalk and driveway design shall transition to existing sidewalk configuration along the property frontage, as approved by the City.
196. **On-site Improvement / Paving Permit** – The applicant shall submit for and obtain an on-site paving and improvement permit. An approved pavement section from the registered soils engineer of record shall accompany the permit application, along with payment of plan check and inspection fees, prior to initiating the construction of on-site parking, paving, and/or drainage improvements (M.C. 9-4.2405).
197. **Alternate Paving Materials** – To the extent practicable, the applicant shall incorporate porous paving, interlocking pavers, or other recognized means to encourage the capture, conveyance, and vegetative-contact based treatment of runoff from the proposed parking areas to the satisfaction of the City Engineer.
198. **Geotechnical Investigation** – It is vital that the geotechnical engineer for this project has thoroughly reviewed the proposed Best Management Practices (BMP's) and concurs with their design. Special attention should be given to the property's grading history, presence and location of groundwater, and ability to sustain soil saturation that may result from the proposed infiltration BMP's. As part of the grading plan-check review, the applicant shall provide the Department with the geotechnical report responding to the subject concerns and findings with regard to probable soil saturation and infiltration BMPs' feasibility.

NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM

199. **NPDES Permit Compliance** – Development shall be undertaken in accordance with conditions and requirements of the Ventura Countywide Stormwater Quality Management Program, National Pollutant Discharge Elimination System (NPDES) Permit No. CAS004002. The project shall employ NPDES best management practices in accordance with the latest applicable version of the Countywide Stormwater Program "Technical Guidance Manual" and the California Stormwater Quality Association (CASQA) "BMP Handbooks" and/or other approved reference documents cited in Permit No. CAS004002 (M.C. 7-8.302).

PUBLIC WORKS DEPARTMENT CONDITIONS OF APPROVAL FOR 2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and 2022-70777-DAGR

200. **MS4 Stormwater Retention Requirements** – The project meets the thresholds requiring stormwater treatment and site retention specified in the Ventura County NPDES Municipal Stormwater Permit (MS4) and 2011 Technical Guidance Manual (TGM). The project shall design, construct and maintain treatment and retentive catchments that will capture, treat and retain all rainfall runoff from disturbed and directly connected impervious areas affected by the project. The design shall function for all first-flush rainfall events as prescribed in the TGM, including drawdown and elimination of the captured runoff within 72-hours of the rainfall event. Drawdown may typically be achieved via groundwater recharge/percolation or vegetative irrigation/ evapotranspiration. Treatment of the site's pollutants of concern is preferably addressed through vegetative contact and other natural biological processes. Further details and design requirements are available at www.vcstormwater.org.
201. **BMP Sizing Requirements** – Prior to issuance of a grading/paving permit, the project's engineer shall prepare analyses to demonstrate that the proposed Best Management Practices (BMP's) for stormwater treatment will mitigate pollutants of concern. The analyses shall include calculations demonstrating that the selected BMP's must satisfy one of the following sizing criteria:
- Treat the storm flow equivalent to ten percent (10%) of the 50-year peak flow; or
 - Treat the volume of annual runoff (based upon the unit storage water quality volume) to achieve 80 percent or more volume treatment by the method recommended in the "*California Stormwater Best Management Practices Handbook – Industrial / Commercial (1993)*" and the "*Ventura Countywide Stormwater Quality Management Program Technical Guidance Manual for Stormwater Quality Control Measures (2002)*."
202. **Permanent Stormwater Facilities** – Parking and associated drive areas, material storage and handling areas, delivery areas, loading docks and outdoor work areas shall be designed to minimize degradation of stormwater quality. Best Management Practices, such as oil/water separators, sand filters, landscaped areas for infiltration, basins or approved equals, shall be installed to mitigate pollutants, to the maximum extent practicable, from discharging to the storm drain system. The design must be submitted to the Public Works Department for review and approval prior to the issuance of a paving permit.

PUBLIC WORKS DEPARTMENT CONDITIONS OF APPROVAL FOR 2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and 2022-70777-DAGR

203. **SQUIMP Parking Lot Design Provisions** – To minimize the offsite transport of pollutants from parking surfaces (such as heavy metals, oils, grease, and hydrocarbons), the following design criteria are required:
- Reduce impervious land coverage of parking areas
 - Infiltrate runoff before it reaches the storm drain
 - Treat runoff before it reaches the storm drain system

The maintenance of all associated source control (prevention) and treatment control best management practices shall be assured.

204. **Site Erosion / Pollutant Runoff Control** – The applicant shall design and install all required erosion control measures to prevent the migration of soil, pollution or debris onto the public right-of-way or storm drains during the construction and grading operations. Said erosion control plans shall be in accordance with the California Stormwater Quality Association, Stormwater Best Management Practice Handbook for Construction (latest edition), and submitted to the Department for review and approval prior to issuance of any paving, grading or encroachment permits. All erosion control measures shall be subject to modification by the Department, as field conditions warrant.
205. **Inlet Labels** – All on-site drain inlets, whether newly constructed or existing, shall be labeled “Don’t Dump - Drains to Creek” in accordance with City requirements prior to final acceptance.
206. **Trash/Recycling Areas** – The applicant proposes chutes and trash receptacles for on-site trash and recyclable collection. Bins within trash enclosure spaces shall be afforded a 9’0” interior soffit clearance and means to keep bins separated and easily accessed for trash deposits and disposal. Trash and/or recycling areas shall be covered and shall be designed in accordance with the City’s latest Refuse Enclosure Space Requirements. Receptacles for trash, recyclables, and organics recycling shall be available within each enclosure. All litter/waste material shall be kept in leak proof containers. Area(s) shall be paved with impermeable material and include zero-slope upon interior slabs. No other area shall drain onto these areas. The trash enclosure and/or recycling area(s) shall not drain to the storm drain system nor the sanitary sewer, shall not have a hose-bib or other water supply, and all cleaning shall be performed using dry cleanup methods. The trash enclosures and their placement shall be designed to accommodate the above considerations, as well as access requirements of the City’s waste hauler. Compactor units that are self-contained and watertight may remain exposed to rainfall provided the surrounding area is frequently inspected and cleaned.

PUBLIC WORKS DEPARTMENT CONDITIONS OF APPROVAL FOR 2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and 2022-70777-DAGR

207. **Landscaped Areas / Roof Drains** – Landscaped areas shall be designed with efficient irrigation to reduce runoff and promote surface filtration and minimize the use of fertilizers and pesticides which can contribute to urban runoff pollution. Unless otherwise recommended in the soils report, on-site stormwater discharges (including roof drains if applicable) shall be directed toward landscaped areas. Applicant may employ pervious landscaping design, rainfall capture pocket-planters, and other L.I.D. techniques and measures to the maximum extent practicable.
208. **Stormwater Pollution Prevention Plan and Notice of Intent (SWPPP)** – Prior to the issuance of any grading permit and/or the commencement of any clearing, grading or excavation for all projects that disturb over 1 acre, the applicant/owner shall submit a Notice of Intent (NOI) to the California State Water Resources Control Board, Storm Water Permit Unit, in accordance with the NPDES Construction General Permit (No. 2009-009-DWQ including amendments). The applicant/owner shall provide the City with a WDID number or proof of the NOI submittal. The applicant/owner shall comply with all additional requirements of this General Permit including preparation of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP shall be prepared by a certified QSD, fully comply with RWQCB requirements and contain specific BMPs to be implemented during project construction to reduce erosion and sedimentation to the maximum extent practicable. A copy of the adopted SWPPP shall be maintained in the construction site office at all times during construction and the site superintendent shall use the plan to train all construction site contractors in site Best Management Practices prior to starting work on the site. At a minimum, the following BMPs and requirements shall be included:
- A. Pollutant Escape: Deterrence
 - B. Pollutant Containment Areas
 - C. Pollutant Detainment Methods
 - D. Sediment control and capture
 - E. Erosion Control / Dust Control
 - F. Recycling/Disposal
 - G. Hazardous Materials Identification and Response
209. **Maintenance** – All areas of the property shall be maintained free of litter and debris. Parking and other paved areas shall be dry-swept routinely. All storm drains and related facilities shall be cleaned before each rainy season and as needed to ensure proper functioning. All landscaping shall be maintained with efficient irrigation to reduce run-off, promote filtration, and reduce the use of fertilizers and pesticides.

PUBLIC WORKS DEPARTMENT CONDITIONS OF APPROVAL FOR 2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and 2022-70777-DAGR

210. **Deed Restriction Regarding Best Management Practices (BMPs)** – Prior to issuance of occupancy, the applicant/owner shall record a Stormwater Covenant and Deed Restriction, requiring all property owners and their successors in interest to assume all duties and responsibilities for ongoing maintenance of all onsite permanent stormwater BMP's, including, but not limited to, maintenance of all Best Management Practice and any and all equipment which is required for implementation of Best Management Practices. Contained within the Covenant and Deed Restriction must be a description of the BMP's that are being provided as part of the project, a description of the inspection and maintenance requirements and procedures, and a site map indicating the location of the BMP's to be maintained. The draft language and contents included in the Covenant and Deed Restriction shall be submitted to the City Attorney's Office and Public Works Department for review and approval prior to issuance of building/paving/grading permits (MC 7-8.401(c)).

SUSTAINABILITY

211. **Trash Hauler Approval** – Prior to issuance of a trash enclosure building permit, the applicant shall provide a letter from Athens Services, the City's trash hauler, indicating they have reviewed the project plans and that the enclosure locations and orientation as shown are acceptable to their company for purposes of trash and recyclables access for collection vehicle pick up. Contact Athens Services at (805) 852-5264, or visit their Sustainability Center at 2251 East Thousand Oaks Boulevard.
212. **Construction/Demolition Debris Recycling Plan** – Prior to the issuance of a demolition permit (where the site contains existing structures or facilities) or of a grading/building permit, the applicant shall submit a Construction and Demolition (C&D) Debris Recycling Plan to the Sustainability Department for review and approval.

The applicant must divert a minimum sixty-five percent (65%) of all C&D waste materials generated from the project. The C&D Debris Recycling Plan shall indicate the proposed means of disposition of all C&D waste materials, including but not limited to, asphalt, concrete, wood, drywall, brush and vegetation, landscaping materials, lights, piping, concrete block, metal, and the like, which will be recycled, reused, salvaged, and /or delivered to a landfill. The Recycling Plan must also include estimated weights of the materials, list of proposed recycling/disposal facilities, and select an authorized hauling company to be used. For a list of authorized waste haulers and/or to complete and submit a C&D Debris Recycling Plan go to ThousandOaks.WasteTracking.com.

PUBLIC WORKS DEPARTMENT CONDITIONS OF APPROVAL FOR 2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and 2022-70777-DAGR

213. **Solid Waste, Recycling and Organics Collection** – Covered 3-bin enclosures are required for the collection of solid waste, recycling, and organics (food waste). The design of the enclosure must be large enough to accommodate collection containers for source-separated solid waste, organic waste, and recyclable materials.

Refer to the City's revised waste ordinance (November 16, 2021) governing the enclosures' locations, specific sizing, configuration, and clearances. Trash enclosures can be located inside parking garages, but the solid waste hauler must have access to parking garages or locked gates without restriction or prior notification. Waste service shall be located no further than 250 feet away from the structure for commercial spaces and 150 feet away from the furthest residential door.

Waste, Recycling and Organics collection containers should be included in each building for use by the occupants to segregate their materials. Organics containers should be located in break rooms, kitchens, or other locations where food is commonly consumed.

Locations with preparation areas like Kitchens or Cafés should have organics collection containers included in the back of house and in the front of house if the occupants dispose of finished food and packaging materials.

214. **Bulky Item Collection** – Multi-family projects must provide a covered location for occupants to place bulky items for collection by the authorized hauler. Access door(s) and egress walkways shall be clearly shown that is adequate to accommodate King-size mattresses and sofas (84" length and 40" depth).
215. **Operational Recycling Plan** – Prior to occupancy, in accordance with the City's Enclosure Space Regulations, each applicant and/or owner must submit a Recycling Plan pertaining to operational solid waste management after occupancy. A completed Recycling Plan form must be submitted for review and approval by the Public Works Department. A Certificate of Occupancy cannot be issued by the Community Development Department until the form is completed and processed by the Public Works Department.
216. **Potable Water and Landscape** –
- Engineered slopes - reliance on vegetation to provide erosion control should be minimized. Plants that are used should provide effective erosion control with one day per week irrigation using potable water for extended periods (months or years).

PUBLIC WORKS DEPARTMENT CONDITIONS OF APPROVAL FOR 2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and 2022-70777-DAGR

- Turf - State law and City Ordinance prohibit non-functional turf in commercial developments. Please replace the turf with an alternate groundcover, such as California native grasses, UC Verde Buffalo Grass or non-invasive Kurapia. If the developer proposes turf as part of the project, please include an explanation of why it is "functional turf" and request a waiver from the Sustainability Division. Low flow irrigation systems are required for new groundcover installations.

TRAFFIC

217. **Traffic Mitigation Fees** – The applicant acknowledges that the subject development will impact traffic and agrees to provide for the mitigation by depositing with the City of Thousand Oaks the appropriate non-refundable fees no later than prior to the issuance of building permits.
218. **Sight Distance** – Adequate vehicular and pedestrian sight visibility shall be provided at all intersections of public streets and private driveways in accordance with the criteria specified within Plate 3-10. The improvement plans for all projects shall demonstrate compliance with this plate (and a means to execute on-going maintenance to guarantee preservation of sight visibility).

Stopping sight distance shall be the principal criteria in determining the appropriate location of on or off site improvements. It is especially critical that mature landscaping be considered in evaluating visibility, not just the barren ground. Stopping sight distance less than the minimum criteria as specified within Plate 3-10 shall be reviewed and approved by the Planning Commission, if determined necessary by the City Engineer or the Community Development Department. Where applicable, CC&R's shall require continued compliance with this condition and the requirements contained within Plate 3-10.

219. **Traffic Control Signs** – Control signs for regulation, warning and guidance of traffic shall be installed as required by the Department of Public Works. These shall include stop signs, speed signs, turn prohibition and one-way signs, pedestrian and school crossing signs, curve and hill warnings, not a through street signs, parking signs, bicycle route signing, together with pavement striping, road symbols and street name signs as required.
220. **Signs and Striping** – Prior to occupancy, all signs and striping shall be installed, and prior to final acceptance, the city may require the applicant to add traffic safety devices, such as signing and striping, the need for which are not apparent at time of plan approval, but which are warranted due to actual field condition. The applicant shall install the traffic safety devices prior to final acceptance.

FIRE DEPARTMENT CONDITIONS OF APPROVAL FOR 2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and 2022-70777-DAGR

VENTURA COUNTY FIRE PROTECTION DISTRICT

221. **Fire Department Clearance** – Applicant shall obtain VCFD Form #610 "Requirements for Construction" prior to obtaining a building permit for any new structures or additions to existing structures.
222. **Building Plan Review** – Building plans of all A, E, I, H, R-1, R-2 or R-4 occupancies shall be submitted, with payment for plan check, to the Fire District for review and approval prior to obtaining a building permit. This review is concurrent with Building and Safety review. Plans (Architectural, Mechanical, Electrical, Plumbing, and dedicated fire service utility with design to finish above grade) shall be submitted directly to VCFD Fire Prevention.
223. **Fire-Flow Verification** – Applicant shall verify that the water purveyor can provide the required fire-flow requirements by having them fill out VCFD Form #625, Fire-Flow Verification.
224. **Access Road Width, Private Roads/Driveways** – Private roads shall comply with Public Road Standards.
- Access road width of 36 feet shall be provided for residential use with parallel parking permitted on both sides.
 - Access road width of 32 feet shall be provided for residential use with parallel parking permitted on one side.
 - Access road width of 24 feet shall be required with no on-street parking permitted.
 - Aerial Ladder Fire Apparatus Access, Multi-Family, Commercial or Industrial Buildings or portions of buildings or facilities with perimeter eave lines exceeding 30 feet in height above the lowest level of fire department access shall require an approved aerial ladder fire apparatus access roads and driveways. Aerial fire apparatus access roads and driveways shall have a minimum clear width of 30 feet. Overhead utility and power lines shall not be located within the aerial ladder fire apparatus access roads and driveways. At least one of the required access routes meeting this condition shall be located a minimum of 15 feet and a maximum of 30 feet parallel to one side of the buildings, as approved by the Fire District. Buildings exceeding 50,000 sq. ft. shall have the required access route along a minimum of two sides. Parking shall be prohibited along the required width of

FIRE DEPARTMENT CONDITIONS OF APPROVAL FOR 2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and 2022-70777-DAGR

the access roads and driveways. Landscaping and other improvements between the required access and the buildings shall not interfere with aerial ladder fire apparatus operations, as approved by the Fire District.

225. **Mitigation to Aerial Fire Apparatus Access Roads**– The fire code official is authorized to reduce the required width to not less than 24 feet when all the following are provided.
- Automatic fire sprinklers are installed throughout the structure in accordance with NFPA 13.
 - Fire sprinkler standpipes are provided on all floors and through to the roof.
 - Two or more roof access points are provided through 2-hour fire rated stairs separated a distance not less than half of the diagonal of the structure.
226. **Ground Ladder Access** – Access around the building shall be provided to allow for laddering the building, at a maximum 75-degree angle, to reach emergency escape and rescue openings below the fourth story above the grade plane. A three (3) foot clear working space shall be provided around the ladder at ground level.
227. **Construction Access** – Prior to combustible construction, a paved all-weather access road / driveway suitable for use by a 20-ton Fire District vehicle shall be installed at locations approved by the Fire District.
228. **Construction Access Utilities** – Prior to combustible construction, all utilities located within the access road and the first lift of the access road pavement shall be installed. A minimum 20-foot clear width shall remain free of obstruction during any construction activities within the development once combustible construction starts.
229. **Turning Radius** – The access road shall be of sufficient width to allow for a 40-foot centerline turning radius at all turns in the road.
230. **Vertical Clearance** – All access roads / driveways shall have a minimum vertical clearance of 13 feet 6 inches (13' 6"). Clear of building to sky.
231. **Turnarounds** – Approved turnaround areas for fire apparatus shall be provided when dead-end Fire Department access roads / driveways exceed 150 feet. Turnaround areas shall not exceed a 5% cross slope in any direction and shall be located within 150 feet of the end of the access road

FIRE DEPARTMENT CONDITIONS OF APPROVAL FOR 2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and 2022-70777-DAGR

- / driveway. Turnaround areas shall not be used for parking and shall be kept free of obstructions at all times. Turnaround areas shall be posted as Fire Lanes in accordance with Fire District Fire Lane Standards.
232. **Parking Prohibited** – The property owner(s) are hereby advised that parking on access roads / driveways and fire department turnarounds is prohibited.
233. **Access Point(s) on Roads** – Roads shall be provided such that any portion of the exterior walls, at grade level, of a building or structure, is not more than 150 feet from a road as measured by an approved route around the exterior of the building. Exception: The distance shall be permitted to be extended to 250 feet when the building is protected by an automatic fire sprinkler system in accordance with NFPA 13 and provided with an approved access walkway leading from the road to the exterior openings around the structure.
234. **Site Access** – Two (2) means of ingress/egress shall be provided to the development in accordance with Fire District access standards.
235. **Access Road Certification** – That the access road(s)/driveway(s) shall be certified by a registered civil engineer as having an all-weather surface in conformance with Public Works and / or Fire District standards. This certification shall be submitted to the Fire District for review and approval prior to occupancy.
236. **Fire Lanes** – Prior to construction the applicant shall submit two (2) site plans to the Fire District for approval of the location of fire lanes. Prior to occupancy, all fire lanes shall be posted “NO PARKING-FIRE LANE-TOW AWAY” in accordance with California Vehicle Code, the International Fire Code and current VCFPD Fire Lane Standards. All signs and or Fire Lane markings shall be within recorded access easements.
237. **Access Road Gates** – Any gates to control vehicle access are to be located to allow a vehicle waiting for entrance to be completely off the intersecting roadway. A minimum clear open width of 15 feet in each direction shall be provided for separate entry / exit gates and a minimum 20 for combined entry / exit gates. If gates are to be locked, a Knox system shall be installed. The method of gate control, including operation during power failure (battery back-up), shall be subject to review by the Fire Prevention Division. Gate plan details shall be submitted to the Fire District for approval prior to installation. A final acceptance inspection by the Fire District is required prior to placing any gate into service.

FIRE DEPARTMENT CONDITIONS OF APPROVAL FOR 2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and 2022-70777-DAGR

238. **Walkways** – Approved walkways shall be provided from all building openings to the public way or fire department access road / driveway.
239. **Walk and Pedestrian Gates** – If gates are to be locked, a Knox system shall be installed. The method of gate control, including operation during power failure (battery back-up), shall be subject to review by the Fire Prevention Division. Gate plan details shall be submitted to the Fire District for approval prior to installation. A final acceptance inspection by the Fire District is required prior to placing any gate into service.
240. **Address Numbers (Commercial, Industrial, Multi-family buildings)** – Building address numbers, a minimum of ten inches (10") high, shall be installed prior to occupancy, shall be of contrasting color to the background, and shall be readily visible at night. Brass or gold-plated numbers shall not be used. Where structures are set back more than 150 feet from the street, larger numbers will be required so that they are distinguishable from the street. In the event a structure(s) is not visible from the street, the address number(s) shall be posted adjacent to the driveway entrance on an elevated post. Individual unit numbers shall be a minimum of 4 inches in height and shall be posted at the front and rear entrance to each unit. Additional address directional signs may be required at common building entrances and stairways.
241. **Address Directory** – An address directory shall be provided at all entrances to the project at locations approved by the Fire District. Design shall be in accordance with Fire District Addressing Standards. Directory plans shall be submitted to the Fire Prevention Division for review and approval prior to installation.
242. **Accessory Room Door Labeling** – All accessory room doors shall be labeled on the doors indicating use of the room (i.e., Electrical Room, Riser Room, Fire Alarm Panel Inside, Storage Room, Janitor, Roof Access, etc).
243. **Knox Device** – Exterior access doors leading to fire sprinkler riser rooms and alarm control panels shall be provided with a Knox Box for emergency access.
244. **Door Swing** – All exit doors shall swing in the direction of travel (outwards) when leaving the building.

FIRE DEPARTMENT CONDITIONS OF APPROVAL FOR 2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and 2022-70777-DAGR

245. **Panic Hardware** – All exit doors shall be provided with panic hardware when serving A, E, I occupancies with an occupant load of 50 or more persons.
246. **Egress Aisle Clearance** – All required egress aisles shall be maintained clear of obstructions at anytime.
247. **Emergency Lighting and Exit Signs** – All emergency lights and exit signs shall be maintained in an operable condition at all times.
248. **Emergency Planning and Preparedness** – The owner / applicant and all occupants of buildings shall comply with the Fire Department requirements for Evacuation Plans, Drills and training as indicated under The International Fire Code, Chapter 4 “Emergency Planning and Preparedness”, and CCR Title 19 Sec 3.09. All required records and documentation shall be available for review by the Fire Department upon request.
249. **Fire Hydrant Plan** – Prior to construction, the applicant shall submit plans to the Fire District for placement of fire hydrants. On plans, show existing hydrants within 500 feet of the development. Indicate the type of hydrant, number and size of outlets.
250. **Fire Hydrant(s) Required** – Fire hydrant(s) shall be provided in accordance with current adopted edition of the International Fire Code, Appendix C and adopted amendments. On-site fire hydrants may be required as determined by the Fire District.
251. **Fire Hydrant Design (Commercial, Industrial, Multi-family buildings)** – Fire hydrants shall be installed and in service prior to combustible construction and shall conform to the minimum standard of the City of Thousand Oaks Water Works Manual and the following.
- a. Each hydrant shall be a 6-inch wet barrel design and shall have (1) 4 inch and (2) 2 ½ inch outlet(s).
 - b. The required fire flow shall be achieved at no less than 20-psi residual pressure.
 - c. Fire hydrants shall be set back in from the curb face 24 inches on center.
 - d. No obstructions, including walls, trees, light and signposts, meter, shall be placed within three (3) feet of any hydrant.
 - f. A concrete pad shall be installed extending 18 inches out from the fire hydrant.

FIRE DEPARTMENT CONDITIONS OF APPROVAL FOR 2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and 2022-70777-DAGR

- g. Ground clearance to the lowest operating nut shall be between 18 to 24 inches.
- 252. **Hydrant Location Markers** – Prior to occupancy of any structure, blue reflective hydrant location markers shall be placed on the access roads in accordance with Fire District standards. If the final asphalt cap is not in place at time of occupancy, hydrant location markers shall still be installed and shall be replaced when the final asphalt cap is completed.
- 253. **Water System Plans** – Plans for water systems supplying fire hydrants and / or fire sprinkler systems and not located within a water purveyor's easement, shall be submitted to the Fire District for review and approval prior to issuance of grading and/or building permits or signing of Mylar plans, whichever is first. Plans shall reflect only dedicated private fire service lines and associated appurtenances. Plans shall be construction drawings in accordance with the Ventura County Fire Code and applicable NFPA Standards and shall terminate above grade. Plan shall be design and submitted with the appropriate fees in accordance with VCFPD Standard 14.7.2.
- 254. **Fire Sprinklers** – All structures shall be provided with an automatic fire sprinkler system in accordance with current VCFPD Ordinance at time of building permit application.
- 255. **Fire Protection System Plans** – Plans for all fire protection systems (sprinklers, dry chemical, hood systems, etc.) shall be submitted, with payment for plan check, to the Fire District for review and approval prior to installation. Note: Fire sprinkler systems with 20 or more heads shall be supervised by a fire alarm system in accordance with Fire District requirements.
- 256. **Fire Alarm System** – A fire alarm system shall be installed in all buildings in accordance with California Building and Fire Code requirements.
- 257. **Fire Sprinkler System Maintenance** – The building fire sprinkler system shall be serviced and maintained in a proper working order at all times. Required maintenance inspections and service personnel shall be in accordance with CCR Title 19, and VCFPD Ordinance. Service and maintenance records shall be maintained on-site and available for review by the Fire Department upon request.
- 258. **Five-Year Fire Sprinkler Report** – A current Five-Year Fire Sprinkler System certification shall be maintained at all times in accordance with CCR

FIRE DEPARTMENT CONDITIONS OF APPROVAL FOR 2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and 2022-70777-DAGR

- Title-19 and VCFPD requirements. The required Five-Year Report shall be submitted to the Fire Department prior to expiration of the previous Five-Year certification.
259. **Fire Alarm Certification** – The building fire alarm system shall be serviced and maintained in a proper working order at all times. Required maintenance inspections and service personnel shall be in accordance with NFPA 72. Service records shall be maintained on-site and available for review by the Fire Department upon request.
260. **Fire Extinguishers** – Fire extinguishers shall be installed in accordance with the International Fire Code. The placement of extinguishers shall be subject to review by the Fire District.
261. **Phasing Plan** – Applicant shall submit a phasing plan to the Fire Department for review and approval prior to construction.
262. **Fire Code Permits** – Applicant and/or tenant shall obtain all applicable Operational Fire Code Permits prior to occupancy or use of any system or item requiring an operational permit in accordance with Section 105 of the California Fire Code.

POLICE DEPARTMENT

263. **Door Security Hardware** – Exterior double doors shall have an astragal constructed of steel or aluminum a minimum of .125” thick, which will cover the opening between the doors. The attachment of the astragal shall comply with all applicable provisions of the Fire Code. Exterior, outward opening single doors shall have the appropriate type of latch guard installed so as to prevent the violation of the latch and strike. The latch guard shall be a minimum of .125” thick and extend a minimum of six inches above and below the door latch or deadbolt. Doors utilizing rim and cylinder locks shall have heavy-duty cylinder guards installed. All outward opening exterior doors shall have hinges equipped with non-removable hinge pins or a mechanical interlock (set screws) to prevent removal of the door from the outside by removing the hinge pins.
264. **Lighting** – Weather and breakage resistant covers shall protect all exterior lighting. Exterior lighting fixtures will be fully enclosed to minimize tampering and breakage. After hours exterior lighting shall provide sufficient illumination to allow viewing of the exterior of the buildings, all pedestrian walkways and parking areas (**ABOVE AND BELOW GROUND**). Interior after hours lighting is also highly recommended. The use of metal halide fixtures or Light-Emitting Diode (LED) is preferred over high-pressure sodium fixtures, since metal halide and LEDs provide superior illumination and color rendition. Adequate lighting is to be provided in the natural drainage area on the north side of the property. The photometric will be provided to the police department for review and approval.
265. **Landscaping** – Landscaping shall not cover, nor partially cover any exterior door or window. Landscaping, including trees, will not be placed directly under any overhead lighting that could cause loss of light at ground level. All landscaping will be kept trimmed in order to provide an unobstructed view of the parking areas and building from adjacent streets. The standard CPTED (Crime Prevention through Environmental Design) landscaping rules of “two foot / six foot” shall apply to the property (No shrubbery shall be higher than 2 feet and lower the tree canopy shall not grow below 6 feet). This will reduce concealment areas and keep the area well-lit during darkness hours.
266. **Address Numbers** – Wall mounted address numbers shall be a minimum of ten inches in height, be of a highly contrasting color to the background on which they are attached, and shall be illuminated from dusk to dawn by a permanent, dedicated light source.

POLICE DEPARTMENT CONDITIONS OF APPROVAL FOR 2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and 2022-70777-DAGR

- Address numbers shall be mounted in a prominent, non-obstructed location on all sides of the building. All individual unit numbers shall be a minimum of 4" in height, and will display the address at the main entrances and in an area which will be clearly visible from the main roadways in the complex.
267. **Utility Rooms And Enclosures** – All exterior utility rooms and enclosures containing electrical and telephone equipment shall be kept locked at all times.
268. **Trash Enclosures** – Exterior trash enclosures shall be kept closed and locked during non-business hours to discourage, loitering, illegal dumping and theft. Trash enclosures will be constructed to have outside visibility to reduce the possibility of camping or sleeping in the area.
269. **Video Surveillance System** – Will be required for a 360-degree view around the facility. Additionally, video surveillance with the same below listed parameters will be required for all roof deck areas including that for the public and stairwell areas. The video surveillance feed will be made immediately available to the Thousand Oaks Police Department upon request in the event of a major emergency or incident. A phone number to the Security Company or video surveillance provider will be provided to the Thousand Oaks Police Department upon completion of the project. The surveillance system will be HD quality, have night vision capabilities and be able to retain video data for no less than 30 days.
270. **Stairwells** – Stairwells leading to additional floors in the enclosed public and non-public areas will either have (1) mirrors, (2) an open stairs concept, (3) half-wall concept or (4) any combination of the aforementioned, to allow the traveler to view up or down to the next floor for the purposes of an increased field of view and reduced blind spots.

Additionally, any stairwell or doors leading from the public area to any office area is to be accessed by key-fob, key, punch code or other control device as to restrict access from the general, non-residing public. This includes all exterior doors on the perimeter of the residential portion of the project. The doors will have emergency access via a "Knox Box" or similar security device. A generic code for door access will also be provided to Sheriff's Dispatch at 805-654-9511 if coded. Any code changes need to be provided to Sheriff's Dispatch ASAP.

POLICE DEPARTMENT CONDITIONS OF APPROVAL FOR 2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and 2022-70777-DAGR

271. **Parking Structures** – Install a digital, color, CCTV security camera system on each level of the parking structures. Cameras shall cover the parking areas as well as the pedestrian and vehicular egress and ingress points. Cameras shall provide good image quality during all hours of operation. It shall be a requirement that a minimum of the past 72 hours of recorded activity be retained by staff and be available upon request by the Police Department. The interior staircases shall be of the open construction variety in order to minimize blind spots and areas of concealment. Security mirrors shall be placed in the stairwells and parking structure interior.

- All exterior openings in the structure's walls shall be secured with decorative metal grids to minimize unauthorized pedestrian entry. The concrete flooring of the structure shall be rough swirled to prevent skateboarding, rollerblading, etc.
- For the safe movement of vehicles and pedestrians, lighting levels should be evenly distributed to provide uniform illumination of the entire parking area. Care should be given to prevent the casting of glare and spillover lighting outside of the structure. The applicant shall comply with the following lighting requirements in the proposed parking structure:
 - A minimum five-foot candles at the floor level shall be provided on interior driving aisles, at all times.
 - The roof parking area shall have a minimum maintained one-foot candle at floor level during hours of darkness.
 - Interior parking spaces at barrier and railings shall have a minimum maintained one-foot candle at floor level at all times.
 - Stairways, ramps and exits shall have a minimum maintained ten-foot candle at floor level at all times.
- The lighting for the parking structure shall be controlled by photocell and shall remain on during hours of darkness and diminished lighting.
- It is recommended that the interior walls and ceiling of the parking structure be painted with a light, reflective color to maximize lighting efficiency.
- All entrances to the parking structure shall be posted with signs indicating the structure is under 24-hour video surveillance. All driveway entrances shall be posted with appropriate signs per 22658(a) of the California Vehicle Code to assist in removing abandoned vehicles on the property.

272. **Underground Parking** – For the residents, will have a motorized gate to limit free and unrestricted access from persons not having business at the location. The garage area will have emergency access to the gate via a

POLICE DEPARTMENT CONDITIONS OF APPROVAL FOR 2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and 2022-70777-DAGR

“Knox Box” or similar security device. A generic code for gate access will also be provided to Sheriff’s Dispatch at 805-654-9511. Any code changes need to be provided to Sheriff’s Dispatch immediately.

273. **Intrusion Alarm Systems** – If an intrusion (burglary) alarm system is used, it shall be an addressable, silent or audible system monitored by a U.L. approved central station. Minimum conditions for the intrusion alarm shall be as follows: any magnetic contacts used on windows or pedestrian doors shall be capable of allowing the door or window to open a minimum of one- and one-half inches without activating the alarm. Magnetic contacts on any garage-type door, rolling overhead door, sliding or rolling gate, etc. shall be capable of allowing the door or gate to open a minimum of three inches before activating the alarm.

The alarm system shall be equipped with a back-up battery capable of a minimum duration of 24 hours. Motion and glass break detectors shall be, at minimum, dual technology devices. Any interior alarm shall be individually zoned, and the central monitoring station shall notify the Police Department which zones have been activated and the location of those zones. Audible alarms shall automatically reset a maximum of 15 minutes after activation. Non-residential push button devices used to activate hold-up alarms shall be dual action. Keypad activation of a hold-up or duress alarm shall require an entry code a minimum of 2 digits higher than the normal activation code. Automatic dialers or direct connects to the Police Department are prohibited. The applicant shall submit plans for the alarm system to the Police Department Crime Prevention Bureau for review and approval prior to installation.

274. **Security Alarm Systems** – If a security alarm system is used, any magnetic contacts used on windows or pedestrian doors shall be capable of allowing the door or window to open a minimum of one- and one-half inches without activating the alarm. Magnetic contacts on any garage-type door, rolling overhead door, sliding or rolling gate, etc. shall be capable of allowing the door or gate to open a minimum of three inches before activating the alarm. The alarm system shall be equipped with a back-up battery capable of a minimum duration of 24 hours. Motion and glass break detectors shall be dual technology devices. Any interior alarm shall be individually zoned, and the central monitoring station shall notify the Police Department which zones have been activated and the location of those zones. Audible alarms shall automatically reset a maximum of 15 minutes after activation. Non-residential push button devices used to activate hold-up alarms shall be dual action. Keypad activation of a hold-up or duress alarm shall require an entry code a minimum of 2 digits higher than the

POLICE DEPARTMENT CONDITIONS OF APPROVAL FOR 2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70773-DP, 2022-70780-PTP and 2022-70777-DAGR

- normal activation code. The alarm system for the storage buildings may terminate and be monitored in the manager's office when the office is occupied, but must be monitored by an alarm company central station at all other times. Automatic dialers or direct connects to the Police Department are prohibited. The applicant shall submit plans for the alarm system to the Police Department for review and approval prior to installation.
275. **Emergency Access** – The business will have emergency access for the police and fire department to the main gate or entrance / exit doors via a “Knox Box” or similar security device. A generic code for gate access should also be provided to Sheriff's Dispatch at 805-654-9511. Any code changes need to be provided to Sheriff's Dispatch ASAP.
276. **Mailboxes** – If a cluster box is used, it shall be placed in an area conducive to surveillance.
277. **Signs** – Any signs displayed must be far enough back from the street as to not impede with visibility to traffic. The street address shall be prominently displayed on the sign to assist first responders with identifying the facility.
278. **Parking** – In order to facilitate parking concerns, the developer shall post signs at each entrance to the parking lot indicating the California Vehicle Code will be enforced.
279. **Other Security Concerns** – The business will correct any safety or security concerns upon written notice by the Thousand Oaks Police Department.

Exhibit A
Mitigation Monitoring and Reporting Program (MMRP)

Mitigation Monitoring and Reporting Program

MITIGATION MONITORING AND REPORTING PROGRAM
LATIGO HILLCREST DEVELOPMENT PROJECT

This Mitigation Monitoring and Reporting Program (MMRP) provides a list of Mitigation Measures (MMs) from the Environmental Impact Report applicable to the project, and provides the Required Action/Responsible Party, Timing, Responsible Review Agency, and a column for notations related to Compliance Verification. This MMRP is a living document through the time periods outlined for each measure.

MITIGATION MEASURE	ACTION REQUIRED / RESPONSIBLE PARTY	TIMING	RESPONSIBLE REVIEW AGENCY	COMPLIANCE VERIFICATION (INITIALS/ DATE/ COMMENTS)
BIOLOGICAL RESOURCES				
MM BIO-1 – Pre-Construction Bat Surveys No earlier than three days prior to ground or vegetation disturbing activities, and separately three days prior to demolition activities if occurring 14 days or more after ground or vegetation disturbing activities, a City-approved qualified biologist shall inspect the outside and inside of the vacant structure for sign of roosting bats, such as presence of guano or direct observations. A report of the bat survey results shall be submitted to the City for review and approval prior to ground and/or vegetation disturbance activities. If evidence of bat roosting is observed, building demolition shall not be allowed until a qualified biologist can verify that the roost is no longer active. Separate ground or vegetation disturbing activities may commence if determined appropriate by the biologist, with or without an	Conduct bat surveys / Applicant's Qualified Consultant	No earlier than three days prior to ground or vegetation disturbing activities, and separately three days prior to demolition activities if occurring 14 days or more after ground or vegetation disturbing activities	City of Thousand Oaks Department of Community Development	

LATIGO HILLCREST PROJECT SCH # 2022100528; City of Thousand Oaks: 2021-70169-LU, 2022-70776-Z,
2022-70778-SP, 2022-70777 DAGR, 2022-70773-DP, 2022-70774-EIR, 2022-70779-SUP, 2022-70780-PTP.

cdd:420-46/jk/H:COMMON/Planning Commission/Agenda Packet/2023/2023-06-05/Latigo/07B Latigo 2022-70733 Attach 4.docx\pz (FILE ID: 2022-70733-DP)

Exhibit A
Mitigation Monitoring and Reporting Program (MMRP)

Mitigation Monitoring and Reporting Program

MITIGATION MEASURE	ACTION REQUIRED / RESPONSIBLE PARTY	TIMING	RESPONSIBLE REVIEW AGENCY	COMPLIANCE VERIFICATION (INITIALS/ DATE/ COMMENTS)
avoidance buffer if found necessary. If necessary, bats may be evicted and building demolished following submittal and approval of a Bat Avoidance Plan by the California Department of Fish and Wildlife (CDFW).				
CULTURAL, TRIBAL CULTURAL AND PALEONTOLOGICAL RESOURCES				
MM PAL-1 – Paleontological Monitoring Plan Prior to construction, a company qualified to provide paleontological monitoring should be engaged by the applicant to provide monitoring services. The paleontological monitoring team should examine the project geotechnical report, the final project grading plan, and the site schedule to determine what subsurface activities may require paleontological monitoring of project site grading. Spot-check monitoring may be used within older alluvial deposits, however, if fossils are identified in older alluvial material, or if deeper fossil-bearing rock formations are encountered, then fulltime paleontological monitoring should take place to the end of site grading. The paleontological team will develop a construction phase paleontological monitoring plan (Monitoring Plan), which will include all available paleontological context for the project, including the Natural History Museum of Los	Review geotechnical report, the final project grading plan, and the site schedule to determine what subsurface activities may require paleontological monitoring of project site grading / Applicant's Qualified Paleontological Monitor Perform spot-check monitoring within older alluvial deposits and if fossils are identified, start fulltime monitoring and develop a Monitoring Plan / Applicant's Qualified Paleontological	Review of reports/plans: Prior to construction (review reports/plans) Monitoring (and Preparation of Monitoring Plan if applicable): During project grading	City of Thousand Oaks	

LATIGO HILLCREST PROJECT SCH # 2022100528; City of Thousand Oaks: 2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70777 DAGR, 2022-70773-DP, 2022-70774-EIR, 2022-70779-SUP, 2022-70780-PTP.

cdd:420-46/jk/H:COMMON/Planning Commission/Agenda Packet/2023/2023-06-05/Latigo/07B Latigo 2022-70733 Attach 4.docx\pz (FILE ID: 2022-70733-DP)

Exhibit A
Mitigation Monitoring and Reporting Program (MMRP)

Mitigation Monitoring and Reporting Program

MITIGATION MEASURE	ACTION REQUIRED / RESPONSIBLE PARTY	TIMING	RESPONSIBLE REVIEW AGENCY	COMPLIANCE VERIFICATION (INITIALS/ DATE/ COMMENTS)
<p>Angeles County (NHM) record of findings, the geotechnical report, and the Phase I Cultural Resources Assessment, as well as guidelines on when spot-check and fulltime monitoring should be used, what the project discovery plan is for fossil resources, and what the communication plan is that should be followed in the case of discovery. The Monitoring Plan will also include a Worker Environmental Awareness Plan (WEAP) in order to educate grading and trenching teams on the purpose of monitoring and what paleontological monitors look for as to fossil resources. The WEAP training should discuss what actions should take place upon a fossil discovery.</p>	<p>Monitor</p> <p>Conduct WEAP Training / Applicant's Qualified Paleontological Monitor</p>			
<p>MM PAL-2 – Paleontological Monitoring</p> <p>The paleontological monitor will collect any fossil material that is uncovered through grading that is found within a disturbed context, and can halt construction within 30-feet of a potentially significant fossil resource if necessary. Fossils collected from a disturbed context or that do not warrant additional assessment can be collected, without the need to halt grading. If fossils are not present within the older alluvial or bedrock material, and the project conditions warrant reduced monitoring, then a weekly spot-check system of monitoring can be arranged</p>	<p>Collect any fossil material uncovered during grading, and halt work within 30-feet of a significant fossil resource and follow appropriate discovery protocol / Applicant's Qualified Paleontological Monitor</p> <p>Prepare a final project Monitoring Report and a Curation Plan and</p>	<p>During project grading</p>	<p>City of Thousand Oaks Community Development Department</p>	

LATIGO HILLCREST PROJECT SCH # 2022100528; City of Thousand Oaks: 2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70777 DAGR, 2022-70773-DP, 2022-70774-EIR, 2022-70779-SUP, 2022-70780-PTP.

cdd:420-46/jk/H:COMMON/Planning Commission/Agenda Packet/2023/2023-06-05/Latigo/07B Latigo 2022-70733 Attach 4.docx\pz (FILE ID: 2022-70733-DP)

Exhibit A
Mitigation Monitoring and Reporting Program (MMRP)

Mitigation Monitoring and Reporting Program

MITIGATION MEASURE	ACTION REQUIRED / RESPONSIBLE PARTY	TIMING	RESPONSIBLE REVIEW AGENCY	COMPLIANCE VERIFICATION (INITIALS/ DATE/ COMMENTS)
<p>by the compliance team with the construction manager. However, if fossils are encountered, which cannot be removed during grading and that the monitor believes will need further assessment, then the project “discovery” protocol will be followed. Discovery situations that do not lead to further assessment, survey, evaluation, or data recovery can be described in the monitor’s daily Monitoring Report.</p> <p>All fossils recovered that may be of importance to California paleontology, will be cleaned, analyzed, and described within a final project Monitoring Report, which will be submitted to the NHM at the end of the project. All materials will be curated at the NHM or placed on public display by the owner. If important fossils are found during monitoring, a Curation Plan will be needed that is reviewed by the lead agency prior to the publication of the Monitoring Report. The costs of the Monitoring Report, the Curation Plan, and the processing, analysis, and curation of all fossils will be the responsibility of the applicant.</p>	<p>curation, if applicable, in coordination with the NHM / Applicant’s Qualified Paleontological Monitor</p>			
<p>MM PAL-3 – Fossil Discovery Protocol</p> <p>If fossil materials are encountered by the project grading or trenching crews when the worksite is not being monitored, either because the project is not within sensitive rock units or</p>	<p>Outreach to the Paleontological Monitor if fossil materials are encountered when the Monitor is not present /</p>	<p>During project grading or trenching</p>	<p>City of Thousand Oaks Community Development Department</p>	

LATIGO HILLCREST PROJECT SCH # 2022100528; City of Thousand Oaks: 2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70777 DAGR, 2022-70773-DP, 2022-70774-EIR, 2022-70779-SUP, 2022-70780-PTP.

cdd:420-46/jk/H:COMMON/Planning Commission/Agenda Packet/2023/2023-06-05/Latigo/07B Latigo 2022-70733 Attach 4.docx\pz (FILE ID: 2022-70733-DP)

Exhibit A
Mitigation Monitoring and Reporting Program (MMRP)

Mitigation Monitoring and Reporting Program

MITIGATION MEASURE	ACTION REQUIRED / RESPONSIBLE PARTY	TIMING	RESPONSIBLE REVIEW AGENCY	COMPLIANCE VERIFICATION (INITIALS/ DATE/ COMMENTS)
<p>because spot- check monitoring is taking place, then a Fossil Discovery Protocol should be followed by the grading/trenching team.</p> <p>If potentially significant fossil materials are encountered during project grading within native soils or original context, then all work in that area shall be halted or diverted away from the discovery to a distance of 30-feet until a senior paleontologist can evaluate the nature and/or significance of the find(s). If the senior paleontologist confirms that the discovery is potentially significant, then the lead agency and the applicant will be contacted and informed of the discovery. Construction will not resume in the locality of the discovery until consultation between the senior paleontologist, the applicant, the lead agency, and any other concerned parties (such as additional regulatory agencies), takes place and reaches a conclusion approved by the lead agency.</p> <p>If a significant fossil resource is discovered during earth-moving, complete avoidance of the find is preferred. However, if the discovery cannot be avoided, further survey work, evaluation tasks, or data recovery of the significant fossil resource may be required by the lead agency. The lead agency may also</p>	<p>Applicant's Construction Contractor</p> <p>Halt all work in the area of potentially significant fossil materials and within 30-feet until a Senior Paleontologist can evaluate the discovery and if significant, inform the City of Thousand Oaks and Applicant / Applicant's Construction Contractor Applicant's Qualified Paleontological Monitor</p>			

LATIGO HILLCREST PROJECT SCH # 2022100528; City of Thousand Oaks: 2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70777 DAGR, 2022-70773-DP, 2022-70774-EIR, 2022-70779-SUP, 2022-70780-PTP.

cdd:420-46/jk/H:COMMON/Planning Commission/Agenda Packet/2023/2023-06-05/Latigo/07B Latigo 2022-70733 Attach 4.docx\pz (FILE ID: 2022-70733-DP)

Exhibit A
Mitigation Monitoring and Reporting Program (MMRP)

Mitigation Monitoring and Reporting Program

MITIGATION MEASURE	ACTION REQUIRED / RESPONSIBLE PARTY	TIMING	RESPONSIBLE REVIEW AGENCY	COMPLIANCE VERIFICATION (INITIALS/ DATE/ COMMENTS)
require additional site monitoring based on the nature of the discovery. All costs for site monitoring, discovery assessment, discovery evaluation, or data recovery of will be the responsibility of the Applicant. Any reports generated by the discovery event will be submitted to the NHM at the conclusion of the project.				
HAZARDS AND HAZARDOUS MATERIALS				
MM HAZ-1 – Soil Vapor Testing Due to the project being in close proximity to two open cleanup sites as Recognized Environmental Conditions (RECs) with a potential Vapor Encroachment Condition (VEC), although the possibility of hazardous material migrating beneath the project site from the RECs is considered low, limited soil vapor testing in the areas of proposed buildings intended for human occupancy shall be required at the project site. The results of the soil vapor testing will be used to evaluate if potential VECs exist and whether engineer controls (vapor barrier) are needed for the proposed redevelopment of the project site.	Conduct soil vapor testing to investigate potential vapor encroachment conditions and if vapor control is needed for redevelopment / Applicant's Qualified Consultant	Prior to demolition and construction activities	City of Thousand Oaks Department of Building and Safety	
NOISE AND VIBRATION				
MM NOI-1 – Construction Barrier A 12-foot-high barrier shall be placed at the eastern boundary of the project site during construction to reduce the construction noise levels at the residences by 14 dBA to 57	Place a 12-foot-high barrier at the eastern boundary during demolition and construction activity / Applicant's	Prior to demolition and construction activities	City of Thousand Oaks Department of Building and Safety	

LATIGO HILLCREST PROJECT SCH # 2022100528; City of Thousand Oaks: 2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70777 DAGR, 2022-70773-DP, 2022-70774-EIR, 2022-70779-SUP, 2022-70780-PTP.

cdd:420-46/jk/H:COMMON/Planning Commission/Agenda Packet/2023/2023-06-05/Latigo/07B Latigo 2022-70733 Attach 4.docx\pz (FILE ID: 2022-70733-DP)

Exhibit A

Mitigation Monitoring and Reporting Program (MMRP)

Mitigation Monitoring and Reporting Program

MITIGATION MEASURE	ACTION REQUIRED / RESPONSIBLE PARTY	TIMING	RESPONSIBLE REVIEW AGENCY	COMPLIANCE VERIFICATION (INITIALS/ DATE/ COMMENTS)
dBA. The resulting predicted mitigated construction noise level of 57 dBA is close to the measured ambient noise levels and will temporarily increase the ambient noise level by approximately 1 to 2 dBA at the residences to the east, as shown on Table 6 of the EIR Noise and Vibration Study (Veneklasen 2023).	Construction Contractor			
MM NOI-2 – No Impact Pile Drivers In order to avoid impacts to vibration-sensitive uses north of the project site, impact pile drivers shall not be used on site and alternative equipment and methods (such as cast-in-drilled-hole (CIDH) piles) shall be used to construct the deep foundation system for the proposed project buildings.	Use alternative equipment and methods in place of impact pile drivers / Applicant's Construction Contractor	During construction activities	City of Thousand Oaks Department of Building and Safety	
MM NOI-3 – Construction Equipment Limitations at the Eastern Boundary In order to assure avoidance of potential building damage impacts, no more than two units of powered construction equipment shall be used at the same time within 20 feet from any residence on the east side of the site.	Use no more than two units of powered construction equipment within 20 feet of any residences to the east / Applicant's Construction Contractor	During construction activities	City of Thousand Oaks Department of Building and Safety	

LATIGO HILLCREST PROJECT SCH # 2022100528; City of Thousand Oaks: 2021-70169-LU, 2022-70776-Z, 2022-70778-SP, 2022-70777 DAGR, 2022-70773-DP, 2022-70774-EIR, 2022-70779-SUP, 2022-70780-PTP.

cdd:420-46/jk/H:COMMON/Planning Commission/Agenda Packet/2023/2023-06-05/Latigo/07B Latigo 2022-70733 Attach 4.docx\pz (FILE ID: 2022-70733-DP)

CITY OF THOUSAND OAKS

PLANNING COMMISSION

RESOLUTION NO. ____ PC

A RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF THOUSAND OAKS
RECOMMENDING APPROVAL OF A SPECIAL USE
PERMIT TO ALLOW THE SALE AND
CONSUMPTION OF ALCOHOL FOR CERTAIN
PROPERTY WITHIN SAID CITY

Application No. 2022-70779-SUP

Applicant: Latigo Hillcrest, LLC

Location: 2150 West Hillcrest Drive
Assessor's Parcel Number (APN): 667-0-113-075

SECTION 1

The Planning Commission of the City of Thousand Oaks, California, DOES
RESOLVE AS FOLLOWS:

WHEREAS, the applicant has filed with this Commission a petition requesting a Special Use Permit under the provisions of the City of Thousand Oaks Municipal Code to allow the sale and consumption of alcohol for future restaurants located within the commercial portion of a mixed-use project at 2150 West Hillcrest Drive, pursuant to the conditions herein.

WHEREAS, on March 20, 2023, a Notice of Application sign was posted on the subject property to inform the public of the proposed project at the early stages of the project; and

WHEREAS, on March 23, 2023, a Notice of Application was mailed to all property owners and occupants within a 500-foot radius of the subject property; and

WHEREAS, on May 22, 2023, a Notice of Planning Commission Public Hearing sign was posted on the subject property; and

WHEREAS, on May 22, 2023, Notice of Planning Commission Public Hearing was mailed to all property owners of record within a 500- foot radius of the subject site; and

WHEREAS, on May 22, 2023, Notice of Planning Commission Public Hearing was published in a newspaper of general circulation within the City of Thousand Oaks; and

WHEREAS, the Planning Commission, upon giving the required notice, did, on the 5th day of June 2023, conduct a duly advertised public hearing as prescribed by law to consider said application; and

WHEREAS, at the June 5, 2023, Planning Commission public hearing, oral and written evidence, including a staff report, were presented and received, and comments and arguments were heard from all interested parties appearing in the matter; and

SECTION 2

WHEREAS, the findings of the Planning Commission recommending approval of 2022-70779-SUP of said application are as follows:

1. *The project is consistent with the Thousand Oaks General Plan and any applicable specific plan or redevelopment plan (TOMC Section 9-4.2803(c)(1)).*

The project is consistent with the Thousand Oaks General Plan because the restaurant with alcoholic beverage consumption is an allowed ancillary use within a commercial building with approval of a Special Use Permit. The commercial space within the mixed-use project that is proposed to be within the SP-24 zone, and the site is proposed to be designated as "Commercial/Residential" under the Land Use Element of the General Plan. Therefore, the project is consistent with the goals and policies of the City's General Plan.

2. *The project complies with all applicable laws, regulations and policies, including the Thousand Oaks Municipal Code (TOMC Section 9-4.2803(c)(2)).*

With the implementation of the suggested conditions, the project will satisfy all applicable laws, regulations and policies, including the Thousand Oaks Municipal Code.

The project has also been reviewed by other City departments and agencies for conformance with applicable laws, regulations, and policies, and provided appropriate conditions of approval. Additionally, any proposed future tenant must obtain and maintain an alcohol license from the California Department of Alcoholic Beverage Control. Therefore, the restaurant and on-site sale and consumption of alcoholic beverages complies with all applicable laws, regulations, and policies.

3. *The project will not be detrimental to the public health, safety or general welfare (TOMC Section 9-4.2803(c)(3)).*

With the conditions of approval imposed, the project will not be detrimental to public health, safety or general welfare because a) The City reserves the right to review any future proposed use which would include alcohol service through a separate Minor Modification application to ensure compatibility with the surrounding uses, including the commercial and residential uses on site and b) the Police Department has reviewed the request and finds it to be acceptable, subject to conditions of approval. Additionally, the restaurant must obtain and maintain an alcohol license from the California Department of Alcoholic Beverage Control.

4. The project has been reviewed in conformance with the provisions of the California Environmental Quality Act (TOMC Section 9-4.2803(c)(4)).

The proposed Special Use Permit has been reviewed for conformance with the provisions of the California Environmental Quality Act. For this application, the City is the Lead Agency and, on behalf of the Applicant, the City Council is being asked to certify the Final Environmental Impact Report that was prepared for the project. The Final EIR identifies where all areas listed as potentially significant have been mitigated to levels that are no longer significant, through the inclusion of mitigation measures, which the applicant shall comply with under the proposed conditions of approval.

5. The proposed use at the proposed location will be compatible with land uses in the vicinity (TOMC Section 9-4.2803(c)(5)).

The potential use involving sale and consumption of alcohol at the project site will be compatible with land uses in the vicinity that are predominantly commercial and industrial uses, including an existing restaurant located within the Amgen headquarter building located at 1 Amgen Center Drive, 7-11 retail use across Rancho Conejo Boulevard, and gas station at the northwest corner of the subject property. The commercial spaces which could be leased by tenants seeking to serve alcohol are clustered close to the West Hillcrest Drive and Rancho Conejo Boulevard intersection and are physically separated from the residential uses on the adjacent property to the east by onsite multifamily structures, parking areas, and landscaping. Conversely, as the commercial uses will be open to the public it is anticipated to be an amenity to those living in the adjacent residential development and those working in the adjacent industrial and commercial developments. Therefore, the project will be compatible with the land uses in the vicinity.

NOW, THEREFORE, BE IT RESOLVED that said application for a Special Use Permit is recommended for approval to City Council, subject to conformance with the conditions set forth and attached hereto and made a part hereof. Except as otherwise expressly indicated, said conditions shall be fully performed and completed, or at the City's discretion, shall be secured by bank or cash deposit or other security satisfactory to the City Attorney before the use or occupancy of the

property is commenced and before a Certificate of Occupancy is issued. The violation of any of the conditions of said Special Use Permit shall be grounds for revocation by the Planning Commission or City Council.

I HEREBY CERTIFY that the foregoing resolution reflects action taken by the Planning Commission of the City of Thousand Oaks at a regular meeting held on the 5th day of June, 2023, by the following vote:

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSENT: COMMISSIONERS

ABSTAIN: COMMISSIONERS

Sharon McMahon, Chair
Planning Commission

Fabiola Zelaya Melicher, Secretary
Planning Commission

SPECIAL USE PERMIT 2022-70779-SUP CONDITIONS OF APPROVAL

STANDARD

1. **Land and Application** – The Special Use Permit is granted for the land described in the application, any attachment thereto, and as shown on the submitted “Project Plan Set,” dated May 26, 2023.
2. **Scope of Permit Approval** – The Special Use Permit is granted to allow the sale and consumption of alcohol, for future restaurants located within the commercial portion of a mixed-use project through the review and approval of a Minor Modification application for each proposed use as shown on the submitted “Project Plan Set,” dated May 26, 2023.
3. **Approval Period** – The above referenced permits are granted for the period set forth in 2022-70777-DAGR.
4. **Approval Contingency** – Approval for the Special Use Permit is contingent upon the adoption or approval of Land Use General Plan Amendment (LU) 2021-70169-LU; Zoning Change (Z) 2022-70776-Z; Specific Plan (SP) 2022-70778-SP; Development Agreement (DAGR) 2022-70777-DAGR; Development Permit (DP) 2022-70773-DP; Protected Tree Permit (PTP) 2022-70780-PTP; and Environmental Impact Report (EIR) 2022-70774-EIR.
5. **Compliance with Applicable Laws, Rules, and Regulations** – The applicant shall at all times comply with any and all local, city, county, state and federal laws, regulations and orders now in effect or which may hereafter be enacted pertaining to the approved modification or affecting the installation, operation or maintenance of the mixed-use development.
6. **Regulatory Agency Approval** – The requirements of all applicable regulatory agencies shall be met, and approval obtained, prior to gas release, Certificate of Occupancy, or as authorized by the City's Building and Safety Division. Copies of all required licenses shall be submitted to the Community Development Department.
7. **Payment of Fees** – Approval is subject to the applicant paying all fees and assessments to the City of Thousand Oaks, as required by the Municipal Code.
8. **Acknowledgment** – The applicant acknowledges that all aspects of this project are of special concern to and regulated by the City of Thousand Oaks, which has established specific criteria and standards concerning development within the City. Any change, modification, or alteration to improvements on the subject property shall first be approved by the City of Thousand Oaks. Any unauthorized changes may require future corrective work and may result in a City Code compliance effort.

SPECIAL USE PERMIT 2022-70779-SUP CONDITIONS OF APPROVAL

9. **Unauthorized Changes** – The applicant acknowledges that the exterior treatment, location of structures and architectural features of the development are of special concern to, and regulated by, the City of Thousand Oaks, which has established criteria and standards concerning development within the City. Any substantial change, modification, or alteration to the architectural design, or in the exterior treatment of any building and structure, including building colors, materials, changes in walkways, doorways, window locations, or in the parking, landscaping and other related features, must first be approved by the City of Thousand Oaks prior to performing the work. Unauthorized change(s) or failure to comply with the conditions of this permit may require future corrective work and result in a City Code violation and appropriate action.
10. **Indemnification** – The applicant agrees to defend, indemnify and hold harmless the City, its agents, officials, and employees from any claim, action or proceeding against the City or its agents, officials or employees to attack, set aside, void or annul an approval of the City. The City shall promptly notify the applicant of any claim, action or proceeding and the City shall cooperate fully in the defense.
11. **Signed Acceptance of Conditions** – A signed Acceptance of Conditions affidavit shall be executed by the applicant and property owner, or his duly authorized representative, and shall be returned to the Community Development Department prior to the issuance of a building permit.
12. **Other Applicable Permits** – All entitlements and conditions of approval associated with related development, including 2021-70169-LU; 2022-70776-Z; 2022-70778-SP; 2022-70777-DAGR; 2022-70773-DP; 2022-70780-PTP; and 2022-70774-EIR apply. In addition, all entitlements and conditions of approval associated with prior onsite development approved by the City of Thousand Oaks (OTP 1235, Z 1977-419, SUP 2001-1037, DP 1977-371 and Minor Modification Nos. 1 through 4, DP 1982-512 and Minor Modification Nos. 1 through 4, and SUP 2001-1037) are rescinded, voided and of no further effect. The property's Title Report is to be updated to remove references to Covenants, Agreements and Declarations required by the permits which are rescinded, voided and of no further effect.
13. **Transferable Permit** – The Special Use Permit may be transferable to a new owner/lease provided that the operation is of similar type to the approved use and provide that the new owner/lease agrees to all imposed conditions of the existing special use permit, subject to an administrative review and determination by the Community Development and Thousand Oaks Police Departments.

SPECIAL USE PERMIT 2022-70779-SUP CONDITIONS OF APPROVAL

14. **Revocation of Permit** – Any verified complaints of excessive levels of noise, violations of conditions of this permit or other nuisance issues related to the operation of the business, shall constitute grounds for initiation of proceedings to consider revocation of this Special Use Permit Major Modification and/or further restriction of the hours of operation by the Planning Commission.
15. **Title 24 Requirements** – All requirements of the California Uniform Building Code Title 24, California Code of Regulations, shall be met, as required by law.

RESTRICTIONS

16. **Hours of Operation** – The sale and consumption of alcohol shall be limited to the hours of operation for the subject restaurant or tenant space.
17. **Personnel** – The licensee shall have readily identifiable personnel to monitor and control the behavior of customers inside the building premises, and any adjacent property under the establishment's control to ensure the areas are free of people loitering or causing a disturbance, and that these areas are cleared of patrons within 30 minutes after closing.

Sale and service of alcoholic beverages shall be permitted only during normal business hours and only when food service is also available.

The business staff shall be responsible for maintaining the area adjacent to the premises over which he has control free of litter.

18. **Alcoholic Beverage Permit and Approvals** – Prior to the onsite sale of alcoholic beverages, the applicant shall receive all necessary permits and approvals from any applicable County, State or Federal agencies and shall comply with all requirements of the State of California Department of Alcoholic Beverage Control.
19. **Off-Premise Sales Prohibited** – Any sale of alcoholic beverage for consumption off premises is strictly prohibited. The consumption of alcoholic beverages is limited to the interior bar area and as allowed per Liquor License Type 48 through the California Department of Alcoholic Beverage Control.
20. **Employee Training** – Employees involved in the sale or service of alcoholic beverages shall provide evidence that they have either:

SPECIAL USE PERMIT 2022-70779-SUP CONDITIONS OF APPROVAL

- a. Completed training given by the State of California Department of Alcoholic Beverage Control (ABC) in Leadership and Education in Alcohol and Drugs program (LEAD), or equivalent as determined by the Police Department, and retain such certificate of completion, or
 - b. Have completed an accepted equivalent by the ABC's local office to ensure proper distribution of beer, wine and distilled spirits to adults of legal age. If any prospective employee designated to sell alcoholic beverages does not currently have such training, then,
 - c. The ABC licensed proprietors shall confirm with the Police Department's Crime Prevention Bureau, within 30 days of the Planning Commission's entitlement approval, that a date certain has been scheduled with the local ABC office to complete the LEAD course.
 - d. Within 30 days of taking said course, the employees, or responsible employer shall deliver copies of each required course completion certificate to the Police Department's Crime Prevention Bureau.
 - e. It shall be the responsibility of the applicant and/or the restaurant management staff to provide the employees with the knowledge and skills that will enable them to comply with their responsibilities under state and city laws and ordinances.
21. **Noise Control** – Proposed restaurant operations shall be conducted inside the establishment only. During restaurant hours, all exterior doors of the Amenity Building shall be kept closed. Sound volume during restaurant operations shall be regulated to ensure that the restaurant operations cannot be heard from off-site residential properties. It shall be the responsibility of the business owner and bar operator to ensure noise generated by the café operations will be confined to the interior of the establishment.
22. **Live Entertainment** – Live entertainment shall not be allowed unless otherwise approved by the Community Development Department.
23. **Security** – The Thousand Oaks Police Department reserves the right to make further comments or conditions related to security or safety prior to issuance of occupancy permits, and the applicant will correct any safety or security concerns upon written notice by the Police Department within the time period set forth in any such notice.

The applicant shall notify the Thousand Oaks Police Department representative at least one week prior to special entertainment events, which are reasonably anticipated to attract a larger or different patronage.

SPECIAL USE PERMIT 2022-70779-SUP CONDITIONS OF APPROVAL

The Police Department reserves the right to require security personnel for such events

24. **Revocation** – If after written notice from the Police Department or City of Thousand Oaks, and subsequent failure to comply with such notice, regarding confirmed violations of the Municipal Code, including but not limited to excessive noise disturbances, unruly or violent incidents, illicit use or sale of drugs, alcohol-related violations, or violations of imposed conditions on any City permit, the City may initiate revocation proceedings. A request for revocation of this permit shall be referred to the Planning Commission.
25. **Transferable Permit** – This Special Use Permit may be transferred to another owner/lessee provided the operation is in substantial conformance with the approved use and provided that the new owner/lessee agrees to all imposed conditions of the existing Special Use Permit, subject to an administrative review and determination by the Community Development Department.
26. **Permits from Other Agencies** – Prior to commencement of any food-service operations and/or alcohol consumption, the applicant shall receive all necessary permits and approvals from any applicable County, State or Federal agencies.
27. **Compliance with Other Laws** – The applicant shall comply with all federal, state and local laws including COVID-19 regulations. Violation of any of those laws in connection with the use authorized herein will be cause for initiation of revocation proceedings.
28. **Alcoholic Beverages** – The on-site sale and consumption of alcoholic beverages shall require the filing of a Minor Modification application to 2022-70779-SUP for review and consideration by the Community Development Department.

POLICE DEPARTMENT

29. **Interior and Exterior Activities** – The applicant shall have readily identifiable personnel to monitor and control the behavior of customers inside the building premises, and any adjacent property under the establishment's control (i.e. interior plaza area) to ensure the areas are free of people loitering or causing a disturbance, and that these areas are cleared of patrons within thirty (30) minutes of closing.
 - a. The sales and service of alcoholic beverages shall be permitted only between the hours of 9:00 a.m. and 1:30 a.m. Monday through Sunday.

SPECIAL USE PERMIT 2022-70779-SUP CONDITIONS OF APPROVAL

- b. Any entertainment provided shall not be audible beyond the area under control of the licensee(s).
- c. To maintain the restaurant licensing for the sale of alcohol and the restaurant use approved by this body, the quarterly gross sales of alcoholic beverages shall not exceed the gross sales of food during the same period. The licensee shall at all times maintain records which reflect separately the gross sale of food and the gross sales of alcoholic beverages of the licensed business. Said records shall be kept no less frequently than on a quarterly basis and shall be made available to the Police Department on demand.
- d. Full meal service shall be available to patrons at all times alcoholic beverage sale privileges are being exercised.
- e. The sale of alcoholic beverages for consumption off the premises is prohibited.
- f. No alcoholic beverages shall be consumed on any property adjacent to the licensed premises under the control of the licensee(s).
- g. Loitering is prohibited on these premises or the area under control of the licensee(s).
- h. The petitioner(s) shall be responsible for maintaining free of litter the area adjacent to the premises over which they have control.
- i. Any graffiti painted or marked upon the premises or on any adjacent area under the control of the licensee(s) and/or property owner shall be removed or painted over within 48 hours of being applied and the affected area shall match the originally-approved exterior color.

30. **Employee Training** – Employees involved in the sale or service of alcoholic beverages shall provide evidence that they have either of the following:
- a. Completed training given by the State of California Department of Alcoholic Beverage Control (ABC) through an administered “Leadership and Education in Alcohol and Drugs” (LEAD) Program in the form of an ABC issued certificate; or
 - b. Have completed an accepted equivalent by the ABC to ensure proper distribution of beer, wine and distilled spirits to adults of legal age.
 - c. If any prospective employee designated to sell alcoholic beverages does not currently have such training, then,
 - i. The ABC-licensed proprietors shall confirm with the Police Department’s Intelligence Led Policing Unit: Special Projects and Technology, a minimum of 90 days prior to occupancy of the tenant space that a date certain has been scheduled with the local ABC office to complete the LEAD course.

SPECIAL USE PERMIT 2022-70779-SUP CONDITIONS OF APPROVAL

- ii. Within 30 days of taking said course, the employees, or responsible employer shall deliver copies of each required course completion certificate to the Police Department's Intelligence Led Policing Unit: Special Projects and Technology.

It shall be the responsibility of the applicant and/or the restaurant management staff to provide the employees with the knowledge and skills that will enable them to comply with their responsibilities under state and city laws and ordinances.

31. **Video Surveillance System** – A video surveillance system shall be required for a 360-degree view around and inside the restaurant facility. The surveillance system will be HD quality, have night vision capabilities and be able to retain video data for no less than 30 days. The final number of cameras shall be agreed to by the applicant and representatives of the Police Department and camera footage will be made available to the Thousand Oaks Police Department upon request for viewing.
32. **Additional Security Measures and Considerations** – The Thousand Oaks Police Department also reserves the right to make further comments or conditions related to security or safety after the issuance of occupancy permits, and the applicant will correct any safety or security concerns upon written notice by the Police Department within the time period set forth in any such notice.

ATTACHMENT #s 6A & 6B
(To the 6/5/2023 PC Packet)

To Avoid Duplication, See City Council June 20, 2023 Latigo Public Hearing Staff Report Attachment #s 3 and 4.

The 2022-70776-Z and 2022-70778-SP Ordinance and Ordinance Exhibit B for Latigo Hillcrest Project at 2150 West Hillcrest Drive.

ATTACHMENT #s 7A & 7B
(To the 6/5/2023 PC Packet)

To Avoid Duplication, See City Council June 20, 2023 Latigo Public Hearing Staff Report Attachment #s 8 & 9.

The 2022-70052-DAGR Ordinance and Ordinance Exhibit A for Latigo Hillcrest Project at 2150 West Hillcrest Drive.

ATTACHMENT #8
(To the 6/5/2023 PC Packet)

To Avoid Duplication, See City Council June 20, 2023 Latigo Public Hearing Staff Report Attachment #5.

The Project Plans for Latigo Hillcrest Project at 2150 West Hillcrest Drive.

2150 HILLCREST DRIVE
Traffic, Circulation and Vehicle Miles Traveled
(VMT) Study

City of Thousand Oaks, CA

March 23, 2023

PN: 2042649500

Prepared By:



200 E. Carrillo Street, Suite 101
Santa Barbara, CA 93101
Phone: (805) 963-9532

TABLE OF CONTENTS

Introduction	1
Project Description	1
Study Methodology	1
Traffic Analysis Scenarios	1
Level of Service Criteria	1
Level of Service Calculation Methodology	4
Existing Conditions	4
Roadway Network	4
Alternative Transportation	6
Existing Intersection Operations	6
Project Specific Conditions	8
Traffic Impact Thresholds	8
Project Trip Generation and Distribution	8
Existing plus Project Intersection Operations	9
Buildout (Year 2040) Conditions	13
Buildout Traffic Forecasts	13
Street Network improvements	13
Buildout plus Project Intersection Operations	13
Project Site Access, Circulation and Parking	16
Site Access and Circulation	16
Parking	17
Vehicle Miles Traveled (VMT) Analysis	17
Screening Criteria	18
Thresholds of Significance	18
VMT Analysis Summary	18
Mitigation Measures	19
Project Specific Mitigations	19
Buildout Mitigations	19

LIST OF TABLES

Table 1: Intersection Level of Service Criteria (HCM Methodology)	4
Table 2: Existing AM and PM Peak Hour Intersection Levels of Service (HCM Methodology)	6
Table 3: Project Trip Generation Rates	8
Table 4: Project Trip Generation	9
Table 5: Project Trip Distribution Percentages	9
Table 6: Existing + Project AM and PM Peak Hour Intersection Levels of Service	13
Table 7: Buildout + Project AM and PM Peak Hour Intersection Levels of Service	16
Table 8: AM and PM Peak Hour Project Driveway Levels of Service	16
Table 9: Parking Requirements	17
Table 10: VMT Analysis Summary	18

TABLE OF EXHIBITS

Exhibit 1: Existing Roadway Network and Project Location	2
Exhibit 2: Project Site Plan	3
Exhibit 3: Existing Intersection Lane Geometries	5
Exhibit 4: Existing Peak Hour Traffic Volumes	7
Exhibit 5: Project Trip Distribution	10
Exhibit 6: Project-Added Peak Hour Traffic Volumes	11
Exhibit 7: Existing + Project Peak Hour Traffic Volumes	12
Exhibit 8: Buildout Peak Hour Traffic Volumes	14
Exhibit 9: Buildout + Project Peak Hour Traffic Volumes	15

TECHNICAL APPENDIX

Appendix 1 – Draft CEQA Transportation Analysis Memorandum (Iteris Inc.)
Appendix 2 – AM and PM Peak Hour Intersection Counts
Appendix 3 – ITE Trip Generation Handbook - Tables 6.1 and 6.2
Appendix 4 – Intersection Level of Service Calculation Worksheets

INTRODUCTION

Stantec has prepared the following draft traffic and circulation study for the 2150 W. Hillcrest Drive Project. The traffic and circulation study provides an assessment of the existing and future traffic conditions within the study area, determines the trip generation and trip distribution for the proposed development, evaluates the potential traffic impacts to the vicinity intersections and provides feasible mitigations where applicable. The study incorporates a discussion of the site access and circulation plan and parking supply. The report also includes a summary of the vehicle miles traveled (VMT) analysis. The VMT analysis memorandum prepared by Iteris Inc. is included in the technical appendix.

PROJECT DESCRIPTION

The project site is located at 2150 W. Hillcrest Drive and is currently occupied by a vacant 51,000 square feet (SF) office building. The proposed project includes the demolition of the existing building and construction of 333 multi-family units and 6,500 SF of ground-floor commercial space. It should be noted that the proposed ground-floor commercial space may be reduced in size subsequent to preparation of this report. However, 6,500 SF of commercial space was utilized in the report herein to provide a conservative analysis. The existing building has been vacant prior to 2019, therefore this study assumes the existing building does not generate any vehicle trips. Exhibit 1 shows the location of the project site in the City of Thousand Oaks and Exhibit 2 illustrates the site plan.

Access is proposed via two new driveways that connect to the south side of Hillcrest Drive. The western driveway accommodates full inbound access (left-turn and right-turn ingress movements). However, outbound access is restricted to right-turn egress movements only (no left-turn egress movements permitted). and the eastern driveway is full access. Both driveways are controlled by a stop sign facing each outbound driveway approach..

STUDY METHODOLOGY

Traffic Analysis Scenarios

Pursuant to City's standard traffic impact study methodology, the traffic analysis includes the following traffic scenarios:

- Existing Conditions
- Existing plus Project Conditions
- Buildout (Year 2040) Conditions
- Buildout plus Project Conditions

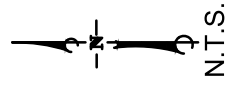
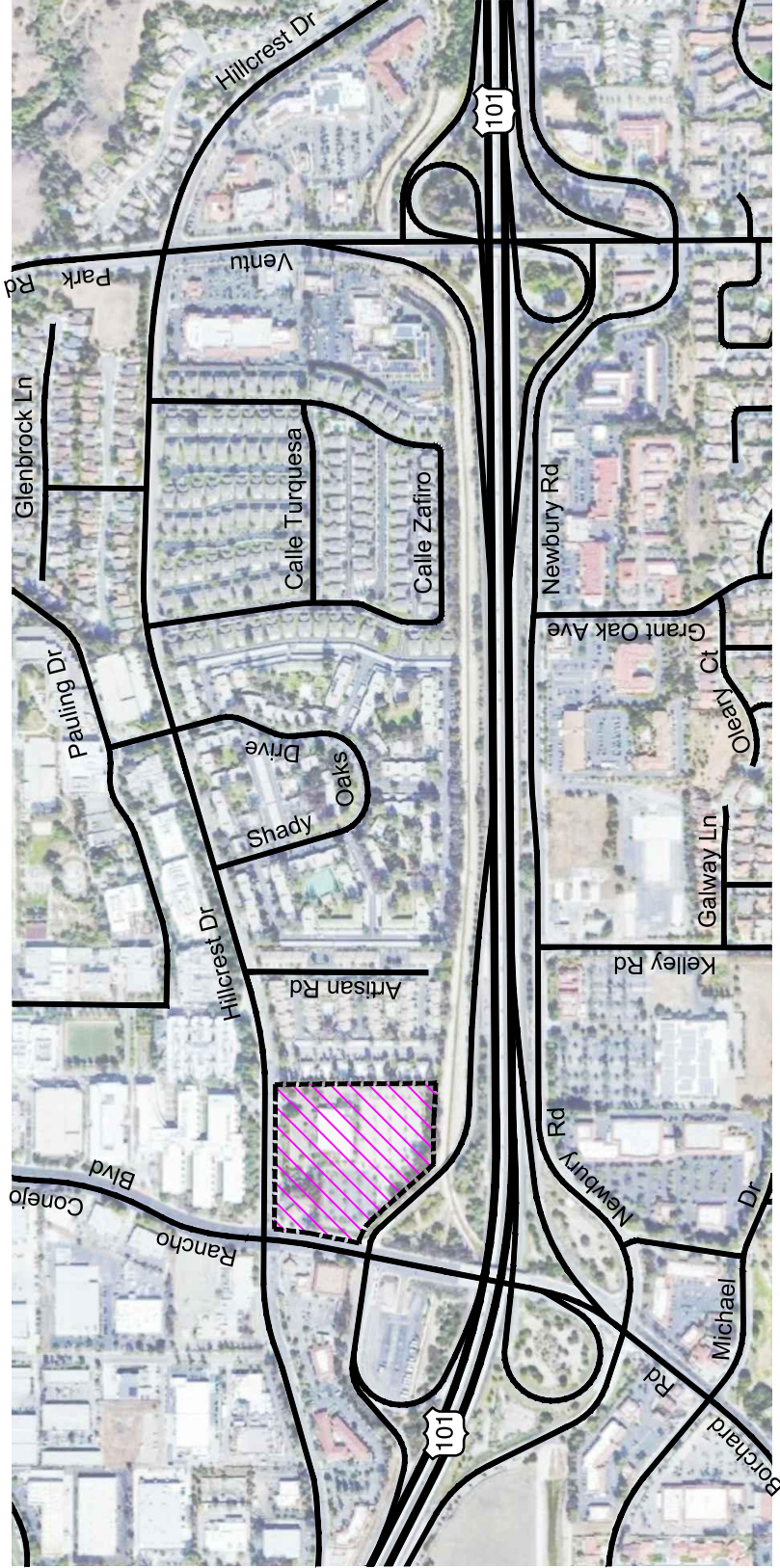
Level of Service Criteria

The traffic analysis focuses on four (4) key intersections within the study area during the AM and PM commute periods, when peak traffic volumes occur during a typical weekday. A level of service (LOS) ranking scale is used to identify the operating condition at intersections, which is measured in seconds of delay per vehicle at each intersection during the AM and PM peak hour periods, per the level of service calculation methodologies outlined in the Highway Capacity Manual (HCM)¹. The letter scale ranges from A to F with LOS A representing free flow conditions and LOS F representing congested conditions. The level of service criteria are summarized in Table 1.

¹ Highway Capacity Manual, 6th Edition: A Guide for Multi-Modal Mobility Analysis, Transportation Research Board, 2016.

EXHIBIT 1

EXISTING ROADWAY NETWORK AND PROJECT LOCATION



LEGEND

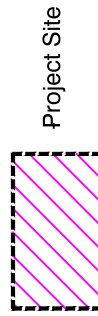




EXHIBIT 2 PROJECT SITE PLAN



Table 1
Intersection Level of Service Criteria (HCM Methodology)

LOS	Signalized Intersections (Sec. of Delay)	Unsignalized Intersections (Sec. of Delay)	Definition
A	≤ 10	≤ 10	Conditions of free unobstructed flow, no delays and all signal phases sufficient in duration to clear all approaching vehicles.
B	> 10 and ≤ 20	> 10 and ≤ 15	Conditions of stable flow, very little delay, a few phases are unable to handle all approaching vehicles.
C	> 20 and ≤ 35	> 15 and ≤ 25	Conditions of stable flow, delays are low to moderate, full use of peak direction signal phases is experienced.
D	> 35 and ≤ 55	> 25 and ≤ 35	Conditions approaching unstable flow, delays are moderate to heavy, significant signal time deficiencies are experienced for short durations during the peak traffic period.
E	> 55 and ≤ 80	> 35 and ≤ 50	Conditions of unstable flow, delays are significant, signal phase timing is generally insufficient, congestion exists for extended duration throughout the peak period.
F	> 80	> 50	Conditions of forced flow, travel speeds are low and volumes are well above capacity. This condition is often caused when vehicles released by an upstream signal are unable to proceed because of back-ups from a downstream signal

Source: Highway Capacity Manual, 6th Edition.

The City of Thousand Oaks considers LOS C or better acceptable for intersection operations, with LOS D acceptable for the Hillcrest Drive/Rancho Conejo Boulevard intersection and specific intersections included in the Thousand Oaks Boulevard Specific Plan. (Source City Council Resolution 2019-011).

Level of Service Calculation Methodology

Levels of service for the intersections in the study area were calculated using the methodologies outlined in the Highway Capacity Manual (HCM) using Synchro² software, which uses data input parameters such as peak hour turning volumes, lane configurations, saturation flows and traffic signal timing to calculate intersection levels of service, control delays and queue lengths for each intersection approach. The HCM methodology provides a qualitative measurement of intersection delay in average seconds per vehicle for each approach and for the overall intersection.

EXISTING CONDITIONS

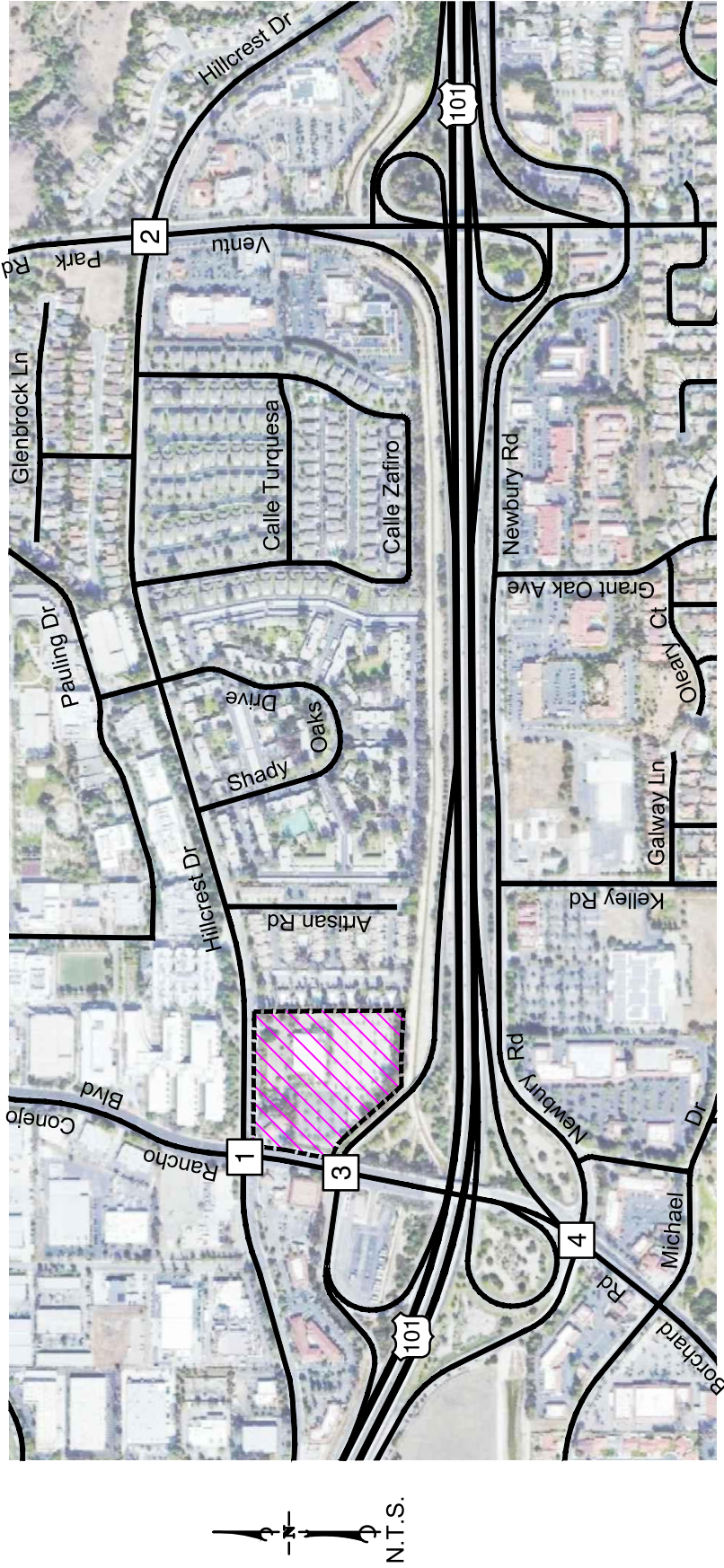
Roadway Network

The roadway system in the study area is comprised of a network of freeways, arterial streets and collector streets. The study area roadway network is shown in Exhibit 3 and a brief description of the key roadways providing access to the project is provided below.

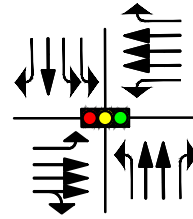
U.S. Highway 101 (U.S. 101) extends along the Central Coast between Los Angeles and San Francisco. Within the City of Thousand Oaks, the six-lane freeway is the principal route between Thousand Oaks and the cities of Camarillo, Ventura and Santa Barbara to the north, and the cities of Calabasas and Los Angeles to the south. Regional access from U.S. 101 to the project site is provided via the interchanges of the U.S. 101 with Rancho Conejo Boulevard - Borchard Road and Ventu Park Road.

Hillcrest Drive is a four-lane roadway that extends easterly from Camino Dos Rios to Westlake Boulevard It serves the commercial, office and residential areas north of the freeway. The posted speed limit in the study area is 45 mph. The roadway provides direct access to the project site.

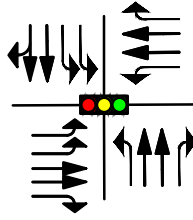
² Synchro plus SimTraffic 10, Trafficware Ltd., 2018.



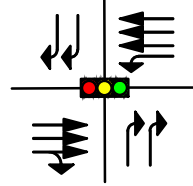
1 Rancho Conejo Blvd & Hillcrest Dr



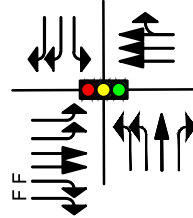
2. Ventu Park Rd & Hillcrest Dr



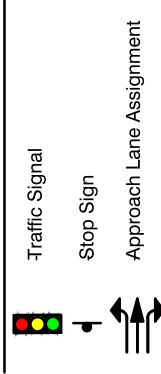
3. Rancho Conejo Blvd & U.S. 101 NB



4. Borchard Rd & U.S. 101 SB



LEGEND



Rancho Conejo Boulevard is a four- to six-lane roadway that extends north from the Newbury Road Connector over the U.S. and ends at Wildwood Park. The posted speed limit is 40 mph.

Borchard Road, extends south of from the Newbury Road Connector as a 4- to 5-lane roadway with a raised median that transitions to a two-way left-turn lane at Carob Drive to Rancho Dos Vientos. The posted speed limit is 40 mph north of Michael Drive and 45 mph south of Michael Drive.

Ventu Park Road extends northerly from Lynn Road over U.S. 101 to Rancho Conejo Boulevard. Within the study area it is a four-lane divided road with a posted speed limit of 40 mph.

Alternative Transportation

The City of Thousand Oaks is served by fixed route buses including local service Thousand Oaks Transit (TOT) and regional services Metro, LA DOT Transit and VCTC Intercity, and senior/ADA Dial a Ride (DAR) services. TOT Bus Route 44 (Crosstown) provides convenient connections to the City's other four local bus routes and service to the project area with stops along Hillcrest Drive. VCTC Intercity routes provide regional transit connections with service to Thousand Oaks, Camarillo and Canoga Park (VCTC 101/Conejo Connection) and service to Simi Valley and Moorpark (VCTC East).

The bicycle network in the study area consists of Class II bicycle lanes that are provided on Hillcrest Drive, along Rancho Conejo Boulevard north of Hillcrest Drive and along Ventu Park Road.

Existing Intersection Operations

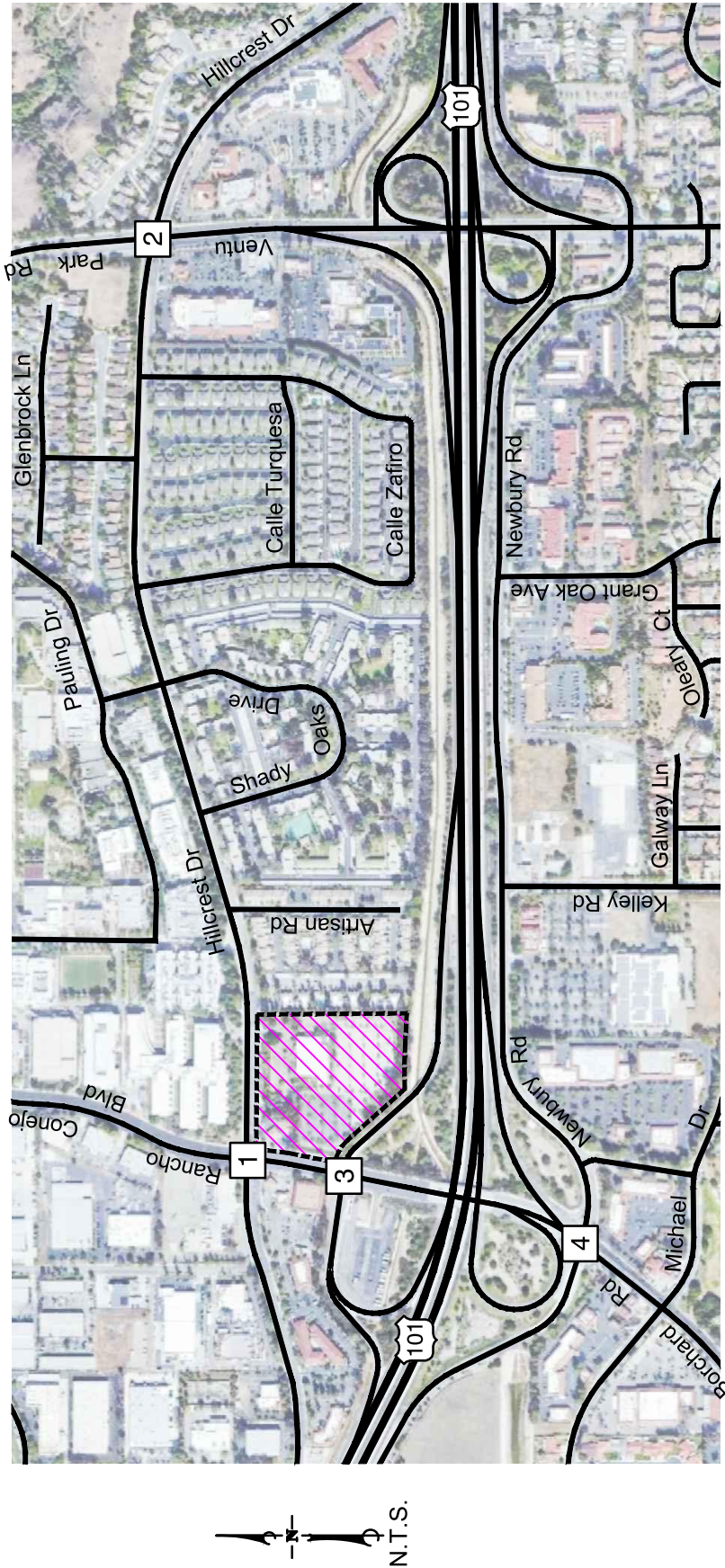
A total of four intersections were selected for analysis in consultation with City of Thousand Oaks staff. Intersection turning volume counts for the AM and PM peak commute periods were provided by City staff. The most recent peak hour turning volumes for the U.S. 101/Rancho Conejo Blvd - Borchard Rd Interchange (March 2022, post-pandemic conditions) were used to adjust the turning volumes for the Hillcrest Dr/Rancho Conejo Blvd intersection (January 2020, pre-pandemic conditions).

The existing lane geometry and control for the intersections within the study area are shown in Exhibit 3 and the Year 2020 AM and PM peak hour volumes are illustrated in Exhibit 4. Levels of service were calculated for the study-area intersections based on the HCM level of service methodology outlined previously. The technical calculation worksheets are included in the Technical Appendix, and the existing intersection levels of service are summarized in Table 2.

Table 2
Existing AM and PM Peak Hour Intersection Levels of Service (HCM Methodology)

Intersection	Control	AM Peak Hour Delay (sec/veh)	PM Peak Hour Delay (sec/veh)
1. Hillcrest Dr/ Rancho Conejo Blvd	Signal	29.5/LOS C	28.9/LOS C
2. Hillcrest Dr/ Ventu Park Rd	Signal	28.8/LOS C	27.6/LOS C
3. Rancho Conejo Blvd/U.S. 101 NB Ramps	Signal	12.3/LOS B	15.0/LOS B
4. Borchard Rd/U.S. 101 SB Ramps	Signal	21.3/LOS C	21.8/LOS C

As shown, the intersections are currently operating in the LOS B-C range, which is considered acceptable based on the City's level of service standard.



1 Rancho Conejo Blvd & Hillcrest Dr

144(192)	16(18)	95(37)
685(323)	351(495)	193(204)
124(161)	71(260)	253(143)
↓	↓	↓
250(773)	6(37)	60(200)
344(220)	16(11)	443(103)
332(328)	565(633)	330(286)
27(21)	182(500)	78(111)
↓	↓	↓
111(78)	958(305)	447(373)
118(150)	447(373)	507(240)

2. Ventu Park Rd & Hillcrest Dr

230(142)	230(142)	89(148)
36(150)	36(150)	94(120)
89(92)	89(92)	261(226)
↓	↓	↓
153(528)	153(528)	23(140)
621(743)	621(743)	89(148)
142(251)	142(251)	94(120)
430(922)	430(922)	261(226)
375(500)	375(500)	23(140)
↓	↓	↓
118(150)	118(150)	89(148)
447(373)	447(373)	94(120)

3. Rancho Conejo Blvd & U.S. 101 NB

142(251)	142(251)	89(148)
430(922)	430(922)	94(120)
375(500)	375(500)	261(226)
↓	↓	↓
153(528)	153(528)	23(140)
621(743)	621(743)	89(148)
142(251)	142(251)	94(120)
430(922)	430(922)	261(226)
375(500)	375(500)	23(140)
↓	↓	↓
118(150)	118(150)	89(148)
447(373)	447(373)	94(120)

4. Borchard Rd & U.S. 101 SB

142(251)	142(251)	89(148)
430(922)	430(922)	94(120)
375(500)	375(500)	261(226)
↓	↓	↓
153(528)	153(528)	23(140)
621(743)	621(743)	89(148)
142(251)	142(251)	94(120)
430(922)	430(922)	261(226)
375(500)	375(500)	23(140)
↓	↓	↓
118(150)	118(150)	89(148)
447(373)	447(373)	94(120)

LEGEND

XX(XX) AM(PM) Peak Hour Volume
Traffic Movement



EXHIBIT 4
EXISTING PEAK HOUR
TRAFFIC VOLUMES

PROJECT SPECIFIC CONDITIONS

Traffic Impact Thresholds

City of Thousand Oaks. In the study area, the City of Thousand Oaks considers LOS C or better acceptable for intersection operations, with LOS D acceptable for the Hillcrest Drive/Rancho Conejo Boulevard intersection. A significant impact would occur if a project causes a drop in level of service by one service level in the “plus project” traffic scenario, and feasible mitigation measures would be required to return the intersection back to its pre-project operating condition.

Caltrans. Caltrans considers the cusp of LOS/D acceptable for State facilities. It is noted that Caltrans has transitioned away from requesting LOS or other vehicle operations analyses for land use projects (other than transportation projects on the State Highway System).

Project Trip Generation and Distribution

Trip Generation Rates. Stantec reviewed applicable land uses contained in the ITE *Trip Generation Manual (11th Edition, 2022)*. ITE Land Use 221 – Multifamily Housing (Mid-Rise) and Land Use 822 – Strip Retail Plaza (<40k) were determined to fit the project description. Table 3 shows the ITE trip rates.

Table 3
Project Trip Generation Rates

Land Use	ITE Land Use Code	Units	Trip Rate				
			ADT	AM		PM	
				In	Out	In	Out
Multifamily Housing (Mid-Rise)	221	DU	4.54	0.09	0.28	0.24	0.15
Strip Retail Plaza (<40k)	822	KSF	54.45	1.42	0.94	4.85 ¹	4.84 ¹

DU = dwelling units.

KSF = 1,000 square feet.

¹ Fitted curve equation applied pursuant ITE tripe generation rate guidelines.

Internal Trip Capture. The trip generation rates for the land uses listed above assume that each project component is a stand-alone land use. Due to the mix of land uses a portion of the trips generated by the project would remain internal to the site and not enter the external roadway network. These trips between residential and commercial uses are captured between land uses on the site. ITE’s *Trip Generation Handbook (3rd Edition, 2017)* defines a multi-use development as a “real estate project that consists of two or more ITE land use classifications between which trips are made without using the off-site road system.” The project’s internal trips were determined based on the internal trip capture percentages contained in Tables 6.1 and 6.2 of the Trip Generation Handbook.

Project Trip Generation. Table 4 summarizes the trip generation estimates for the proposed project with an mixed use internal trip capture component applied. As shown, the project is expected to generate 1,788 average daily trips, with 136 trips occurring in the AM peak hour and 182 trips occurring in the PM peak hour.

Table 4
Project Trip Generation

Land Use	Size	ADT	AM			PM		
			In	Out	Total	In	Out	Total
Multifamily Housing (Mid-Rise)	333 DU	1,512	30	93	123	80	50	130
Strip Retail Plaza (<40k)	6.5 KSF	354	9	6	15	32	31	63
Total		1,866	39	99	138	112	81	193
Mixed-Use (Internal Trips)		78	0	2	2	6	5	11
TOTAL		1,788	39	97	136	106	76	182

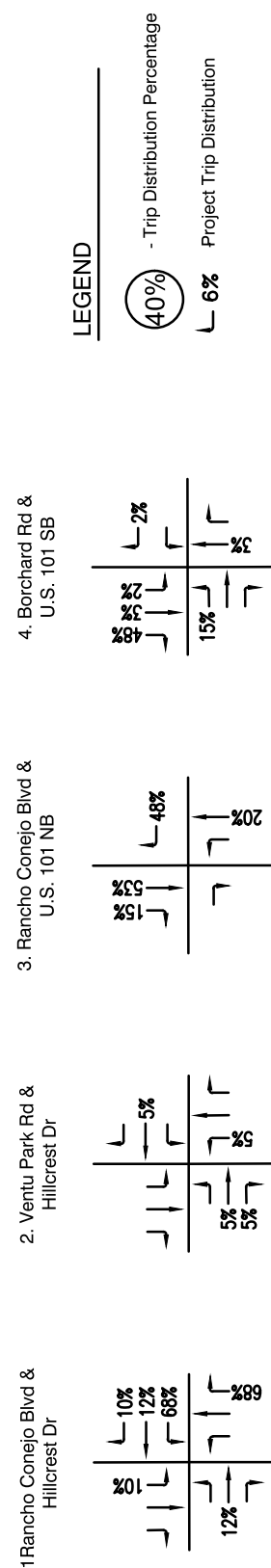
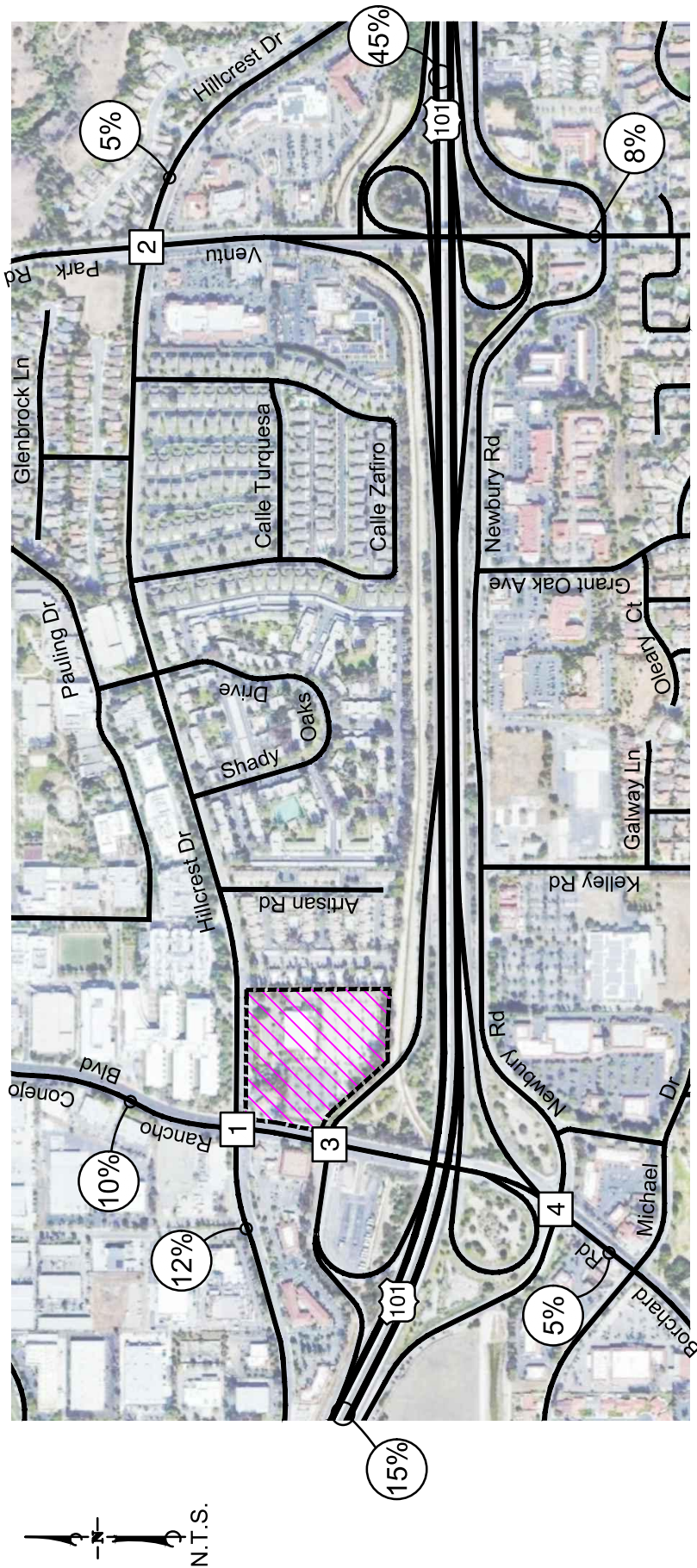
Project Trip Distribution. Trip distribution percentages were developed based on existing traffic patterns and general understanding of destinations in the area. While trip distribution for the residential and retail components of the project could slightly vary, it was assumed, based on the project site location and proximity to U.S. 101, that trip distribution variations would not be significant. The project trip distribution percentages are shown in Table 5 and Exhibit 5, and the project-added traffic volumes are shown in Exhibit 6.

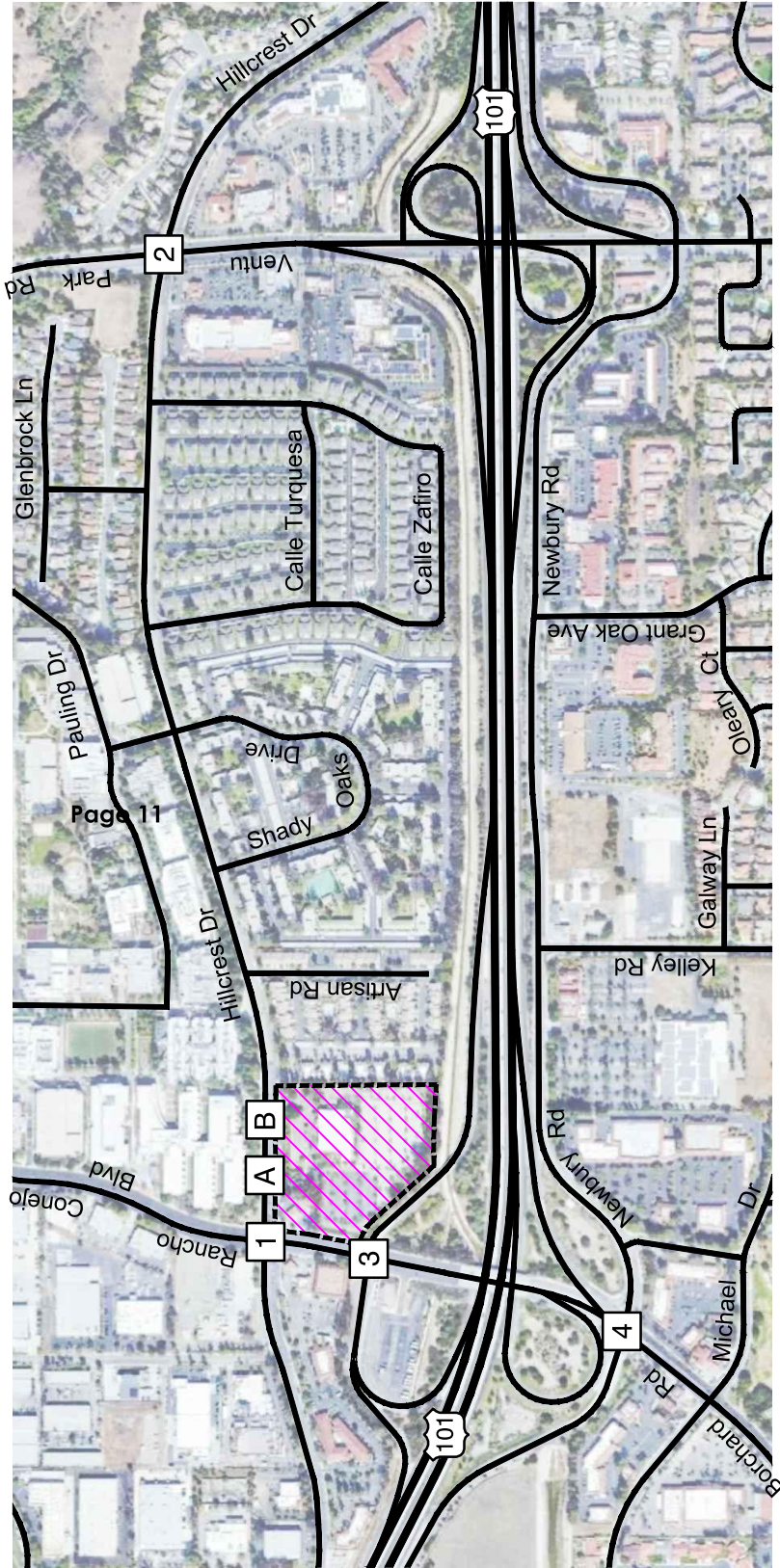
Table 5
Project Trip Distribution Percentages

Origin/Destination	Direction	Distribution Percentage
U.S. 101	Northwest	15%
	Southeast	45%
Hillcrest Drive	East	5%
	West	12%
Rancho Conejo Boulevard	North	10%
Borchard Road	South	5%
Ventu Park Road/Newbury Road	South	8%
Total		100%

Existing plus Project Intersection Operations

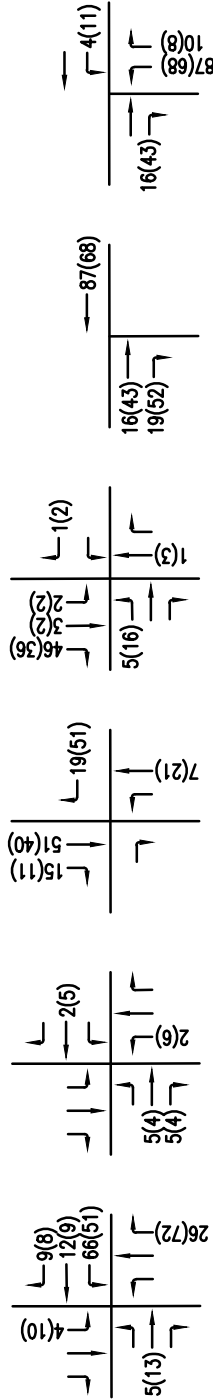
Project generated traffic was added to the existing peak hour traffic volumes and levels of service were recalculated for existing plus project conditions. The existing plus project traffic volumes are illustrated in Exhibit 7. Tables 6 summarizes the level of service calculations for project-specific conditions. As shown, all study area intersections are expected to continue to operate at LOS C or better during both the AM and PM peak hours. The project trip additions are not expected to generate any project-specific impacts at the study area intersections.





Page 11

- 1. Rancho Conejo Blvd & Hillcrest Dr
- 2. Ventu Park Rd & Hillcrest Dr
- 3. Rancho Conejo Blvd & U.S. 101 NB
- 4. Borchard Rd & U.S. 101 SB
- A. Hillcrest Dr & W. Project Dway
- B. Hillcrest Dr & E. Project Dway



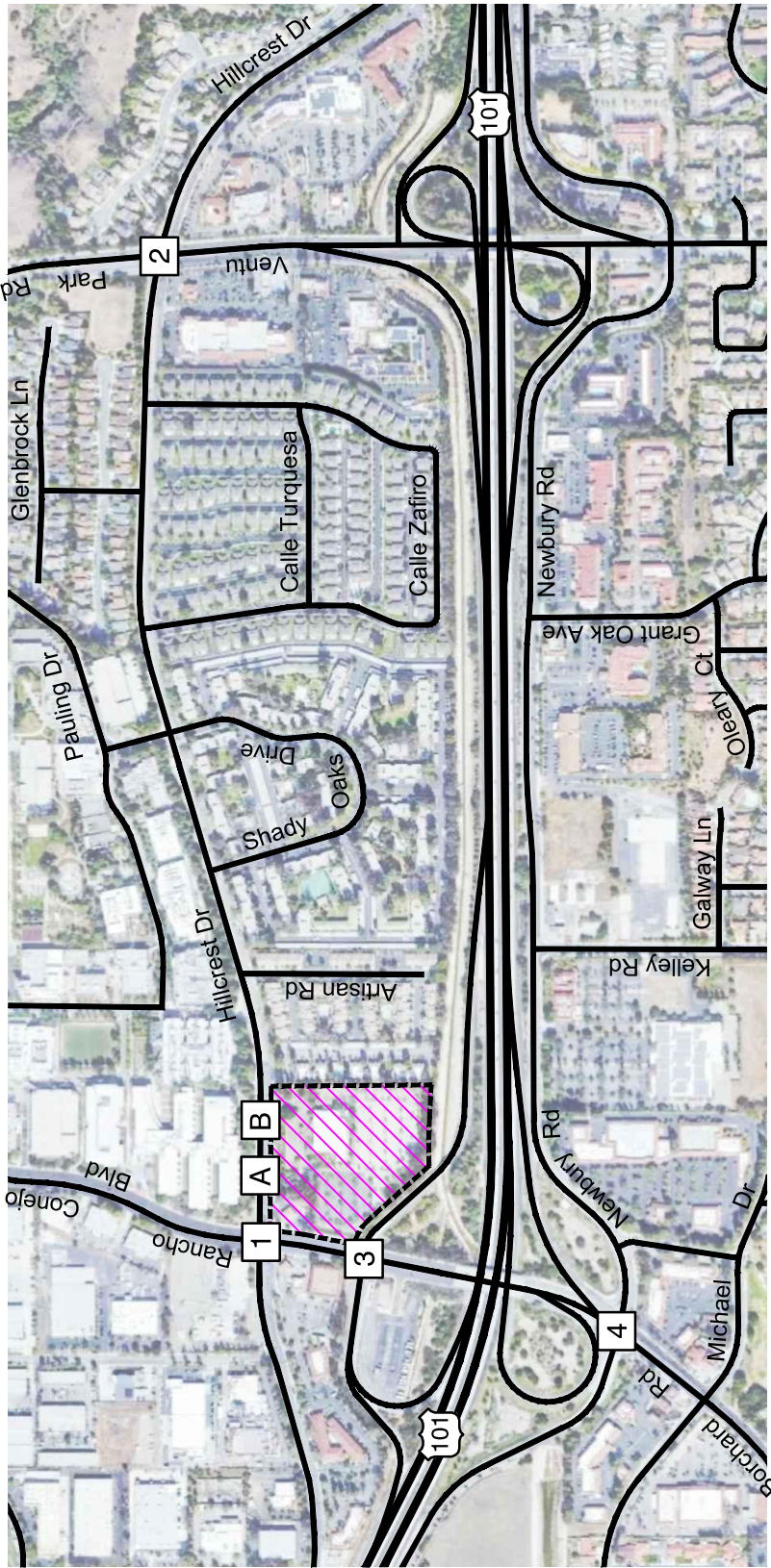
PROJECT TRIP GENERATION		
	In	Out
AM PEAK HOUR	39	97
PM PEAK HOUR	106	76
	Total	
	136	
	182	

LEGEND

XX(XX) .AM(PM) Peak Hour Volume
└ Traffic Movement

EXHIBIT 6
PROJECT-ADDED
PEAK HOUR TRAFFIC VOLUMES





1.Rancho Conejo Blvd & Hillcrest Dr	2. Ventu Park Rd & Hillcrest Dr	3. Rancho Conejo Blvd & U.S. 101 NB	4. Borchard Rd & U.S. 101 SB	A. Hillcrest Dr & W. Project Dway	B. Hillcrest Dr & E. Project Dway
<div><div>19(18)</div><div>556(508)</div><div>71(260)</div></div> <div><div>104(45)</div><div>205(213)</div><div>319(194)</div></div> <div><div>6(37)</div><div>250(773)</div><div>64(210)</div></div> <div><div>144(192)</div><div>685(323)</div><div>150(233)</div></div> <div><div>27(21)</div><div>570(637)</div><div>344(306)</div></div> <div><div>344(220)</div><div>332(328)</div><div>16(11)</div></div> <div><div>443(103)</div><div>332(294)</div><div>78(111)</div></div> <div><div>157(262)</div><div>481(962)</div></div> <div><div>526(291)</div></div> <div><div>235(158)</div><div>36(150)</div><div>88(92)</div></div> <div><div>199(564)</div><div>624(745)</div><div>25(142)</div></div> <div><div>90(150)</div><div>94(120)</div></div> <div><div>551(899)</div><div>19(52)</div></div> <div><div>535(856)</div><div>16(43)</div></div> <div><div>541(384)</div><div>4(11)</div></div>					

LEGEND

XX(XX) AM(PM) Peak Hour Volume

└ Traffic Movement

EXHIBIT 7

EXISTING + PROJECT

PEAK HOUR TRAFFIC VOLUMES



Table 6
Existing + Project AM and PM Peak Hour Intersection Levels of Service

Intersection	AM Peak Hour		PM Peak Hour	
	Existing Delay (sec/veh)	Ex + Project Delay (sec/veh)	Existing Delay (sec/veh)	Ex + Project Delay (sec/veh)
1. Hillcrest Dr/ Rancho Conejo Blvd	29.5/LOS C	30.2/LOS C	28.9/LOS C	29.7/LOS C
2. Hillcrest Dr/ Ventu Park Rd	28.8/LOS C	28.9/LOS C	27.8/LOS C	27.8/LOS C
3. Rancho Conejo Blvd/U.S. 101 NB Ramps	12.3/LOS B	12.3/LOS B	15.0/LOS B	15.0/LOS B
4. Borchard Rd/U.S. 101 SB Ramps	21.3/LOS C	21.4/LOS C	21.8/LOS C	22.0/LOS C

BUILDOUT (YEAR 2040) CONDITIONS

Buildout Traffic Forecasts

General Plan buildout traffic volumes for the study area intersections were developed based on traffic data provided in the *Traffic Impact Mitigation Fee Nexus Study (TIMF)*³. The traffic analysis contained in the TIMF applies a 0.376 percent annual traffic volume growth from existing conditions to the Year 2040, for a total increase of 6.8 percent from the year 2022 to the Year 2040. This growth factor was applied to the study area intersections to the Year 2040 to develop buildout traffic volumes. The buildout traffic volumes are illustrated in Exhibit 8,

Street Network Improvements

Review of the City's Five-Year Capital Improvement Program⁴ indicates that Transportation/Traffic Project CI5657 includes bicycle and pedestrian improvements to Ventu Park Road from Hillcrest Drive to Michael Drive.

The TIMF includes the following future improvement for the Hillcrest Drive/Ventu Park Road intersection: Restripe southbound approach for three through lanes (through, through, through/right), this will require modifications downstream. Partial improvement, does not improve LOS to City standard. The intersection capacity improvements are not assumed to be in place in the following buildout conditions analysis.

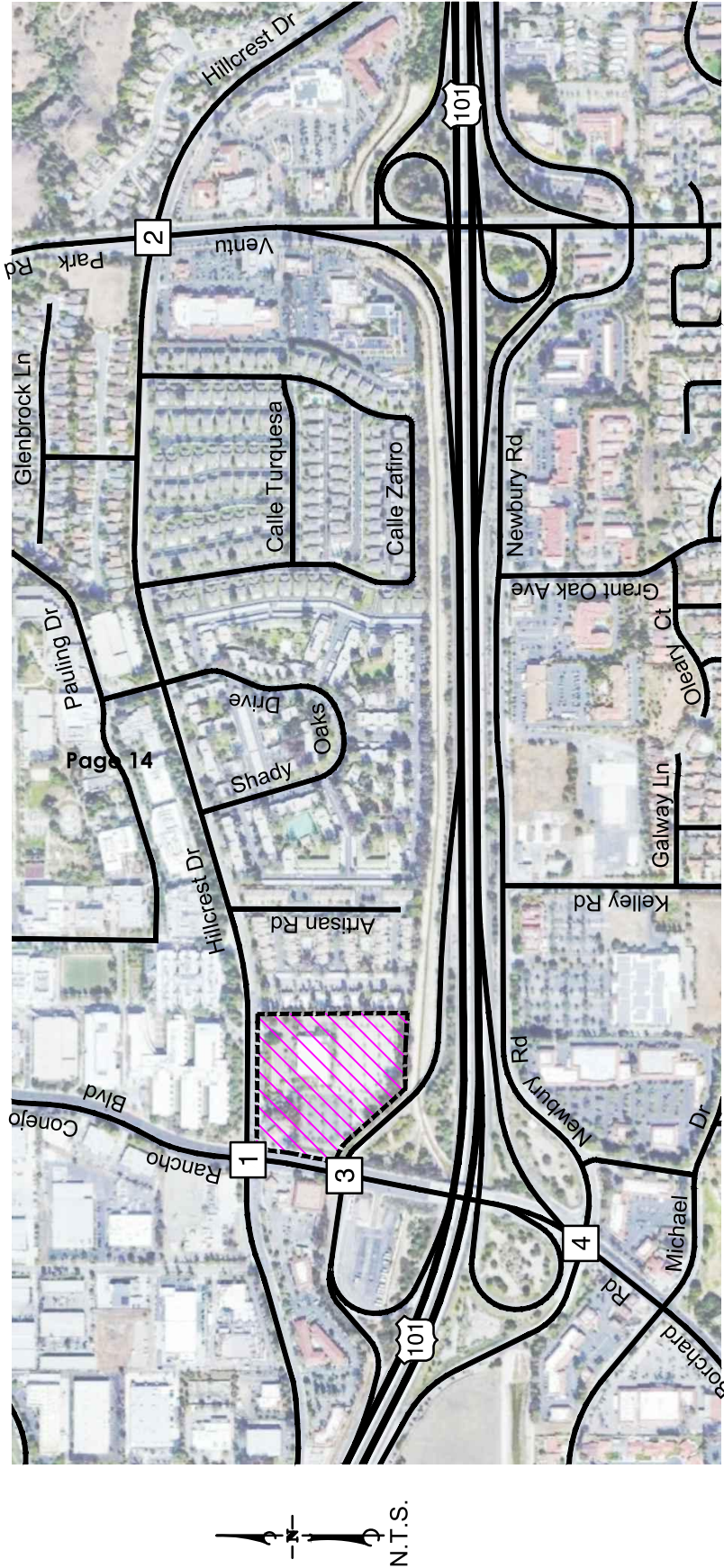
Buildout plus Project Intersection Operations

The buildout plus project traffic volumes are illustrated in Exhibit 9, respectively. Intersection levels of service were recalculated assuming buildout and buildout plus project conditions. Tables 8 and 9 summarize the buildout and buildout plus project level of service calculations.

The level of service data contained in Table 7 indicates that all study area intersections are expected to continue to operate at LOS C or better during both the AM and PM peak hours under buildout conditions. The project trip additions are not expected to generate any buildout impacts at the study area intersections.

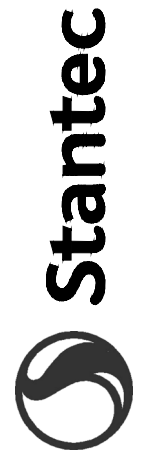
³ Traffic Impact Mitigation Fee Nexus Study, City of Thousand Oaks, Final April 2019.

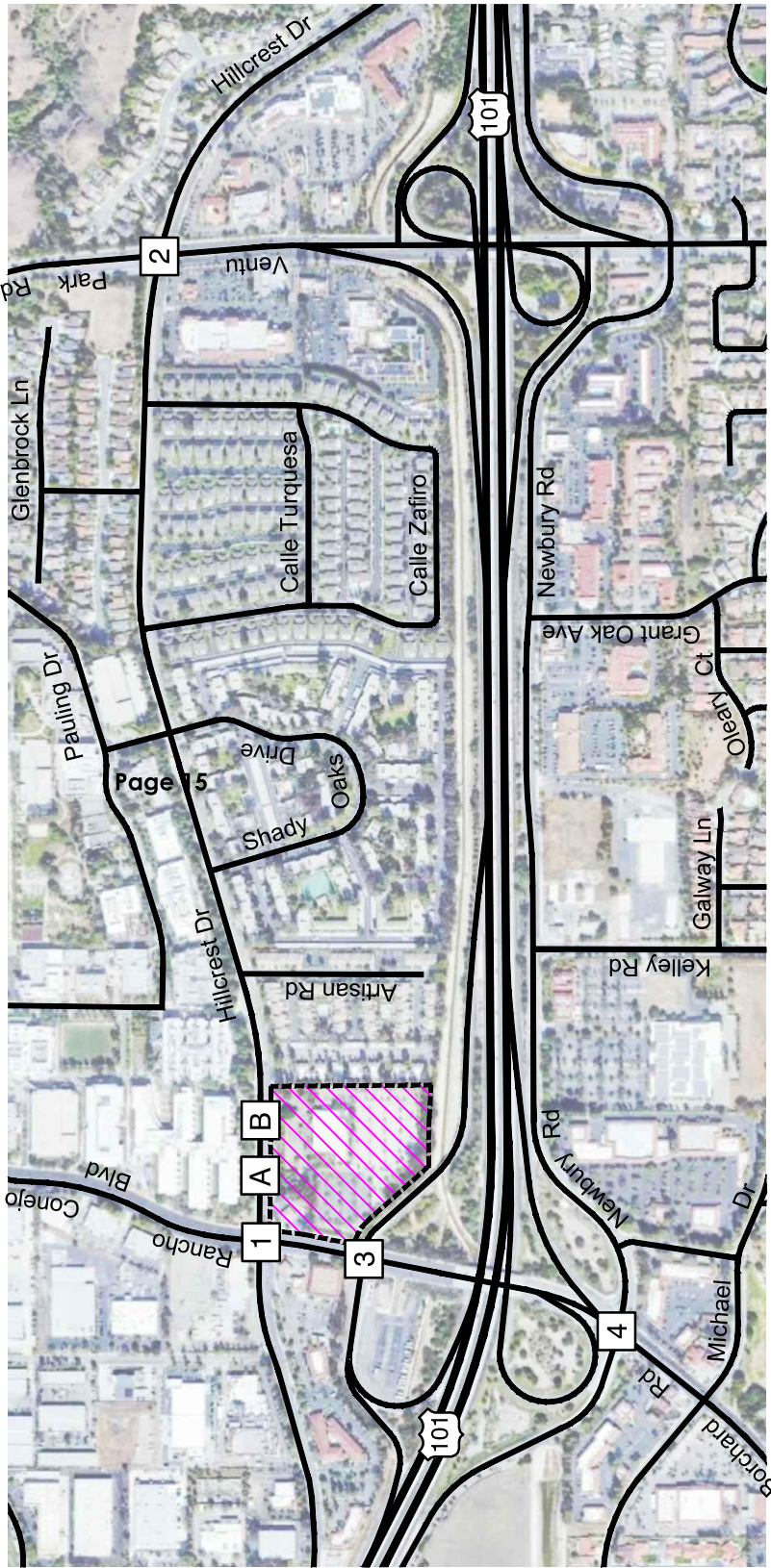
⁴ City of Thousand Oaks Adopted Capital Improvement Project Budget, Fiscal Years 2021-2022 & 2022-2023, City of Thousand Oaks, 2020.



LEGEND		XX(XX) - AM(PM) Peak Hour Volume		┐ - Traffic Movement	
1. Rancho Conejo Blvd & Hillcrest Dr		17(19) 372(525) 75(276)		153(204) 727(343) 132(171)	
		7(39) 265(820) 64(212)		101(39) 205(216) 268(152)	
2. Ventu Park Rd & Hillcrest Dr		17(12) 352(348) 365(233)		29(22) 599(672) 360(320)	
		470(109) 350(307) 83(118)		193(531) 1016(324) 118(83)	
3. Rancho Conejo Blvd & U.S. 101 NB		151(266) 456(1,052)		398(531) 474(396)	
		538(255)		125(159)	
4. Borchard Rd & U.S. 101 SB		162(560) 659(788) 24(149)		244(151) 38(159) 94(98)	
		94(157) 100(127)		277(240) 34(88)	

EXHIBIT 8
BUILDOUT PEAK HOUR
TRAFFIC VOLUMES





1. Rancho Conejo Blvd & Hillcrest Dr	2. Ventu Park Rd & Hillcrest Dr	3. Rancho Conejo Blvd & U.S. 101 NB	4. Borchard Rd & U.S. 101 SB	A. Hillcrest Dr & W. Project Dway	B. Hillcrest Dr & E. Project Dway
<div><div>17(19) 377(538) 75(276)</div><div>110(47) 217(225) 334(203)</div><div>68(222) 265(820) 7(39)</div><div>153(204) 727(342) 158(243)</div><div>29(22) 604(676) 364(324)</div></div>	<div><div>195(537) 1,016(324) 118(83)</div><div>470(109) 352(312) 83(118)</div><div>365(233) 352(348) 17(12)</div><div>195(537) 1,016(324) 118(83)</div></div>	<div><div>125(159) 481(417) 398(531)</div><div>507(1,092) 166(277) 557(306)</div><div>249(167) 38(159) 94(98)</div><div>125(159) 481(417) 398(531)</div></div>	<div><div>278(243) 34(88) 584(951)</div><div>95(159) 100(127) 661(475)</div><div>26(151) 662(790) 208(596)</div><div>278(243) 34(88) 584(951)</div></div>	<div><div>87(68) 10(8) 568(908)</div><div>584(951) 19(52) 16(43)</div><div>574(407) 4(11)</div><div>87(68) 10(8) 568(908)</div></div>	<div><div>87(68) 10(8) 568(908)</div><div>584(951) 19(52) 16(43)</div><div>574(407) 4(11)</div><div>87(68) 10(8) 568(908)</div></div>

LEGEND

XX(XX) AM(PM) Peak Hour Volume
Traffic Movement

EXHIBIT 9
BUILDOUT + PROJECT
PEAK HOUR TRAFFIC VOLUMES



Table 7
Buildout + Project AM and PM Peak Hour Intersection Levels of Service

Intersection	AM Peak Hour		PM Peak Hour	
	Buildout Delay (sec/veh)	BO + Project Delay (sec/veh)	Buildout Delay (sec/veh)	BO + Project Delay (sec/veh)
1. Hillcrest Dr/ Rancho Conejo Blvd	29.7/LOS C	30.5/LOS C	29.5/LOS C	30.4/LOS C
2. Hillcrest Dr/ Ventu Park Rd	31.4/LOS C	31.5/LOS C	29.4/LOS C	29.6/LOS C
3. Rancho Conejo Blvd/U.S. 101 NB Ramps	12.7/LOS B	12.8/LOS B	15.9/LOS B	16.0/LOS B
4. Borchard Rd/U.S. 101 SB Ramps	21.6/LOS C	21.7/LOS C	22.1/LOS C	22.3/LOS C

PROJECT SITE ACCESS, CIRCULATION AND PARKING

Site Access and Circulation

Site Access. The site plan illustrated in Exhibit 2 shows that access is proposed via two new driveways on Hillcrest Drive. The western driveway accommodates full inbound access (left-turn and right-turn ingress movements). However, outbound access is restricted to right-turn egress movements only (no left-turn egress movements permitted). The western driveway is 24 feet wide and assumed to have one ingress lane and one right-turn only egress lane. The driveway will be controlled by a stop sign. The eastern driveway is 30 feet wide and assumed to have one ingress lane and one shared left/right-turn egress lane. The driveway is full access and will be controlled by a stop sign. Hillcrest Drive has two travel lanes a two-way left-turn lane that allows for westbound left-turns from Hillcrest Drive and two-step left-turn egress from the project driveway, thereby minimizing delays and vehicle conflicts.

Operations at the project driveways were analyzed. The eastbound driveway is full access and is expected to experience higher delay than the western driveway, which restricts vehicles to right-turn egress movements only. To provide a conservative estimate of delay, all egress movements were assumed to utilize the eastbound driveway. Accordingly, the eastbound driveway was analyzed to carry 20 inbound and 97 outbound trips during the AM peak hour and 54 inbound and 76 outbound trips during the PM peak hour. Delays were calculated for the intersection using HCS software for stop controlled intersections, which implements the methodologies outlined in the Highway Capacity Manual. The calculation results are summarized in Table 8. As shown, Hillcrest Dr/Project Dwy intersection would operate acceptably with minimal delay (19.2 seconds per vehicle or less).

Table 8
AM and PM Peak Hour Project Driveway Levels of Service

Intersection	AM Peak Hour		PM Peak Hour	
	Ex + Project Delay (sec/veh)	BO + Project Delay (sec/veh)	Ex + Project Delay (sec/veh)	BO + Project Delay (sec/veh)
B. Hillcrest Dr/Project Dwy	14.1/LOS B	14.5/LOS B	18.1/LOS C	19.2/LOS C

Delay noted is for approach with highest delay (project dwy).

Sight distance requirements for vehicles on both driveways should be verified as part of driveway design to confirm that adequate sight lines are provided to approaching traffic on Hillcrest Drive.

Bicycle and pedestrian access is provided via the two project driveways. Hillcrest Drive has Class II bicycle lanes and sidewalks adjacent to the project site, which connect to the local bike and pedestrian network.

Circulation. The on-site circulation system is comprised of several connected driveways that provide access to both the residential areas and the retail parking areas. Driveways will be constructed pursuant City road design standards and should be designed to accommodate the expected design vehicle; moving trucks and fire truck for the residential areas, and delivery trucks and fire truck for the retail.

Parking

The proposed parking supply consists of 581 parking spaces. The parking requirement for the residential component are pursuant the City Municipal Code (Title 9, Chapter 4, Article 24-Off-Street Parking), except for the exclusion of guest parking as permitted by State Density Bonus Law. Parking requirements for the commercial component are to conform with the *Hillcrest Specific Plan (SP No. 24)*, which includes 1 parking space per 200 square feet of gross leasable area for the first 2,000 square feet of gross leasable area and 1 parking space per 100 square feet of gross leasable area over 2,000 square feet. Table 9 summarizes the project's parking requirements.

**Table 9
Parking Requirements**

Project Component	Size	Parking Requirement	Parking Required	Parking Provided
Residential				
One-bedroom units	180 DU	1 space/unit	180 spaces	486 spaces
Two-bedroom units	125 DU	2 spaces/unit ^a	250 spaces	
Three-bedroom units	28 DU	2 spaces/unit ^a	56 spaces	
Total Residential	333 DU		486 spaces	486 spaces
Commercial				
First 2,000 SF	2,000 SF	1 space/200 SF	10 spaces	43 spaces
> 2,000 SF	3,300 SF	1 space/100 SF ^b	33 spaces	
Total Commercial	5,300 SF		43 spaces	43 spaces
Surplus (General)			-	52 spaces
TOTAL			529 spaces	581 spaces

DU = dwelling unit.

SF = square feet.

^a 1.5 space/unit allowed by State density bonus law and Thousand Oaks Municipal Code; applicant is providing 2 spaces/unit.

^b Parking rate assumes entire square footage of commercial area is restaurant rather than a mix of retail and restaurant space to provide a conservative calculation.

As shown, the parking requirement is 529 spaces. The proposed parking supply of 581 spaces would be sufficient to accommodate the parking requirement.

VEHICLE MILES TRAVELED (VMT) ANALYSIS

State Senate Bill 743 (2013), which was codified in Public Resources Code section 21099, required changes to the guidelines implementing CEQA (CEQA Guidelines) (Cal. Code Regs., Title 14, Div. 6, Ch. 3, § 15000 et seq.) regarding the analysis of transportation impacts. Pursuant to Section 21099, the criteria for determining the significance of transportation impacts must “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of

land uses.” (*Id.*, subd. (b)(1); see generally, adopted CEQA Guidelines, §15064.3, subd. (b) [Criteria for Analyzing Transportation Impacts].) To that end, in developing the criteria, Office of Planning and Research (OPR) has proposed, and the California Natural Resources Agency (Agency) has certified and adopted, changes to the CEQA Guidelines that identify vehicle miles traveled (VMT) as the most appropriate metric to evaluate a project’s transportation impacts.

A project would have a significant effect on the environment if it would cause substantial additional VMT. The OPR *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018) recommends screening criteria to identify types, characteristics, or locations of projects that would not result in significant impacts to VMT. If a project meets screening criteria, then it is presumed that VMT impacts would be less than significant for the project and a detailed VMT analysis is not required.

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 Analysis Summary

The Draft VMT analysis prepared by Iteris Inc. is presented in Technical Appendix 1 of this report. Table 10 summarizes the VMT analysis results.

Table 10
VMT Analysis Summary

Project Component	VMT Calculation Methodology	Citywide Average Daily VMT	Project TAZ Daily VMT
Residential	City-wide average daily VMT per resident	15.32 VMT	10.31 VMT
Commercial	City-wide average daily VMT per employee	22.51 VMT	18.49 VMT

The project TAZ’s daily residential VMT per capita is approximately 32% less than the Citywide average daily residential VMT per capita. The project TAZ’s daily employment VMT per employee is approximately 18% 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). 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?”*

MITIGATION MEASURES

Project-Specific Mitigations

The project-specific analysis found that the project would not generate project-specific impacts at the study area intersection based on City of Thousand Oaks impact thresholds. No project-specific mitigations are therefore required.

The project site access discussion indicated that the project access driveway connections with Hillcrest Drive are expected to operate acceptably with low delays. Corner sight distance requirements should be evaluated at both driveways to ensure adequate sight lines are provided.

The parking requirement for the project, based on City Code is 529 spaces. The proposed parking supply of 581 spaces would be sufficient to accommodate the parking requirement.

Buildout Mitigations

The buildout analysis indicated that the project would not generate buildout impacts at the study area intersection based on City of Thousand Oaks impact thresholds. The project will be required to pay Traffic Mitigation Fees to mitigate its cumulative impacts.



TECHNICAL APPENDIX

TABLE OF CONTENTS

Appendix 1 – Draft CEQA Transportation Analysis Memorandum (Iteris Inc.)

Appendix 2 – AM and PM Peak Hour Intersection Counts

Appendix 3 – ITE Trip Generation Handbook - Tables 6.1 and 6.2

Appendix 4 – Intersection Level of Service Calculation Worksheets

Appendix 1

Draft CEQA Transportation Analysis Memorandum (Iteris Inc.)

TECHNICAL MEMORANDUM

To: Dennis Lammers
Stantec
200 East Carrillo Street, Suite 101
Santa Barbara, CA 93101

From: Jennifer Emerson-Martin, PE
Iteris, Inc.
801 South Grand Avenue, Suite 750
Los Angeles, CA 90017

Date: October 27, 2022

RE: 2150 W. Hillcrest Drive – CEQA Transportation Analysis

INTRODUCTION

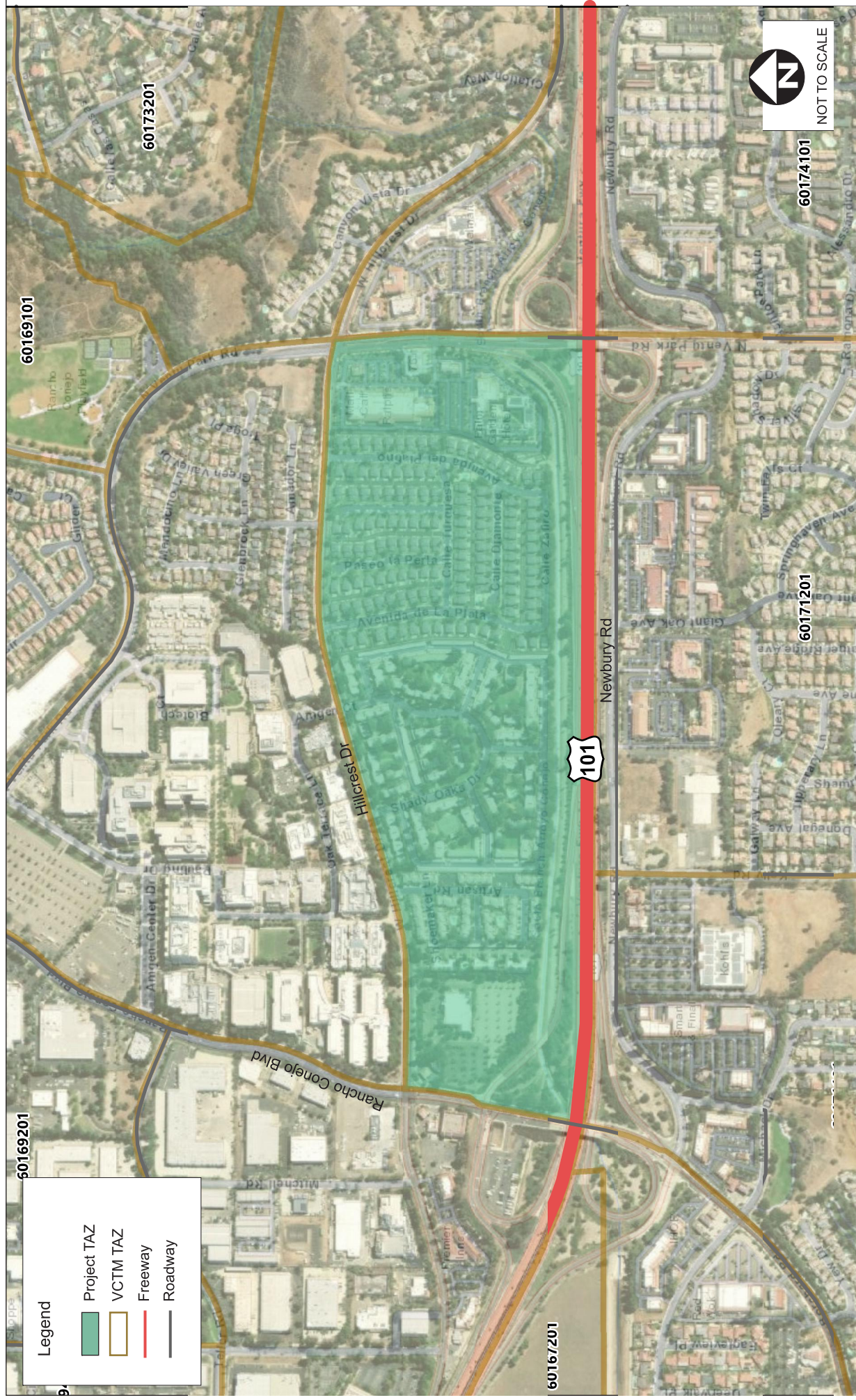
This memorandum presents Iteris’ California Environmental Quality Act (CEQA) analysis of the potential development at 2150 W. Hillcrest Drive in the City of Thousand Oaks. The development consists of the demolition of a vacant 51,000 square foot office building, construction of 333 multi-family units, and 6,500 square feet of ground-floor commercial space. The development site is located at the southeastern corner of the intersection of Rancho Conejo Boulevard and Hillcrest Drive.

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 development’s TAZ (60172301) in relation to the region.



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 60172301 was prepared, utilizing the existing year (2016) of the model. 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:

- The City-wide average daily VMT per resident, for use within this analysis only, is **15.32**; and
- TAZ-level daily VMT per resident is **10.31**.
- The City-wide average daily VMT per employee, for use within this analysis only, is **22.51**; and
- TAZ-level daily VMT per employee is **18.49**.

The project TAZ's daily residential VMT per capita is approximately 32% less than the Citywide average daily residential VMT per capita. The project TAZ's daily employment VMT per employee is approximately 18% 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.

Conclusion

The development consists of the demolition of a vacant 51,000 square foot office building, construction of 333 multi-family units, and 6,500 square feet of ground-floor commercial space.

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?"

Appendix 2

AM and PM Peak Hour Intersection Counts

DATE: M Y
1 2020

LOCATION: Hillcrest Dr @ Rancho Conejo

TAKEN BY: Bradley & Robert

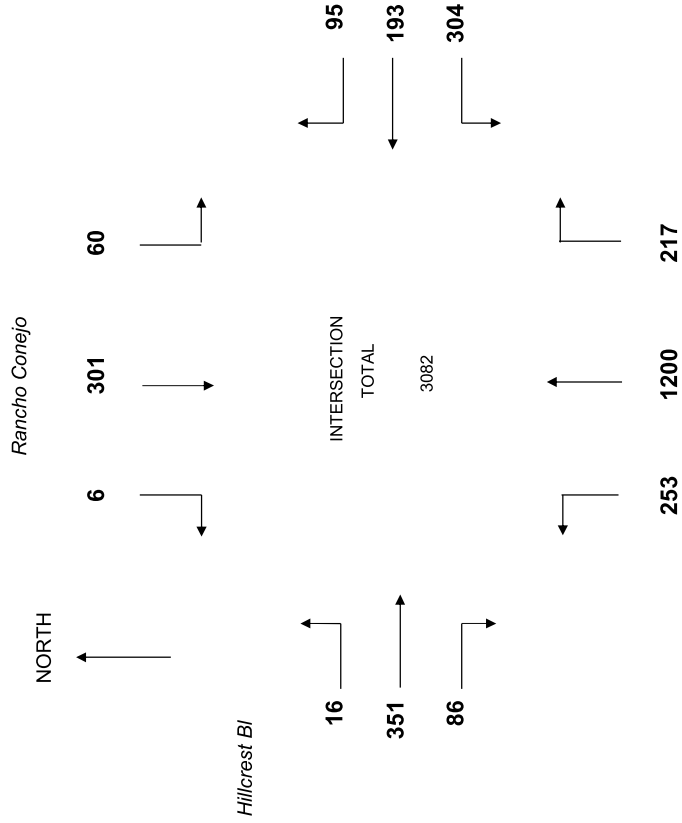
PEAK HOUR: 7:15 - 8:15

N - S: Rancho Conejo

E - W: Hillcrest BI

FILE: Hillcrest.Rancho Conejo.AM.2020

COMMENTS:



	# OF LANES	CAPACITY	VOLUME	V/C	SPLIT PHASED	CRITICAL V/C
NORTHBOUND						
LEFT	1	1600	253	0.16	N	
THRU	3	4800	1200	0.25		0.25
RIGHT	1	1600	217	0.04		
SOUTHBOUND						
LEFT	1	1600	60	0.04	N	
THRU	3	4800	301	0.06		0.04
RIGHT	0	0	6	0		
EASTBOUND						
LEFT	1	1600	16	0.01	N	
THRU	2	3200	351	0.11		0.11
RIGHT	1	1600	86	0		
WESTBOUND						
LEFT	2	3200	304	0.10	N	
THRU	1	1600	193	0.12		0.10
RIGHT	1	1600	95	0.02		

TOTAL ICU 0.50

LEVEL OF SERVICE A

DATE: M Y 1 2020

LOCATION: Hillcrest Dr @ Rancho Conejo

TAKEN BY: Bradley & Robert

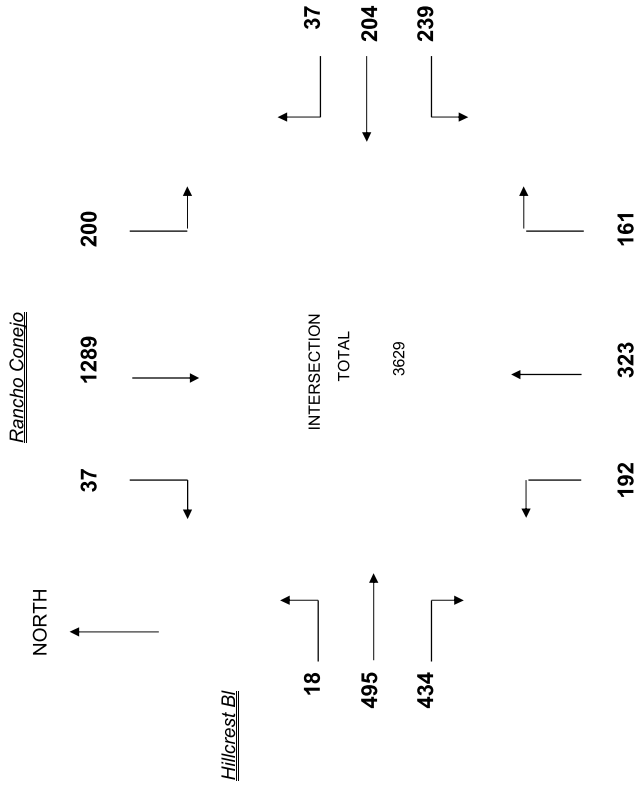
PEAK HOUR: 4:45-5:45

N - S: Rancho Conejo

E - W: Hillcrest BI

FILE: Hillcrest.Rancho Conejo.PM.2020

COMMENTS:



	# OF LANES	CAPACITY	VOLUME	V/C	SPLIT PHASED	CRITICAL V/C
NORTHBOUND						
LEFT	1	1600	192	0.12	N	
THRU	3	4800	323	0.07		
RIGHT	1	1600	161	0.03		0.12
SOUTHBOUND						
LEFT	1	1600	200	0.13	N	
THRU	3	4800	1289	0.28		
RIGHT	0	0	37	0		0.28
EASTBOUND						
LEFT	1	1600	18	0.01	N	
THRU	2	3200	495	0.15		
RIGHT	1	1600	434	0.15		0.15
WESTBOUND						
LEFT	2	3200	239	0.07	N	
THRU	1	1600	204	0.13		
RIGHT	1	1600	37	0		0.07

TOTAL ICU 0.62

LEVEL OF SERVICE B

Month Yr
11 2019

LOCATION: Hillcrest @ Ventu Park

TAKEN BY: **Bradley & Robert**

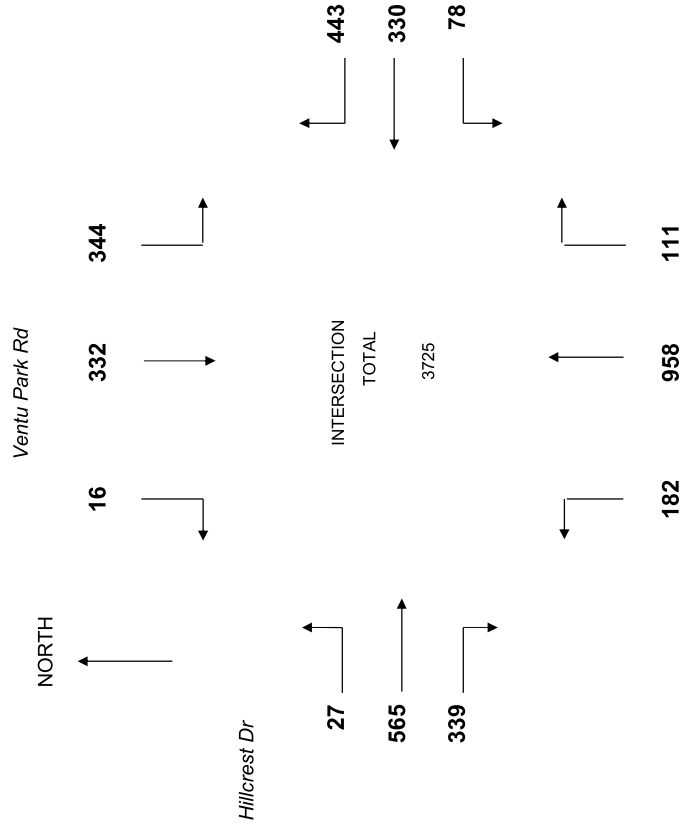
PEAK HOUR: 7:15 - 8:15

N - S:
Ventu Park Rd

E - W: Hillcrest Dr

FILE: Hillcrest.Ventu Park.AM.2019

COMMENTS:



	# OF LANES	CAPACITY	VOLUME	V/C	SPLIT PHASED	CRITICAL V/C
NORTHBOUND						
LEFT	2	3200	182	0.06	N	0.30
THRU	2	3200	958	0.30		
RIGHT	1	1600	111	0.02		
SOUTHBOUND						
LEFT	2	3200	344	0.11	N	0.11
THRU	2	3200	332	0.10		
RIGHT	1	1600	16	0		
EASTBOUND						
LEFT	1	1600	27	0.02	N	0.18
THRU	2	3200	565	0.18		
RIGHT	1	1600	339	0.16		
WESTBOUND						
LEFT	1	1600	78	0.05	N	0.05
THRU	1	1600	330	0.21		
RIGHT	1	1600	443	0.17		

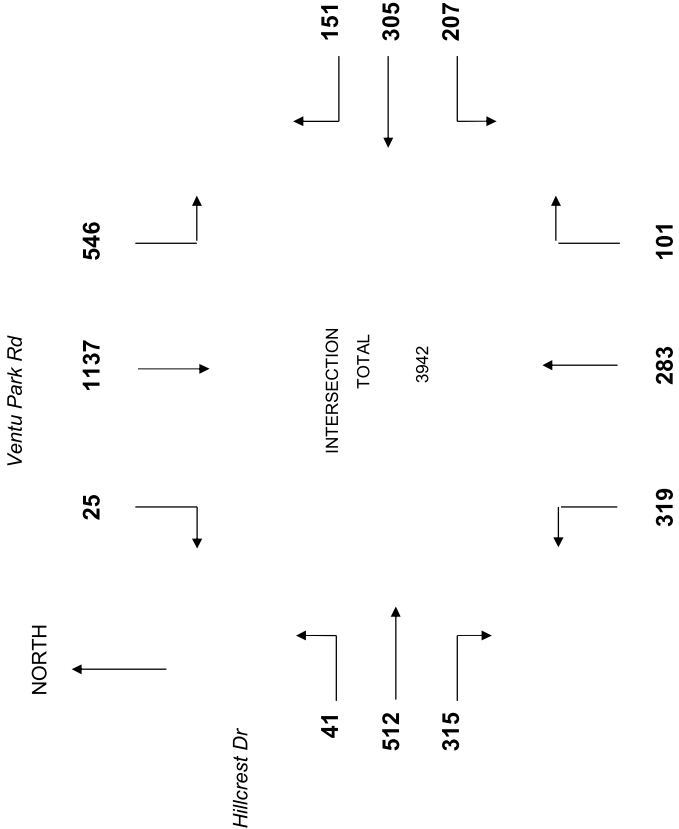
TOTAL ICU 0.64

LEVEL OF SERVICE	B
------------------	---

Month Yr
12 2019

LOCATION: Hillcrest @ Ventu Park
TAKEN BY: Bradley and Robert
PEAK HOUR: 4:45 - 5:45

N - S: Ventu Park Rd
E - W: Hillcrest Dr
FILE: Hillcrest.Ventu Park.PM.2019
COMMENTS: WB Is (1) LT (1) TH (1) TH/RT
Calc (1) LT (1) TH (1) RT



	# OF LANES	CAPACITY	VOLUME	V/C	SPLIT PHASED	CRITICAL V/C
NORTHBOUND						
LEFT	2	3200	319	0.10	N	0.10
THRU	2	3200	283	0.09		
RIGHT	1	1600	101	0		
SOUTHBOUND						
LEFT	2	3200	546	0.17	N	0.36
THRU	2	3200	1137	0.36		
RIGHT	1	1600	25	0		
EASTBOUND						
LEFT	1	1600	41	0.03	N	0.16
THRU	2	3200	512	0.16		
RIGHT	1	1600	315	0.10		
WESTBOUND						
LEFT	1	1600	207	0.13	N	0.13
THRU	2	3200	305	0.14		
RIGHT	0	0	151	0		

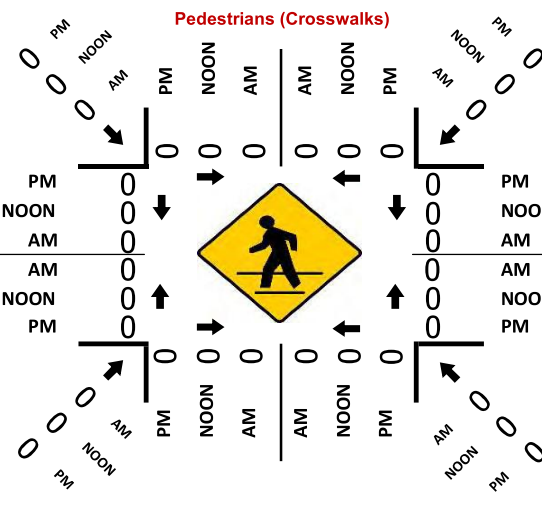
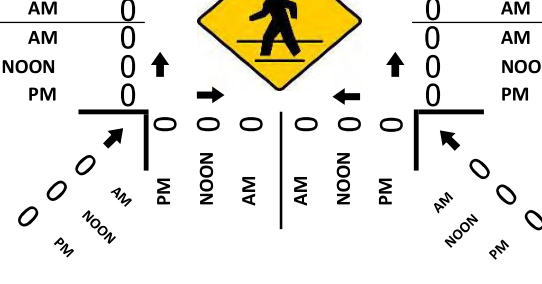
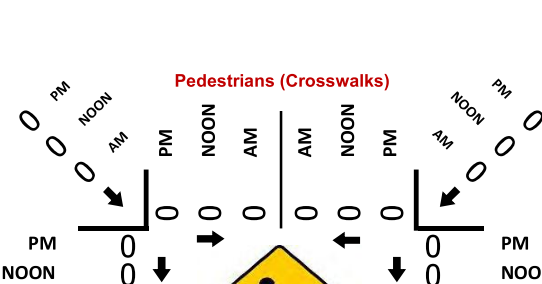
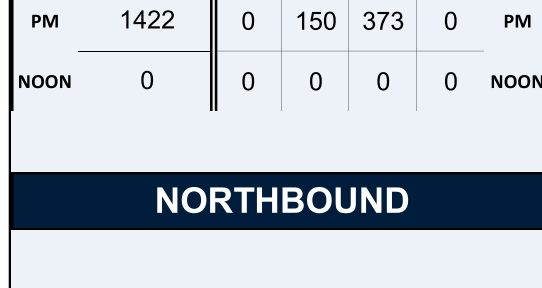
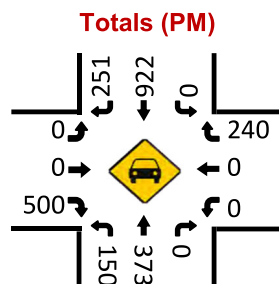
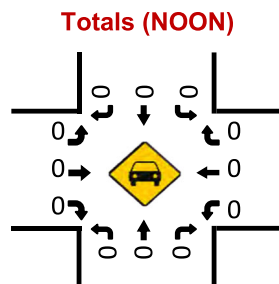
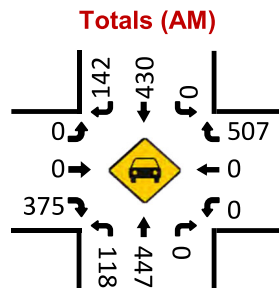
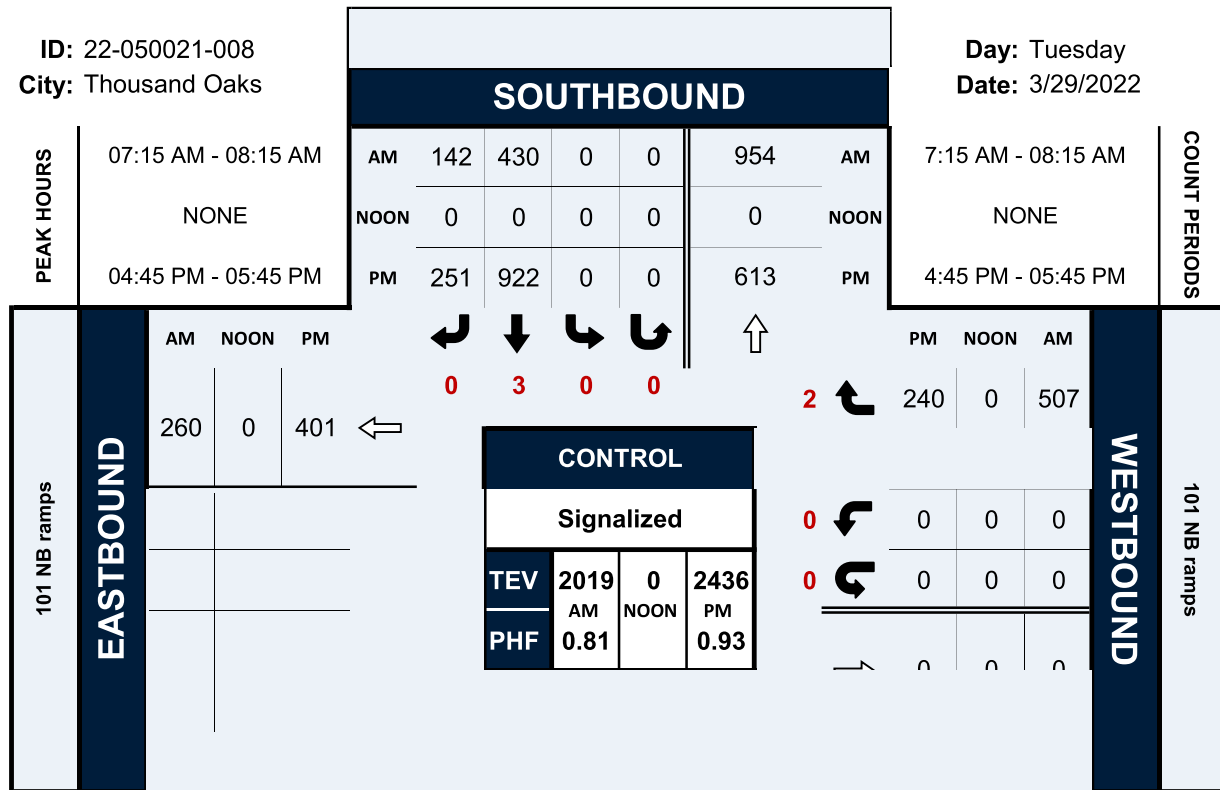
TOTAL ICU 0.75
LEVEL OF SERVICE C

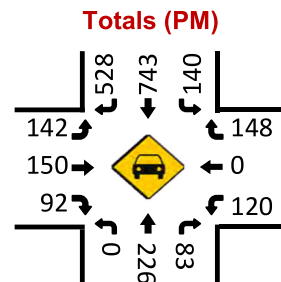
Rancho Conejo Blvd & 101 NB ramps

Peak Hour Turning Movement Count

ID: 22-050021-008
City: Thousand Oaks

Day: Tuesday
Date: 3/29/2022





Appendix 3

ITE Trip Generation Handbook - Tables 6.1 and 6.2

**Table 6.1 Unconstrained Internal Person Trip Capture Rates
for Trip Origins within a Mixed-Use Development**

		WEEKDAY	
		AM Peak Hour	PM Peak Hour
From OFFICE	To Retail	28%	20%
	To Restaurant	63%	4%
	To Cinema/Entertainment	0%	0%
	To Residential	1%	2%
	To Hotel	0%	0%
From RETAIL	To Office	29%	2%
	To Restaurant	13%	29%
	To Cinema/Entertainment	0%	4%
	To Residential	14%	26%
	To Hotel	0%	5%
From RESTAURANT	To Office	31%	3%
	To Retail	14%	41%
	To Cinema/Entertainment	0%	8%
	To Residential	4%	18%
	To Hotel	3%	7%
From CINEMA/ENTERTAINMENT	To Office	0%	2%
	To Retail	0%	21%
	To Restaurant	0%	31%
	To Residential	0%	8%
	To Hotel	0%	2%
From RESIDENTIAL	To Office	2%	4%
	To Retail	1%	42%
	To Restaurant	20%	21%
	To Cinema/Entertainment	0%	0%
	To Hotel	0%	3%
From HOTEL	To Office	75%	0%
	To Retail	14%	16%
	To Restaurant	9%	68%
	To Cinema/Entertainment	0%	0%
	To Residential	0%	2%

Source: Bochner, B., K. Hooper, B. Sperry, and R. Dunphy. NCHRP Report 684: *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments*. Washington, DC: Transportation Research Board, Tables 99 and 100, 2011.

**Table 6.2 Unconstrained Internal Person Trip Capture Rates
for Trip Destinations within a Mixed-Use Development**

		Weekday	
		AM Peak Hour	PM Peak Hour
To OFFICE	From Retail	4%	31%
	From Restaurant	14%	30%
	From Cinema/Entertainment	0%	6%
	From Residential	3%	57%
	From Hotel	3%	0%
To RETAIL	From Office	32%	8%
	From Restaurant	8%	50%
	From Cinema/Entertainment	0%	4%
	From Residential	17%	10%
	From Hotel	4%	2%
To RESTAURANT	From Office	23%	2%
	From Retail	50%	29%
	From Cinema/Entertainment	0%	3%
	From Residential	20%	14%
	From Hotel	6%	5%
To CINEMA/ENTERTAINMENT	From Office	0%	1%
	From Retail	0%	26%
	From Restaurant	0%	32%
	From Residential	0%	0%
	From Hotel	0%	0%
To RESIDENTIAL	From Office	0%	4%
	From Retail	2%	46%
	From Restaurant	5%	16%
	From Cinema/Entertainment	0%	4%
	From Hotel	0%	0%
To HOTEL	From Office	0%	0%
	From Retail	0%	17%
	From Restaurant	4%	71%
	From Cinema/Entertainment	0%	1%
	From Residential	0%	12%

Source: Bochner, B., K. Hooper, B. Sperry, and R. Dunphy. NCHRP Report 684: *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments*. Washington, DC: Transportation Research Board, Tables 101 and 102, 2011.

Appendix 4

























Intersection Level of Service Calculation Worksheets

Existing and Existing + Project Conditions

HCM 6th Signalized Intersection Summary

1: Rancho Conejo Blvd & Hillcrest Blvd

























AM Peak Hour
Existing Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	351	71	253	193	95	144	685	124	60	250	6
Future Volume (veh/h)	16	351	71	253	193	95	144	685	124	60	250	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	16	351	71	253	193	95	144	685	124	60	250	6
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	32	473	722	335	396	404	574	2625	969	77	1206	29
Arrive On Green	0.02	0.14	0.14	0.10	0.22	0.22	0.11	0.17	0.17	0.04	0.24	0.24
Sat Flow, veh/h	1753	3497	1560	3401	1841	1560	1753	5025	1560	1753	5049	121
Grp Volume(v), veh/h	16	351	71	253	193	95	144	685	124	60	165	91
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1700	1841	1560	1753	1675	1560	1753	1675	1819
Q Serve(g_s), s	0.8	8.7	0.0	6.5	8.3	4.3	6.8	10.6	1.2	3.0	3.6	3.6
Cycle Q Clear(g_c), s	0.8	8.7	0.0	6.5	8.3	4.3	6.8	10.6	1.2	3.0	3.6	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	32	473	722	335	396	404	574	2625	969	77	800	435
V/C Ratio(X)	0.50	0.74	0.10	0.76	0.49	0.23	0.25	0.26	0.13	0.78	0.21	0.21
Avail Cap(c_a), veh/h	107	758	849	510	562	545	574	2625	969	205	800	435
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.81	0.81	0.81	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.8	37.4	13.6	39.5	31.0	26.3	30.0	22.2	3.9	42.6	27.4	27.4
Incr Delay (d2), s/veh	11.5	2.3	0.1	3.5	0.9	0.3	0.2	0.2	0.2	15.4	0.6	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	3.7	0.7	2.8	3.6	1.5	2.9	4.4	0.3	1.6	1.4	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.2	39.7	13.7	43.0	31.9	26.6	30.2	22.4	4.1	58.0	28.0	28.5
LnGrp LOS	E	D	B	D	C	C	C	C	A	E	C	C
Approach Vol, veh/h	438			541			953			316		
Approach Delay, s/veh	36.1			36.1			21.2			33.9		
Approach LOS	D			D			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.5	51.5	13.4	16.7	34.0	26.0	6.1	23.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	10.5	28.5	13.5	19.5	17.5	21.5	5.5	27.5				
Max Q Clear Time (g_c+I1), s	5.0	12.6	8.5	10.7	8.8	5.6	2.8	10.3				
Green Ext Time (p_c), s	0.0	4.2	0.4	1.5	0.2	1.2	0.0	1.1				
Intersection Summary												
HCM 6th Ctrl Delay			29.5									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary

1: Rancho Conejo Blvd & Hillcrest Blvd































AM Peak Hour
Existing + Project Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	356	71	319	205	104	144	685	150	64	250	6
Future Volume (veh/h)	16	356	71	319	205	104	144	685	150	64	250	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	16	356	71	319	205	104	144	685	150	64	250	6
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	32	478	692	399	434	441	538	2507	962	82	1206	29
Arrive On Green	0.02	0.14	0.14	0.12	0.24	0.24	0.10	0.16	0.16	0.05	0.24	0.24
Sat Flow, veh/h	1753	3497	1560	3401	1841	1560	1753	5025	1560	1753	5049	121
Grp Volume(v), veh/h	16	356	71	319	205	104	144	685	150	64	165	91
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1700	1841	1560	1753	1675	1560	1753	1675	1819
Q Serve(g_s), s	0.8	8.8	0.0	8.2	8.6	4.6	6.8	10.7	1.4	3.3	3.6	3.6
Cycle Q Clear(g_c), s	0.8	8.8	0.0	8.2	8.6	4.6	6.8	10.7	1.4	3.3	3.6	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	32	478	692	399	434	441	538	2507	962	82	800	435
V/C Ratio(X)	0.50	0.74	0.10	0.80	0.47	0.24	0.27	0.27	0.16	0.78	0.21	0.21
Avail Cap(c_a), veh/h	107	758	817	510	562	550	538	2507	962	205	800	435
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.80	0.80	0.80	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.8	37.3	14.6	38.7	29.6	24.8	31.1	23.3	3.9	42.4	27.4	27.4
Incr Delay (d2), s/veh	11.5	2.3	0.1	6.9	0.8	0.3	0.2	0.2	0.3	14.5	0.6	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	3.7	0.8	3.6	3.7	1.6	2.9	4.5	0.4	1.7	1.4	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.2	39.7	14.7	45.5	30.4	25.1	31.3	23.5	4.2	56.9	28.0	28.5
LnGrp LOS	E	D	B	D	C	C	C	C	A	E	C	C
Approach Vol, veh/h	443			628			979			320		
Approach Delay, s/veh	36.2			37.2			21.7			33.9		
Approach LOS	D			D			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.7	49.4	15.1	16.8	32.1	26.0	6.1	25.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	10.5	28.5	13.5	19.5	17.5	21.5	5.5	27.5				
Max Q Clear Time (g_c+I1), s	5.3	12.7	10.2	10.8	8.8	5.6	2.8	10.6				
Green Ext Time (p_c), s	0.0	4.3	0.4	1.5	0.2	1.2	0.0	1.2				
Intersection Summary												
HCM 6th Ctrl Delay	30.2											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

1: Rancho Conejo Blvd & Hillcrest Blvd

























Existing Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 		 				  			  	
Traffic Volume (veh/h)	18	495	260	143	204	37	192	323	161	200	773	37
Future Volume (veh/h)	18	495	260	143	204	37	192	323	161	200	773	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	18	495	260	143	204	37	192	323	161	200	773	37
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	35	632	489	213	411	797	233	1351	517	504	2082	99
Arrive On Green	0.02	0.18	0.18	0.06	0.22	0.22	0.04	0.09	0.09	0.29	0.42	0.42
Sat Flow, veh/h	1753	3497	1560	3401	1841	1560	1753	5025	1560	1753	4914	234
Grp Volume(v), veh/h	18	495	260	143	204	37	192	323	161	200	526	284
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1700	1841	1560	1753	1675	1560	1753	1675	1799
Q Serve(g_s), s	0.9	12.2	8.5	3.7	8.7	0.2	9.8	5.4	2.9	8.3	9.7	9.7
Cycle Q Clear(g_c), s	0.9	12.2	8.5	3.7	8.7	0.2	9.8	5.4	2.9	8.3	9.7	9.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	35	632	489	213	411	797	233	1351	517	504	1419	762
V/C Ratio(X)	0.51	0.78	0.53	0.67	0.50	0.05	0.82	0.24	0.31	0.40	0.37	0.37
Avail Cap(c_a), veh/h	97	797	563	321	491	865	380	1351	517	504	1419	762
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.7	35.2	12.8	41.3	30.5	4.9	42.0	32.4	28.7	25.8	17.7	17.8
Incr Delay (d2), s/veh	10.9	4.0	0.9	3.6	0.9	0.0	6.9	0.4	1.4	0.5	0.7	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	5.2	3.4	1.6	3.7	0.2	4.8	2.2	3.2	3.3	3.5	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.6	39.2	13.7	44.9	31.5	4.9	48.8	32.8	30.2	26.3	18.5	19.1
LnGrp LOS	D	D	B	D	C	A	D	C	C	C	B	B
Approach Vol, veh/h		773			384			676			1010	
Approach Delay, s/veh		31.0			33.9			36.7			20.2	
Approach LOS		C			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.4	28.7	10.1	20.8	16.5	42.6	6.3	24.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	18.8	24.2	8.5	20.5	19.5	23.5	5.0	24.0				
Max Q Clear Time (g_c+l1), s	10.3	7.4	5.7	14.2	11.8	11.7	2.9	10.7				
Green Ext Time (p_c), s	0.3	2.2	0.1	2.1	0.3	3.7	0.0	0.9				
Intersection Summary												
HCM 6th Ctrl Delay			28.9									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
























1: Rancho Conejo Blvd & Hillcrest Blvd

PM Peak Hour
Existing Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	508	260	194	213	45	192	323	233	210	773	37
Future Volume (veh/h)	18	508	260	194	213	45	192	323	233	210	773	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	18	508	260	194	213	45	192	323	233	210	773	37
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	35	643	494	266	446	797	233	1351	542	471	1989	95
Arrive On Green	0.02	0.18	0.18	0.08	0.24	0.24	0.04	0.09	0.09	0.27	0.40	0.40
Sat Flow, veh/h	1753	3497	1560	3401	1841	1560	1753	5025	1560	1753	4914	234
Grp Volume(v), veh/h	18	508	260	194	213	45	192	323	233	210	526	284
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1700	1841	1560	1753	1675	1560	1753	1675	1799
Q Serve(g_s), s	0.9	12.5	8.2	5.0	8.9	0.2	9.8	5.4	5.5	9.0	10.0	10.0
Cycle Q Clear(g_c), s	0.9	12.5	8.2	5.0	8.9	0.2	9.8	5.4	5.5	9.0	10.0	10.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	35	643	494	266	446	797	233	1351	542	471	1356	728
V/C Ratio(X)	0.51	0.79	0.53	0.73	0.48	0.06	0.82	0.24	0.43	0.45	0.39	0.39
Avail Cap(c_a), veh/h	97	797	563	321	491	835	380	1351	542	471	1356	728
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	0.88	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.7	35.1	12.1	40.5	29.2	4.9	42.0	32.4	29.2	27.3	18.9	18.9
Incr Delay (d2), s/veh	10.9	4.3	0.9	6.5	0.8	0.0	6.6	0.4	2.2	0.7	0.8	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	5.4	3.2	2.2	3.8	0.2	4.8	2.2	4.9	3.6	3.7	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.6	39.4	12.9	47.1	30.0	5.0	48.6	32.8	31.4	28.0	19.8	20.5
LnGrp LOS	D	D	B	D	C	A	D	C	C	C	B	C
Approach Vol, veh/h	786			452			748			1020		
Approach Delay, s/veh	31.0			34.8			36.4			21.7		
Approach LOS	C			C			D			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	28.7	28.7	11.5	21.1	16.5	40.9	6.3	26.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	18.8	24.2	8.5	20.5	19.5	23.5	5.0	24.0				
Max Q Clear Time (g_c+l1), s	11.0	7.5	7.0	14.5	11.8	12.0	2.9	10.9				
Green Ext Time (p_c), s	0.3	2.5	0.1	2.1	0.3	3.7	0.0	0.9				
Intersection Summary												
HCM 6th Ctrl Delay	29.7											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary 2: Ventu Park Rd & Hillcrest Dr
























AM Peak Hour
Existing Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	565	339	78	330	443	182	958	111	344	332	16
Future Volume (veh/h)	27	565	339	78	330	443	182	958	111	344	332	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	27	565	339	78	330	271	182	958	55	344	332	8
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	51	816	490	99	481	387	275	1165	520	431	1326	592
Arrive On Green	0.03	0.23	0.23	0.06	0.26	0.26	0.08	0.33	0.33	0.13	0.38	0.38
Sat Flow, veh/h	1753	3497	1560	1753	1841	1482	3401	3497	1560	3401	3497	1560
Grp Volume(v), veh/h	27	565	339	78	313	288	182	958	55	344	332	8
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1753	1749	1574	1700	1749	1560	1700	1749	1560
Q Serve(g_s), s	1.1	10.6	13.7	3.2	11.6	11.9	3.7	18.1	1.8	7.1	4.7	0.2
Cycle Q Clear(g_c), s	1.1	10.6	13.7	3.2	11.6	11.9	3.7	18.1	1.8	7.1	4.7	0.2
Prop In Lane	1.00		1.00	1.00		0.94	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	51	816	490	99	457	411	275	1165	520	431	1326	592
V/C Ratio(X)	0.53	0.69	0.69	0.78	0.69	0.70	0.66	0.82	0.11	0.80	0.25	0.01
Avail Cap(c_a), veh/h	124	874	516	134	457	411	505	1165	520	449	1326	592
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.5	25.2	21.6	33.5	23.9	24.1	32.2	22.0	16.6	30.6	15.3	13.9
Incr Delay (d2), s/veh	8.4	2.2	3.7	19.1	4.2	5.2	2.7	6.6	0.4	9.5	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	4.2	4.9	1.8	4.8	4.5	1.5	7.5	0.6	3.2	1.7	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.8	27.4	25.4	52.6	28.2	29.3	34.9	28.6	17.0	40.0	15.8	14.0
LnGrp LOS	D	C	C	D	C	C	C	C	B	D	B	B
Approach Vol, veh/h	931			679			1195			684		
Approach Delay, s/veh	27.1			31.5			29.1			28.0		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.6	28.5	8.6	21.3	10.3	31.8	6.6	23.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	9.5	24.0	5.5	18.0	10.7	22.8	5.1	18.4				
Max Q Clear Time (g_c+l1), s	9.1	20.1	5.2	15.7	5.7	6.7	3.1	13.9				
Green Ext Time (p_c), s	0.1	2.2	0.0	1.1	0.2	1.7	0.0	1.4				
Intersection Summary												
HCM 6th Ctrl Delay	28.8											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

2: Ventu Park Rd & Hillcrest Dr

AM Peak Hour
Existing + Project Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	570	344	78	332	443	184	958	111	344	332	16
Future Volume (veh/h)	27	570	344	78	332	443	184	958	111	344	332	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	27	570	344	78	332	271	184	958	55	344	332	8
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	51	822	493	99	485	388	277	1163	519	431	1321	589
Arrive On Green	0.03	0.23	0.23	0.06	0.26	0.26	0.08	0.33	0.33	0.13	0.38	0.38
Sat Flow, veh/h	1753	3497	1560	1753	1846	1477	3401	3497	1560	3401	3497	1560
Grp Volume(v), veh/h	27	570	344	78	314	289	184	958	55	344	332	8
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1753	1749	1575	1700	1749	1560	1700	1749	1560
Q Serve(g_s), s	1.1	10.8	14.0	3.2	11.7	12.0	3.8	18.2	1.8	7.1	4.7	0.2
Cycle Q Clear(g_c), s	1.1	10.8	14.0	3.2	11.7	12.0	3.8	18.2	1.8	7.1	4.7	0.2
Prop In Lane	1.00		1.00	1.00		0.94	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	51	822	493	99	459	414	277	1163	519	431	1321	589
V/C Ratio(X)	0.53	0.69	0.70	0.78	0.68	0.70	0.67	0.82	0.11	0.80	0.25	0.01
Avail Cap(c_a), veh/h	124	872	516	134	459	414	504	1163	519	447	1321	589
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.6	25.2	21.6	33.6	23.9	24.0	32.2	22.2	16.7	30.6	15.4	14.1
Incr Delay (d2), s/veh	8.4	2.2	3.9	19.2	4.2	5.1	2.7	6.7	0.4	9.6	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	4.3	5.0	1.8	4.8	4.6	1.6	7.6	0.6	3.2	1.7	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.9	27.5	25.6	52.8	28.1	29.2	35.0	28.8	17.1	40.2	15.9	14.1
LnGrp LOS	D	C	C	D	C	C	C	C	B	D	B	B
Approach Vol, veh/h	941			681			1197			684		
Approach Delay, s/veh	27.2			31.4			29.2			28.1		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.6	28.5	8.6	21.5	10.4	31.8	6.6	23.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	9.5	24.0	5.5	18.0	10.7	22.8	5.1	18.4				
Max Q Clear Time (g_c+I1), s	9.1	20.2	5.2	16.0	5.8	6.7	3.1	14.0				
Green Ext Time (p_c), s	0.1	2.1	0.0	1.0	0.2	1.7	0.0	1.4				

Intersection Summary
























HCM 6th Ctrl Delay 28.9
HCM 6th LOS C

Notes

User approved pedestrian interval to be less than phase max green.
























HCM 6th Signalized Intersection Summary 2: Ventu Park Rd & Hillcrest Dr

Existing Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	633	302	111	289	103	500	305	78	220	328	11
Future Volume (veh/h)	21	633	302	111	289	103	500	305	78	220	328	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	21	633	302	111	289	52	500	305	41	220	328	6
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	42	786	623	141	834	148	594	1222	545	315	935	417
Arrive On Green	0.02	0.22	0.22	0.08	0.28	0.28	0.17	0.35	0.35	0.09	0.27	0.27
Sat Flow, veh/h	1753	3497	1560	1753	2967	527	3401	3497	1560	3401	3497	1560
Grp Volume(v), veh/h	21	633	302	111	169	172	500	305	41	220	328	6
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1753	1749	1746	1700	1749	1560	1700	1749	1560
Q Serve(g_s), s	0.8	12.2	10.3	4.4	5.5	5.6	10.1	4.4	1.2	4.5	5.4	0.2
Cycle Q Clear(g_c), s	0.8	12.2	10.3	4.4	5.5	5.6	10.1	4.4	1.2	4.5	5.4	0.2
Prop In Lane	1.00		1.00	1.00		0.30	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	42	786	623	141	491	491	594	1222	545	315	935	417
V/C Ratio(X)	0.50	0.81	0.48	0.79	0.34	0.35	0.84	0.25	0.08	0.70	0.35	0.01
Avail Cap(c_a), veh/h	123	886	667	160	491	491	646	1222	545	464	935	417
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.3	26.1	15.9	32.1	20.3	20.4	28.4	16.5	15.5	31.3	21.1	19.2
Incr Delay (d2), s/veh	9.0	5.0	0.6	20.4	0.4	0.4	9.2	0.5	0.3	2.8	1.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	5.1	3.2	2.5	2.0	2.1	4.5	1.6	0.4	1.8	2.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.3	31.1	16.5	52.5	20.7	20.8	37.6	17.0	15.7	34.1	22.1	19.2
LnGrp LOS	D	C	B	D	C	C	D	B	B	C	C	B
Approach Vol, veh/h	956			452			846			554		
Approach Delay, s/veh	26.7			28.6			29.1			26.8		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.1	29.3	10.2	20.5	16.9	23.5	6.2	24.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	9.7	22.8	6.5	18.0	13.5	19.0	5.0	19.5				
Max Q Clear Time (g_c+I1), s	6.5	6.4	6.4	14.2	12.1	7.4	2.8	7.6				
Green Ext Time (p_c), s	0.2	1.7	0.0	1.8	0.3	1.4	0.0	1.3				
Intersection Summary												
HCM 6th Ctrl Delay	27.8											
HCM 6th LOS	C											



















HCM 6th Signalized Intersection Summary 2: Ventu Park Rd & Hillcrest Dr

PM Peak Hour
Existing Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	633	302	111	289	103	500	305	78	220	328	11
Future Volume (veh/h)	21	633	302	111	289	103	500	305	78	220	328	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	21	633	302	111	289	52	500	305	41	220	328	6
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	42	786	623	141	834	148	594	1222	545	315	935	417
Arrive On Green	0.02	0.22	0.22	0.08	0.28	0.28	0.17	0.35	0.35	0.09	0.27	0.27
Sat Flow, veh/h	1753	3497	1560	1753	2967	527	3401	3497	1560	3401	3497	1560
Grp Volume(v), veh/h	21	633	302	111	169	172	500	305	41	220	328	6
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1753	1749	1746	1700	1749	1560	1700	1749	1560
Q Serve(g_s), s	0.8	12.2	10.3	4.4	5.5	5.6	10.1	4.4	1.2	4.5	5.4	0.2
Cycle Q Clear(g_c), s	0.8	12.2	10.3	4.4	5.5	5.6	10.1	4.4	1.2	4.5	5.4	0.2
Prop In Lane	1.00		1.00	1.00		0.30	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	42	786	623	141	491	491	594	1222	545	315	935	417
V/C Ratio(X)	0.50	0.81	0.48	0.79	0.34	0.35	0.84	0.25	0.08	0.70	0.35	0.01
Avail Cap(c_a), veh/h	123	886	667	160	491	491	646	1222	545	464	935	417
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.3	26.1	15.9	32.1	20.3	20.4	28.4	16.5	15.5	31.3	21.1	19.2
Incr Delay (d2), s/veh	9.0	5.0	0.6	20.4	0.4	0.4	9.2	0.5	0.3	2.8	1.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	5.1	3.2	2.5	2.0	2.1	4.5	1.6	0.4	1.8	2.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.3	31.1	16.5	52.5	20.7	20.8	37.6	17.0	15.7	34.1	22.1	19.2
LnGrp LOS	D	C	B	D	C	C	D	B	B	C	C	B
Approach Vol, veh/h	956			452			846			554		
Approach Delay, s/veh	26.7			28.6			29.1			26.8		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.1	29.3	10.2	20.5	16.9	23.5	6.2	24.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	9.7	22.8	6.5	18.0	13.5	19.0	5.0	19.5				
Max Q Clear Time (g_c+I1), s	6.5	6.4	6.4	14.2	12.1	7.4	2.8	7.6				
Green Ext Time (p_c), s	0.2	1.7	0.0	1.8	0.3	1.4	0.0	1.3				
Intersection Summary												
HCM 6th Ctrl Delay	27.8											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary 3: Rancho Conejo Blvd & U.S. 101 NB Ramps



















AM Peak Hour
Existing Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	375	0	0	507	118	447	0	0	430	142
Future Volume (veh/h)	0	0	375	0	0	507	118	447	0	0	430	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	0	0	1841	0	0	1841	1841	1841	0	0	1841	1841
Adj Flow Rate, veh/h	0	0	408	0	0	551	128	486	0	0	467	154
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	4	0	0	4	4	4	0	0	4	4
Cap, veh/h	0	0	0	0	0	0	160	4774	0	0	3051	971
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.31	0.00	0.00	0.27	0.27
Sat Flow, veh/h		0			0		1753	5191	0	0	3939	1201
Grp Volume(v), veh/h	0.0			0.0			128	486	0	0	413	208
Grp Sat Flow(s),veh/h/ln							1753	1675	0	0	1675	1624
Q Serve(g_s), s							6.5	6.2	0.0	0.0	8.5	8.8
Cycle Q Clear(g_c), s							6.5	6.2	0.0	0.0	8.5	8.8
Prop In Lane							1.00		0.00	0.00		0.74
Lane Grp Cap(c), veh/h							160	4774	0	0	2709	1313
V/C Ratio(X)							0.80	0.10	0.00	0.00	0.15	0.16
Avail Cap(c_a), veh/h							205	4774	0	0	2709	1313
HCM Platoon Ratio							0.33	0.33	1.00	1.00	0.33	0.33
Upstream Filter(I)							0.96	0.96	0.00	0.00	0.95	0.95
Uniform Delay (d), s/veh							42.8	3.7	0.0	0.0	9.4	9.6
Incr Delay (d2), s/veh							15.1	0.0	0.0	0.0	0.1	0.2
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							3.5	0.0	0.0	0.0	1.9	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							57.9	3.7	0.0	0.0	9.5	9.8
LnGrp LOS							E	A	A	A	A	A
Approach Vol, veh/h							614			621		
Approach Delay, s/veh							15.0			9.6		
Approach LOS							B			A		
Timer - Assigned Phs	2			5			6					
Phs Duration (G+Y+Rc), s	90.0			12.7			77.3					
Change Period (Y+Rc), s	4.5			4.5			4.5					
Max Green Setting (Gmax), s	34.5			10.5			19.5					
Max Q Clear Time (g_c+l1), s	8.2			8.5			10.8					
Green Ext Time (p_c), s	3.1			0.1			2.4					
Intersection Summary												
HCM 6th Ctrl Delay	12.3											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary

3: Rancho Conejo Blvd & U.S. 101 NB Ramps


















AM Peak Hour
Existing + Project Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	375	0	0	526	118	454	0	0	481	157
Future Volume (veh/h)	0	0	375	0	0	526	118	454	0	0	481	157
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	0	0	1841	0	0	1841	1841	1841	0	0	1841	1841
Adj Flow Rate, veh/h	0	0	408	0	0	572	128	493	0	0	523	171
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	4	0	0	4	4	4	0	0	4	4
Cap, veh/h	0	0	0	0	0	0	160	4774	0	0	3053	970
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.31	0.00	0.00	0.27	0.27
Sat Flow, veh/h		0			0		1753	5191	0	0	3941	1199
Grp Volume(v), veh/h	0.0			0.0			128	493	0	0	462	232
Grp Sat Flow(s),veh/h/ln							1753	1675	0	0	1675	1625
Q Serve(g_s), s							6.5	6.3	0.0	0.0	9.5	9.9
Cycle Q Clear(g_c), s							6.5	6.3	0.0	0.0	9.5	9.9
Prop In Lane							1.00		0.00	0.00		0.74
Lane Grp Cap(c), veh/h							160	4774	0	0	2709	1314
V/C Ratio(X)							0.80	0.10	0.00	0.00	0.17	0.18
Avail Cap(c_a), veh/h							205	4774	0	0	2709	1314
HCM Platoon Ratio							0.33	0.33	1.00	1.00	0.33	0.33
Upstream Filter(I)							0.96	0.96	0.00	0.00	0.92	0.92
Uniform Delay (d), s/veh							42.8	3.7	0.0	0.0	9.8	9.9
Incr Delay (d2), s/veh							15.1	0.0	0.0	0.0	0.1	0.3
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							3.5	0.0	0.0	0.0	2.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							57.9	3.7	0.0	0.0	9.9	10.2
LnGrp LOS							E	A	A	A	A	B
Approach Vol, veh/h							621			694		
Approach Delay, s/veh							14.9			10.0		
Approach LOS							B			B		
Timer - Assigned Phs	2			5			6					
Phs Duration (G+Y+Rc), s	90.0			12.7			77.3					
Change Period (Y+Rc), s	4.5			4.5			4.5					
Max Green Setting (Gmax), s	34.5			10.5			19.5					
Max Q Clear Time (g_c+I1), s	8.3			8.5			11.9					
Green Ext Time (p_c), s	3.1			0.1			2.5					
Intersection Summary												
HCM 6th Ctrl Delay	12.3											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary


















3: Rancho Conejo Blvd & U.S. 101 NB Ramps

Existing Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	500	0	0	240	150	373	0	0	922	251
Future Volume (veh/h)	0	0	500	0	0	240	150	373	0	0	922	251
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No				No				No			
Adj Sat Flow, veh/h/ln	0	0	1841	0	0	1841	1841	1841	0	0	1841	1841
Adj Flow Rate, veh/h	0	0	543	0	0	261	163	405	0	0	1002	273
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	4	0	0	4	4	4	0	0	4	4
Cap, veh/h	0	0	0	0	0	0	197	4774	0	0	3096	842
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.95	0.00	0.00	0.26	0.26
Sat Flow, veh/h	0				0		1753	5191	0	0	4095	1069
Grp Volume(v), veh/h	0.0				0.0		163	405	0	0	854	421
Grp Sat Flow(s),veh/h/ln							1753	1675	0	0	1675	1648
Q Serve(g_s), s							8.2	0.4	0.0	0.0	18.5	18.6
Cycle Q Clear(g_c), s							8.2	0.4	0.0	0.0	18.5	18.6
Prop In Lane							1.00		0.00	0.00		0.65
Lane Grp Cap(c), veh/h							197	4774	0	0	2640	1299
V/C Ratio(X)							0.83	0.08	0.00	0.00	0.32	0.32
Avail Cap(c_a), veh/h							236	4774	0	0	2640	1299
HCM Platoon Ratio							1.00	1.00	1.00	1.00	0.33	0.33
Upstream Filter(I)							0.95	0.95	0.00	0.00	0.89	0.89
Uniform Delay (d), s/veh							39.1	0.1	0.0	0.0	13.9	13.9
Incr Delay (d2), s/veh							17.7	0.0	0.0	0.0	0.3	0.6
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							4.3	0.0	0.0	0.0	8.2	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							56.9	0.2	0.0	0.0	14.2	14.5
LnGrp LOS							E	A	A	A	B	B
Approach Vol, veh/h							568			1275		
Approach Delay, s/veh							16.4			14.3		
Approach LOS							B			B		
Timer - Assigned Phs	2				5		6					
Phs Duration (G+Y+Rc), s	90.0				14.6		75.4					
Change Period (Y+Rc), s	4.5				4.5		4.5					
Max Green Setting (Gmax), s	42.9				12.1		26.3					
Max Q Clear Time (g_c+I1), s	2.4				10.2		20.6					
Green Ext Time (p_c), s	2.7				0.1		3.6					
Intersection Summary												
HCM 6th Ctrl Delay			15.0									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary 3: Rancho Conejo Blvd & U.S. 101 NB Ramps























PM Peak Hour
Existing Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	500	0	0	291	150	394	0	0	962	262
Future Volume (veh/h)	0	0	500	0	0	291	150	394	0	0	962	262
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No				No				No			
Adj Sat Flow, veh/h/ln	0	0	1841	0	0	1841	1841	1841	0	0	1841	1841
Adj Flow Rate, veh/h	0	0	543	0	0	316	163	428	0	0	1046	285
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	4	0	0	4	4	4	0	0	4	4
Cap, veh/h	0	0	0	0	0	0	197	4774	0	0	3095	843
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.95	0.00	0.00	0.26	0.26
Sat Flow, veh/h		0			0		1753	5191	0	0	4094	1070
Grp Volume(v), veh/h	0.0				0.0		163	428	0	0	892	439
Grp Sat Flow(s),veh/h/ln							1753	1675	0	0	1675	1648
Q Serve(g_s), s							8.2	0.4	0.0	0.0	19.4	19.5
Cycle Q Clear(g_c), s							8.2	0.4	0.0	0.0	19.4	19.5
Prop In Lane							1.00		0.00	0.00		0.65
Lane Grp Cap(c), veh/h							197	4774	0	0	2640	1299
V/C Ratio(X)							0.83	0.09	0.00	0.00	0.34	0.34
Avail Cap(c_a), veh/h							236	4774	0	0	2640	1299
HCM Platoon Ratio							1.00	1.00	1.00	1.00	0.33	0.33
Upstream Filter(I)							0.95	0.95	0.00	0.00	0.87	0.87
Uniform Delay (d), s/veh							39.1	0.1	0.0	0.0	14.3	14.3
Incr Delay (d2), s/veh							17.7	0.0	0.0	0.0	0.3	0.6
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							4.3	0.0	0.0	0.0	8.6	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							56.9	0.2	0.0	0.0	14.6	14.9
LnGrp LOS							E	A	A	A	B	B
Approach Vol, veh/h							591			1331		
Approach Delay, s/veh							15.8			14.7		
Approach LOS							B			B		
Timer - Assigned Phs	2				5		6					
Phs Duration (G+Y+Rc), s	90.0				14.6		75.4					
Change Period (Y+Rc), s	4.5				4.5		4.5					
Max Green Setting (Gmax), s	42.9				12.1		26.3					
Max Q Clear Time (g_c+I1), s	2.4				10.2		21.5					
Green Ext Time (p_c), s	2.8				0.1		3.2					
Intersection Summary												
HCM 6th Ctrl Delay			15.0									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary

4: Borchard Rd & U.S. 101 SB Ramps/Newbury Rd

AM Peak Hour
Existing Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	230	36	89	94	0	89	0	261	32	23	621	153
Future Volume (veh/h)	230	36	89	94	0	89	0	261	32	23	621	153
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	0	1841	0	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	250	39	0	102	0	97	0	284	35	25	675	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4	4	0	4	0	4	4	4	4	4
Cap, veh/h	345	187		0	0	0	0	1439	173	1469	2793	
Arrive On Green	0.10	0.10	0.00	0.00	0.00	0.00	0.00	0.32	0.32	0.14	0.26	0.00
Sat Flow, veh/h	3401	1841	1560		0		0	4711	547	3401	3497	2745
Grp Volume(v), veh/h	250	39	0		0.0		0	207	112	25	675	0
Grp Sat Flow(s),veh/h/ln	1700	1841	1560				0	1675	1742	1700	1749	1373
Q Serve(g_s), s	6.4	1.8	0.0				0.0	4.1	4.2	0.6	13.7	0.0
Cycle Q Clear(g_c), s	6.4	1.8	0.0				0.0	4.1	4.2	0.6	13.7	0.0
Prop In Lane	1.00		1.00				0.00		0.31	1.00		1.00
Lane Grp Cap(c), veh/h	345	187					0	1061	552	1469	2793	
V/C Ratio(X)	0.72	0.21					0.00	0.20	0.20	0.02	0.24	
Avail Cap(c_a), veh/h	661	358					0	1061	552	1469	2793	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00	0.77	0.77	0.00
Uniform Delay (d), s/veh	39.2	37.1	0.0				0.0	22.4	22.4	22.2	11.7	0.0
Incr Delay (d2), s/veh	2.9	0.5	0.0				0.0	0.4	0.8	0.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.8	0.0				0.0	1.6	1.8	0.2	6.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.1	37.7	0.0				0.0	22.8	23.3	22.2	11.9	0.0
LnGrp LOS	D	D					A	C	C	C	B	
Approach Vol, veh/h	289						319			700		
Approach Delay, s/veh	41.5						23.0			12.2		
Approach LOS	D						C			B		
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	43.4	33.0		13.6		76.4						
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5						
Max Green Setting (Gmax), s	7.5	28.5		17.5		40.5						
Max Q Clear Time (g_c+I1), s	2.6	6.2		8.4		15.7						
Green Ext Time (p_c), s	0.0	1.9		0.7		5.0						

Intersection Summary























HCM 6th Ctrl Delay	21.3
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary 4: Borchard Rd & U.S. 101 SB Ramps/Newbury Rd

AM Peak Hour
Existing + Project Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	235	36	89	94	0	90	0	262	32	25	624	199
Future Volume (veh/h)	235	36	89	94	0	90	0	262	32	25	624	199
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	0	1841	0	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	255	39	0	102	0	98	0	285	35	27	678	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4	4	0	4	0	4	4	4	4	4
Cap, veh/h	350	189		0	0	0	0	1440	173	1464	2788	
Arrive On Green	0.10	0.10	0.00	0.00	0.00	0.00	0.00	0.32	0.32	0.14	0.26	0.00
Sat Flow, veh/h	3401	1841	1560		0		0	4713	545	3401	3497	2745
Grp Volume(v), veh/h	255	39	0		0.0		0	208	112	27	678	0
Grp Sat Flow(s),veh/h/ln	1700	1841	1560				0	1675	1743	1700	1749	1373
Q Serve(g_s), s	6.5	1.7	0.0				0.0	4.1	4.2	0.6	13.7	0.0
Cycle Q Clear(g_c), s	6.5	1.7	0.0				0.0	4.1	4.2	0.6	13.7	0.0
Prop In Lane	1.00		1.00				0.00		0.31	1.00		1.00
Lane Grp Cap(c), veh/h	350	189					0	1061	552	1464	2788	
V/C Ratio(X)	0.73	0.21					0.00	0.20	0.20	0.02	0.24	
Avail Cap(c_a), veh/h	661	358					0	1061	552	1464	2788	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00	0.74	0.74	0.00
Uniform Delay (d), s/veh	39.1	37.0	0.0				0.0	22.4	22.5	22.3	11.8	0.0
Incr Delay (d2), s/veh	2.9	0.5	0.0				0.0	0.4	0.8	0.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.8	0.0				0.0	1.6	1.8	0.2	6.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.1	37.5	0.0				0.0	22.8	23.3	22.3	11.9	0.0
LnGrp LOS	D	D					A	C	C	C	B	
Approach Vol, veh/h	294						320			705		
Approach Delay, s/veh	41.5						23.0			12.3		
Approach LOS	D						C			B		
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	43.2	33.0		13.8		76.2						
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5						
Max Green Setting (Gmax), s	7.5	28.5		17.5		40.5						
Max Q Clear Time (g_c+l1), s	2.6	6.2		8.5		15.7						
Green Ext Time (p_c), s	0.0	2.0		0.7		5.0						

Intersection Summary

HCM 6th Ctrl Delay	21.4
HCM 6th LOS	C























Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

4: Borchard Rd & U.S. 101 SB Ramps/Newbury Rd

Existing Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	142	150	92	120	0	148	0	226	83	140	743	528
Future Volume (veh/h)	142	150	92	120	0	148	0	226	83	140	743	528
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	0	1841	0	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	154	163	0	130	0	161	0	246	90	152	808	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4	4	0	4	0	4	4	4	4	4
Cap, veh/h	404	219		0	0	0	0	1205	412	1379	2732	
Arrive On Green	0.12	0.12	0.00	0.00	0.00	0.00	0.00	0.33	0.33	0.13	0.26	0.00
Sat Flow, veh/h	3401	1841	1560		0		0	3865	1264	3401	3497	2745
Grp Volume(v), veh/h	154	163	0		0.0		0	221	115	152	808	0
Grp Sat Flow(s),veh/h/ln	1700	1841	1560				0	1675	1613	1700	1749	1373
Q Serve(g_s), s	3.8	7.7	0.0				0.0	4.3	4.7	3.5	16.7	0.0
Cycle Q Clear(g_c), s	3.8	7.7	0.0				0.0	4.3	4.7	3.5	16.7	0.0
Prop In Lane	1.00		1.00				0.00		0.78	1.00		1.00
Lane Grp Cap(c), veh/h	404	219					0	1091	525	1379	2732	
V/C Ratio(X)	0.38	0.74					0.00	0.20	0.22	0.11	0.30	
Avail Cap(c_a), veh/h	737	399					0	1091	525	1379	2732	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(l)	1.00	1.00	0.00				0.00	1.00	1.00	0.45	0.45	0.00
Uniform Delay (d), s/veh	36.6	38.3	0.0				0.0	21.9	22.0	24.7	13.5	0.0
Incr Delay (d2), s/veh	0.6	5.0	0.0				0.0	0.4	1.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	3.7	0.0				0.0	1.7	1.9	1.4	7.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.2	43.3	0.0				0.0	22.3	23.0	24.7	13.6	0.0
LnGrp LOS	D	D					A	C	C	C	B	
Approach Vol, veh/h	317						336			960		
Approach Delay, s/veh	40.3						22.6			15.4		
Approach LOS	D						C			B		
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	41.0	33.8		15.2		74.8						
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5						
Max Green Setting (Gmax), s	14.5	20.5		19.5		39.5						
Max Q Clear Time (g_c+l1), s	5.5	6.7		9.7		18.7						
Green Ext Time (p_c), s	0.3	1.7		1.0		5.8						

Intersection Summary























HCM 6th Ctrl Delay	21.8
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary 4: Borchard Rd & U.S. 101 SB Ramps/Newbury Rd

PM Peak Hour
Existing Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	150	92	120	0	150	0	229	83	142	745	564
Future Volume (veh/h)	158	150	92	120	0	150	0	229	83	142	745	564
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	0	1841	0	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	172	163	0	130	0	163	0	249	90	154	810	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4	4	0	4	0	4	4	4	4	4
Cap, veh/h	406	220		0	0	0	0	1206	408	1379	2730	
Arrive On Green	0.12	0.12	0.00	0.00	0.00	0.00	0.00	0.33	0.33	0.13	0.26	0.00
Sat Flow, veh/h	3401	1841	1560		0		0	3877	1254	3401	3497	2745
Grp Volume(v), veh/h	172	163	0		0.0		0	223	116	154	810	0
Grp Sat Flow(s),veh/h/ln	1700	1841	1560				0	1675	1615	1700	1749	1373
Q Serve(g_s), s	4.2	7.7	0.0				0.0	4.3	4.7	3.6	16.8	0.0
Cycle Q Clear(g_c), s	4.2	7.7	0.0				0.0	4.3	4.7	3.6	16.8	0.0
Prop In Lane	1.00		1.00				0.00		0.78	1.00		1.00
Lane Grp Cap(c), veh/h	406	220					0	1089	525	1379	2730	
V/C Ratio(X)	0.42	0.74					0.00	0.20	0.22	0.11	0.30	
Avail Cap(c_a), veh/h	737	399					0	1089	525	1379	2730	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00	0.39	0.39	0.00
Uniform Delay (d), s/veh	36.7	38.3	0.0				0.0	22.0	22.1	24.7	13.6	0.0
Incr Delay (d2), s/veh	0.7	4.9	0.0				0.0	0.4	1.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	3.7	0.0				0.0	1.7	1.9	1.4	7.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.4	43.1	0.0				0.0	22.4	23.1	24.7	13.7	0.0
LnGrp LOS	D	D					A	C	C	C	B	
Approach Vol, veh/h	335						339			964		
Approach Delay, s/veh	40.2						22.6			15.4		
Approach LOS	D						C			B		
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	41.0	33.8		15.3		74.7						
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5						
Max Green Setting (Gmax), s	14.5	20.5		19.5		39.5						
Max Q Clear Time (g_c+l1), s	5.6	6.7		9.7		18.8						
Green Ext Time (p_c), s	0.3	1.8		1.1		5.8						

Intersection Summary

HCM 6th Ctrl Delay	22.0
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCS Two-Way Stop-Control Report

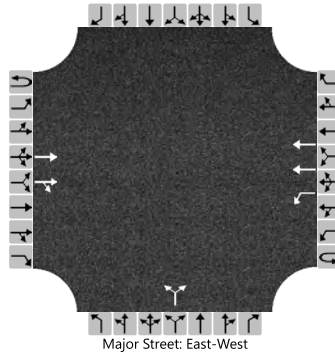
General Information

Analyst	DJL
Agency/Co.	Stantec
Date Performed	10/23/2022
Analysis Year	ExPr
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	2150 Hillcrest Dr

Site Information

Intersection	Hillcrest Dr/Project Dwy
Jurisdiction	Thousand Oaks
East/West Street	Hillcrest Dr
North/South Street	Project Dwy
Peak Hour Factor	1.00
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume (veh/h)			535	16	0	4	541			87		10				
Percent Heavy Vehicles (%)					4	4				4		4				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Left Only								2							

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.18				6.88		6.98				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.24				3.54		3.34				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						4						97				
Capacity, c (veh/h)						1001						494				
v/c Ratio						0.00						0.20				
95% Queue Length, Q ₉₅ (veh)						0.0						0.7				
Control Delay (s/veh)						8.6						14.1				
Level of Service (LOS)						A						B				
Approach Delay (s/veh)					0.1				14.1							
Approach LOS					A				B							

HCS Two-Way Stop-Control Report

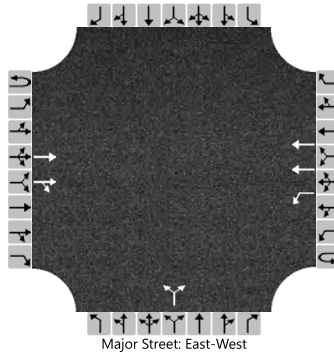
General Information

Analyst	DJL
Agency/Co.	Stantec
Date Performed	10/23/2022
Analysis Year	ExPr
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	2150 Hillcrest Dr

Site Information

Intersection	Hillcrest Dr/Project Dwy
Jurisdiction	Thousand Oaks
East/West Street	Hillcrest Dr
North/South Street	Project Dwy
Peak Hour Factor	1.00
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume (veh/h)			856	43	0	11	384			68		8				
Percent Heavy Vehicles (%)					4	4				4		4				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Left Only								2							

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.18				6.88		6.98				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.24				3.54		3.34				

Delay, Queue Length, and Level of Service































Flow Rate, v (veh/h)						11						76				
Capacity, c (veh/h)						739						350				
v/c Ratio						0.01						0.22				
95% Queue Length, Q ₉₅ (veh)						0.0						0.8				
Control Delay (s/veh)						9.9						18.1				
Level of Service (LOS)						A						C				
Approach Delay (s/veh)					0.3				18.1							
Approach LOS					A				C							

Buildout and Buildout + Project Conditions

HCM 6th Signalized Intersection Summary

1: Rancho Conejo Blvd & Hillcrest Blvd

























AM Peak Hour
Buildout Conditons

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 		 				  			  	
Traffic Volume (veh/h)	17	372	75	268	205	101	153	727	132	64	265	7
Future Volume (veh/h)	17	372	75	268	205	101	153	727	132	64	265	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	17	372	75	268	205	101	153	727	132	64	265	7
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	34	495	715	350	414	424	555	2557	954	82	1203	32
Arrive On Green	0.02	0.14	0.14	0.10	0.23	0.23	0.10	0.17	0.17	0.05	0.24	0.24
Sat Flow, veh/h	1753	3497	1560	3401	1841	1560	1753	5025	1560	1753	5035	132
Grp Volume(v), veh/h	17	372	75	268	205	101	153	727	132	64	176	96
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1700	1841	1560	1753	1675	1560	1753	1675	1817
Q Serve(g_s), s	0.9	9.2	0.0	6.9	8.7	4.5	7.2	11.4	1.3	3.3	3.8	3.8
Cycle Q Clear(g_c), s	0.9	9.2	0.0	6.9	8.7	4.5	7.2	11.4	1.3	3.3	3.8	3.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	34	495	715	350	414	424	555	2557	954	82	800	434
V/C Ratio(X)	0.50	0.75	0.10	0.77	0.49	0.24	0.28	0.28	0.14	0.78	0.22	0.22
Avail Cap(c_a), veh/h	107	758	832	510	562	550	555	2557	954	205	800	434
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	0.79	0.79	0.79	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.7	37.1	13.9	39.3	30.4	25.5	30.8	23.1	4.1	42.4	27.5	27.5
Incr Delay (d2), s/veh	11.2	2.3	0.1	4.1	0.9	0.3	0.2	0.2	0.2	14.5	0.6	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	3.9	0.8	2.9	3.7	1.6	3.1	4.8	0.4	1.7	1.5	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.9	39.5	13.9	43.5	31.3	25.8	31.0	23.3	4.3	56.9	28.1	28.7
LnGrp LOS	D	D	B	D	C	C	C	C	A	E	C	C
Approach Vol, veh/h		464			574			1012			336	
Approach Delay, s/veh		35.9			36.0			22.0			33.8	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.7	50.3	13.8	17.2	33.0	26.0	6.2	24.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	10.5	28.5	13.5	19.5	17.5	21.5	5.5	27.5				
Max Q Clear Time (g_c+l1), s	5.3	13.4	8.9	11.2	9.2	5.8	2.9	10.7				
Green Ext Time (p_c), s	0.0	4.4	0.4	1.5	0.2	1.2	0.0	1.2				
Intersection Summary												
HCM 6th Ctrl Delay			29.7									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary

1: Rancho Conejo Blvd & Hillcrest Blvd

























AM Peak Hour
Buildout + Project Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	377	75	334	217	110	153	727	158	68	265	7
Future Volume (veh/h)	17	377	75	334	217	110	153	727	158	68	265	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	17	377	75	334	217	110	153	727	158	68	265	7
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	34	500	686	414	451	460	520	2440	947	87	1203	32
Arrive On Green	0.02	0.14	0.14	0.12	0.25	0.25	0.10	0.16	0.16	0.05	0.24	0.24
Sat Flow, veh/h	1753	3497	1560	3401	1841	1560	1753	5025	1560	1753	5035	132
Grp Volume(v), veh/h	17	377	75	334	217	110	153	727	158	68	176	96
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1700	1841	1560	1753	1675	1560	1753	1675	1817
Q Serve(g_s), s	0.9	9.3	0.0	8.6	9.1	4.8	7.3	11.5	1.5	3.5	3.8	3.8
Cycle Q Clear(g_c), s	0.9	9.3	0.0	8.6	9.1	4.8	7.3	11.5	1.5	3.5	3.8	3.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	34	500	686	414	451	460	520	2440	947	87	800	434
V/C Ratio(X)	0.50	0.75	0.11	0.81	0.48	0.24	0.29	0.30	0.17	0.78	0.22	0.22
Avail Cap(c_a), veh/h	107	758	801	510	562	554	520	2440	947	205	800	434
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.77	0.77	0.77	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.7	37.1	14.9	38.5	29.1	24.1	31.8	24.3	4.1	42.3	27.5	27.5
Incr Delay (d2), s/veh	11.2	2.3	0.1	7.7	0.8	0.3	0.2	0.2	0.3	13.7	0.6	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	3.9	0.8	3.9	3.9	1.7	3.1	4.9	0.5	1.8	1.5	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.9	39.4	14.9	46.2	29.9	24.3	32.1	24.5	4.4	55.9	28.1	28.7
LnGrp LOS	D	D	B	D	C	C	C	C	A	E	C	C
Approach Vol, veh/h	469			661			1038			340		
Approach Delay, s/veh	36.0			37.2			22.6			33.9		
Approach LOS	D			D			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.0	48.2	15.4	17.4	31.2	26.0	6.2	26.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	10.5	28.5	13.5	19.5	17.5	21.5	5.5	27.5				
Max Q Clear Time (g_c+l1), s	5.5	13.5	10.6	11.3	9.3	5.8	2.9	11.1				
Green Ext Time (p_c), s	0.0	4.5	0.3	1.5	0.2	1.2	0.0	1.3				
Intersection Summary												
HCM 6th Ctrl Delay	30.5											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

1: Rancho Conejo Blvd & Hillcrest Blvd































PM Peak Hour
Buildout Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	525	276	152	216	39	204	343	171	212	820	39
Future Volume (veh/h)	19	525	276	152	216	39	204	343	171	212	820	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	19	525	276	152	216	39	204	343	171	212	820	39
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	37	659	512	223	429	796	246	1351	522	486	1996	95
Arrive On Green	0.02	0.19	0.19	0.07	0.23	0.23	0.05	0.09	0.09	0.28	0.41	0.41
Sat Flow, veh/h	1753	3497	1560	3401	1841	1560	1753	5025	1560	1753	4916	233
Grp Volume(v), veh/h	19	525	276	152	216	39	204	343	171	212	558	301
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1700	1841	1560	1753	1675	1560	1753	1675	1799
Q Serve(g_s), s	1.0	12.9	8.8	3.9	9.2	0.2	10.4	5.7	3.2	8.9	10.7	10.7
Cycle Q Clear(g_c), s	1.0	12.9	8.8	3.9	9.2	0.2	10.4	5.7	3.2	8.9	10.7	10.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	37	659	512	223	429	796	246	1351	522	486	1360	730
V/C Ratio(X)	0.52	0.80	0.54	0.68	0.50	0.05	0.83	0.25	0.33	0.44	0.41	0.41
Avail Cap(c_a), veh/h	97	797	574	321	491	848	380	1351	522	486	1360	730
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.6	34.9	12.1	41.1	30.0	4.9	41.9	32.6	28.7	26.7	19.1	19.1
Incr Delay (d2), s/veh	10.7	4.7	0.9	3.6	0.9	0.0	8.1	0.4	1.5	0.6	0.9	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	5.6	3.4	1.7	3.9	0.2	5.2	2.3	3.4	3.6	3.9	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.3	39.6	13.0	44.8	30.9	5.0	50.0	33.0	30.2	27.4	20.0	20.8
LnGrp LOS	D	D	B	D	C	A	D	C	C	C	B	C
Approach Vol, veh/h		820			407			718			1071	
Approach Delay, s/veh		31.0			33.6			37.2			21.7	
Approach LOS		C			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	29.4	28.7	10.4	21.5	17.1	41.0	6.4	25.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	18.8	24.2	8.5	20.5	19.5	23.5	5.0	24.0				
Max Q Clear Time (g_c+l1), s	10.9	7.7	5.9	14.9	12.4	12.7	3.0	11.2				
Green Ext Time (p_c), s	0.3	2.4	0.1	2.1	0.3	3.8	0.0	0.9				
Intersection Summary												
HCM 6th Ctrl Delay			29.5									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary

1: Rancho Conejo Blvd & Hillcrest Blvd
























PM Peak Hour
Buildout + Project Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 		 				  			  	
Traffic Volume (veh/h)	19	538	276	203	225	47	204	343	243	222	820	39
Future Volume (veh/h)	19	538	276	203	225	47	204	343	243	222	820	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	19	538	276	203	225	47	204	343	243	222	820	39
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	37	670	517	275	463	796	246	1351	546	454	1905	90
Arrive On Green	0.02	0.19	0.19	0.08	0.25	0.25	0.05	0.09	0.09	0.26	0.39	0.39
Sat Flow, veh/h	1753	3497	1560	3401	1841	1560	1753	5025	1560	1753	4916	233
Grp Volume(v), veh/h	19	538	276	203	225	47	204	343	243	222	558	301
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1700	1841	1560	1753	1675	1560	1753	1675	1799
Q Serve(g_s), s	1.0	13.2	8.5	5.3	9.4	0.2	10.4	5.7	5.8	9.7	11.0	11.1
Cycle Q Clear(g_c), s	1.0	13.2	8.5	5.3	9.4	0.2	10.4	5.7	5.8	9.7	11.0	11.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	37	670	517	275	463	796	246	1351	546	454	1298	697
V/C Ratio(X)	0.52	0.80	0.53	0.74	0.49	0.06	0.83	0.25	0.45	0.49	0.43	0.43
Avail Cap(c_a), veh/h	97	797	574	321	491	820	380	1351	546	454	1298	697
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.6	34.8	11.4	40.4	28.7	5.0	41.9	32.6	29.2	28.3	20.3	20.3
Incr Delay (d2), s/veh	10.7	5.1	0.9	7.3	0.8	0.0	7.7	0.4	2.3	0.8	1.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	5.8	3.3	2.4	4.0	0.2	5.2	2.3	5.1	3.9	4.1	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.3	39.9	12.3	47.7	29.5	5.0	49.6	33.0	31.5	29.1	21.3	22.2
LnGrp LOS	D	D	B	D	C	A	D	C	C	C	C	C
Approach Vol, veh/h		833			475			790			1081	
Approach Delay, s/veh		31.1			34.9			36.8			23.2	
Approach LOS		C			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.8	28.7	11.8	21.7	17.1	39.4	6.4	27.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	18.8	24.2	8.5	20.5	19.5	23.5	5.0	24.0				
Max Q Clear Time (g_c+l1), s	11.7	7.8	7.3	15.2	12.4	13.1	3.0	11.4				
Green Ext Time (p_c), s	0.3	2.6	0.1	2.0	0.3	3.7	0.0	1.0				
Intersection Summary												
HCM 6th Ctrl Delay			30.4									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
























2: Ventu Park Rd & Hillcrest Dr

AM Peak Hour
Buildout + Project Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	604	364	83	352	470	195	1016	118	365	352	17
Future Volume (veh/h)	29	604	364	83	352	470	195	1016	118	365	352	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	29	604	364	83	352	298	195	1016	62	365	352	9
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	53	837	505	106	488	406	287	1141	509	439	1298	579
Arrive On Green	0.03	0.24	0.24	0.06	0.27	0.27	0.08	0.33	0.33	0.13	0.37	0.37
Sat Flow, veh/h	1753	3497	1560	1753	1810	1508	3401	3497	1560	3401	3497	1560
Grp Volume(v), veh/h	29	604	364	83	340	310	195	1016	62	365	352	9
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1753	1749	1569	1700	1749	1560	1700	1749	1560
Q Serve(g_s), s	1.2	11.7	15.1	3.4	13.0	13.2	4.1	20.3	2.1	7.7	5.2	0.3
Cycle Q Clear(g_c), s	1.2	11.7	15.1	3.4	13.0	13.2	4.1	20.3	2.1	7.7	5.2	0.3
Prop In Lane	1.00		1.00	1.00		0.96	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	53	837	505	106	471	423	287	1141	509	439	1298	579
V/C Ratio(X)	0.54	0.72	0.72	0.78	0.72	0.73	0.68	0.89	0.12	0.83	0.27	0.02
Avail Cap(c_a), veh/h	122	856	514	131	471	423	495	1141	509	439	1298	579
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.2	25.7	21.9	34.1	24.4	24.5	32.7	23.5	17.4	31.2	16.2	14.6
Incr Delay (d2), s/veh	8.4	2.9	4.8	21.5	5.4	6.5	2.8	10.5	0.5	12.7	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	4.7	5.5	2.0	5.5	5.1	1.7	9.0	0.7	3.7	1.9	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.5	28.6	26.7	55.6	29.7	30.9	35.5	34.1	17.9	43.9	16.7	14.7
LnGrp LOS	D	C	C	E	C	C	D	C	B	D	B	B
Approach Vol, veh/h	997				733		1273				726	
Approach Delay, s/veh	28.4				33.2		33.5				30.4	
Approach LOS	C				C		C				C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	28.5	8.9	22.1	10.7	31.8	6.7	24.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	9.5	24.0	5.5	18.0	10.7	22.8	5.1	18.4				
Max Q Clear Time (g_c+I1), s	9.7	22.3	5.4	17.1	6.1	7.2	3.2	15.2				
Green Ext Time (p_c), s	0.0	1.1	0.0	0.5	0.2	1.8	0.0	1.2				
Intersection Summary												
HCM 6th Ctrl Delay	31.5											
HCM 6th LOS	C											
























HCM 6th Signalized Intersection Summary 2: Ventu Park Rd & Hillcrest Dr

AM Peak Hour
Buildout Conditons

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	599	360	83	350	470	193	1016	118	365	352	17
Future Volume (veh/h)	29	599	360	83	350	470	193	1016	118	365	352	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	29	599	360	83	350	298	193	1016	62	365	352	9
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	53	834	503	106	484	406	285	1143	510	440	1302	581
Arrive On Green	0.03	0.24	0.24	0.06	0.27	0.27	0.08	0.33	0.33	0.13	0.37	0.37
Sat Flow, veh/h	1753	3497	1560	1753	1805	1512	3401	3497	1560	3401	3497	1560
Grp Volume(v), veh/h	29	599	360	83	339	309	193	1016	62	365	352	9
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1753	1749	1569	1700	1749	1560	1700	1749	1560
Q Serve(g_s), s	1.2	11.6	14.9	3.4	12.9	13.2	4.0	20.2	2.0	7.7	5.2	0.3
Cycle Q Clear(g_c), s	1.2	11.6	14.9	3.4	12.9	13.2	4.0	20.2	2.0	7.7	5.2	0.3
Prop In Lane	1.00		1.00	1.00		0.96	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	53	834	503	106	469	421	285	1143	510	440	1302	581
V/C Ratio(X)	0.54	0.72	0.72	0.78	0.72	0.73	0.68	0.89	0.12	0.83	0.27	0.02
Avail Cap(c_a), veh/h	122	857	513	131	469	421	496	1143	510	440	1302	581
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.1	25.7	21.9	34.0	24.4	24.5	32.7	23.5	17.3	31.2	16.1	14.6
Incr Delay (d2), s/veh	8.4	2.8	4.6	21.5	5.4	6.5	2.8	10.4	0.5	12.5	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	4.7	5.4	2.0	5.5	5.1	1.7	8.9	0.7	3.7	1.9	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.5	28.5	26.6	55.5	29.8	31.0	35.5	33.9	17.8	43.7	16.6	14.6
LnGrp LOS	D	C	C	E	C	C	D	C	B	D	B	B
Approach Vol, veh/h		988			731			1271			726	
Approach Delay, s/veh		28.3			33.2			33.3			30.2	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	28.5	8.9	22.0	10.7	31.8	6.7	24.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	9.5	24.0	5.5	18.0	10.7	22.8	5.1	18.4				
Max Q Clear Time (g_c+I1), s	9.7	22.2	5.4	16.9	6.0	7.2	3.2	15.2				
Green Ext Time (p_c), s	0.0	1.1	0.0	0.6	0.2	1.8	0.0	1.2				
Intersection Summary												
HCM 6th Ctrl Delay			31.4									
HCM 6th LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												

HCM 6th Signalized Intersection Summary 2: Ventu Park Rd & Hillcrest Dr
























PM Peak Hour
Buildout Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	672	320	118	307	109	531	324	83	233	348	12
Future Volume (veh/h)	22	672	320	118	307	109	531	324	83	233	348	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	22	672	320	118	307	109	531	324	83	233	348	12
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	43	801	639	149	736	256	613	1204	537	326	908	405
Arrive On Green	0.02	0.23	0.23	0.08	0.29	0.29	0.18	0.34	0.34	0.10	0.26	0.26
Sat Flow, veh/h	1753	3497	1560	1753	2544	886	3401	3497	1560	3401	3497	1560
Grp Volume(v), veh/h	22	672	320	118	209	207	531	324	83	233	348	12
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1753	1749	1681	1700	1749	1560	1700	1749	1560
Q Serve(g_s), s	0.9	13.4	11.2	4.8	7.1	7.3	11.1	4.9	2.7	4.9	6.0	0.4
Cycle Q Clear(g_c), s	0.9	13.4	11.2	4.8	7.1	7.3	11.1	4.9	2.7	4.9	6.0	0.4
Prop In Lane	1.00		1.00	1.00		0.53	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	43	801	639	149	506	487	613	1204	537	326	908	405
V/C Ratio(X)	0.51	0.84	0.50	0.79	0.41	0.43	0.87	0.27	0.15	0.72	0.38	0.03
Avail Cap(c_a), veh/h	120	860	665	156	506	487	627	1204	537	451	908	405
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.3	26.9	16.1	32.9	21.0	21.1	29.1	17.3	16.6	32.1	22.3	20.2
Incr Delay (d2), s/veh	9.0	7.0	0.6	23.0	0.5	0.6	12.0	0.5	0.6	3.3	1.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	5.8	3.5	2.9	2.7	2.7	5.1	1.8	0.9	2.0	2.4	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.2	33.9	16.7	55.9	21.5	21.7	41.1	17.9	17.2	35.4	23.5	20.3
LnGrp LOS	D	C	B	E	C	C	D	B	B	D	C	C
Approach Vol, veh/h	1014			534			938			593		
Approach Delay, s/veh	28.7			29.2			31.0			28.1		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.5	29.7	10.7	21.3	17.7	23.5	6.3	25.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	9.7	22.8	6.5	18.0	13.5	19.0	5.0	19.5				
Max Q Clear Time (g_c+I1), s	6.9	6.9	6.8	15.4	13.1	8.0	2.9	9.3				
Green Ext Time (p_c), s	0.2	1.9	0.0	1.4	0.1	1.5	0.0	1.6				
Intersection Summary												
HCM 6th Ctrl Delay	29.4											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

2: Ventu Park Rd & Hillcrest Dr



















PM Peak Hour
Buildout + Project Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	676	324	118	312	109	537	324	83	233	348	12
Future Volume (veh/h)	22	676	324	118	312	109	537	324	83	233	348	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	22	676	324	118	312	109	537	324	83	233	348	12
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	43	803	641	149	741	254	617	1206	538	325	905	404
Arrive On Green	0.02	0.23	0.23	0.08	0.29	0.29	0.18	0.34	0.34	0.10	0.26	0.26
Sat Flow, veh/h	1753	3497	1560	1753	2556	876	3401	3497	1560	3401	3497	1560
Grp Volume(v), veh/h	22	676	324	118	212	209	537	324	83	233	348	12
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1753	1749	1683	1700	1749	1560	1700	1749	1560
Q Serve(g_s), s	0.9	13.6	11.3	4.8	7.2	7.4	11.3	4.9	2.7	4.9	6.0	0.4
Cycle Q Clear(g_c), s	0.9	13.6	11.3	4.8	7.2	7.4	11.3	4.9	2.7	4.9	6.0	0.4
Prop In Lane	1.00		1.00	1.00		0.52	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	43	803	641	149	507	488	617	1206	538	325	905	404
V/C Ratio(X)	0.51	0.84	0.51	0.79	0.42	0.43	0.87	0.27	0.15	0.72	0.38	0.03
Avail Cap(c_a), veh/h	119	858	666	155	507	488	625	1206	538	449	905	404
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.4	27.0	16.1	33.0	21.1	21.1	29.2	17.4	16.6	32.2	22.4	20.3
Incr Delay (d2), s/veh	9.0	7.2	0.6	23.2	0.5	0.6	12.5	0.5	0.6	3.3	1.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	5.9	3.6	2.9	2.7	2.7	5.2	1.8	0.9	2.0	2.4	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.4	34.3	16.7	56.1	21.6	21.7	41.7	17.9	17.3	35.6	23.6	20.5
LnGrp LOS	D	C	B	E	C	C	D	B	B	D	C	C
Approach Vol, veh/h	1022			539			944			593		
Approach Delay, s/veh	28.9			29.2			31.4			28.2		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.5	29.8	10.7	21.3	17.8	23.5	6.3	25.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	9.7	22.8	6.5	18.0	13.5	19.0	5.0	19.5				
Max Q Clear Time (g_c+I1), s	6.9	6.9	6.8	15.6	13.3	8.0	2.9	9.4				
Green Ext Time (p_c), s	0.2	1.9	0.0	1.3	0.1	1.5	0.0	1.6				
Intersection Summary												
HCM 6th Ctrl Delay	29.6											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

3: Rancho Conejo Blvd & U.S. 101 NB Ramps



















AM Peak Hour
Buildout Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	398	0	0	538	125	474	0	0	456	151
Future Volume (veh/h)	0	0	398	0	0	538	125	474	0	0	456	151
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	0	0	1841	0	0	1841	1841	1841	0	0	1841	1841
Adj Flow Rate, veh/h	0	0	433	0	0	585	136	515	0	0	496	164
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	4	0	0	4	4	4	0	0	4	4
Cap, veh/h	0	0	0	0	0	0	169	4774	0	0	3027	969
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.31	0.00	0.00	0.27	0.27
Sat Flow, veh/h		0			0		1753	5191	0	0	3933	1206
Grp Volume(v), veh/h	0.0			0.0			136	515	0	0	439	221
Grp Sat Flow(s),veh/h/ln							1753	1675	0	0	1675	1624
Q Serve(g_s), s							6.9	6.6	0.0	0.0	9.1	9.4
Cycle Q Clear(g_c), s							6.9	6.6	0.0	0.0	9.1	9.4
Prop In Lane							1.00		0.00	0.00		0.74
Lane Grp Cap(c), veh/h							169	4774	0	0	2692	1305
V/C Ratio(X)							0.80	0.11	0.00	0.00	0.16	0.17
Avail Cap(c_a), veh/h							205	4774	0	0	2692	1305
HCM Platoon Ratio							0.33	0.33	1.00	1.00	0.33	0.33
Upstream Filter(I)							0.96	0.96	0.00	0.00	0.95	0.95
Uniform Delay (d), s/veh							42.7	3.8	0.0	0.0	9.8	10.0
Incr Delay (d2), s/veh							16.7	0.0	0.0	0.0	0.1	0.3
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							3.8	0.0	0.0	0.0	2.2	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							59.5	3.8	0.0	0.0	10.0	10.2
LnGrp LOS							E	A	A	A	A	B
Approach Vol, veh/h							651			660		
Approach Delay, s/veh							15.5			10.0		
Approach LOS							B			B		
Timer - Assigned Phs	2			5			6					
Phs Duration (G+Y+Rc), s	90.0			13.2			76.8					
Change Period (Y+Rc), s	4.5			4.5			4.5					
Max Green Setting (Gmax), s	34.5			10.5			19.5					
Max Q Clear Time (g_c+I1), s	8.6			8.9			11.4					
Green Ext Time (p_c), s	3.3			0.0			2.5					
Intersection Summary												
HCM 6th Ctrl Delay	12.7											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary

3: Rancho Conejo Blvd & U.S. 101 NB Ramps



















AM Peak Hour
Buildout + Project Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	398	0	0	557	125	481	0	0	507	166
Future Volume (veh/h)	0	0	398	0	0	557	125	481	0	0	507	166
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	0	1841	0	0	1841	1841	1841	0	0	1841	1841
Adj Flow Rate, veh/h	0	0	433	0	0	605	136	523	0	0	551	180
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	4	0	0	4	4	4	0	0	4	4
Cap, veh/h	0	0	0	0	0	0	169	4774	0	0	3032	965
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.31	0.00	0.00	0.27	0.27
Sat Flow, veh/h		0			0		1753	5191	0	0	3940	1201
Grp Volume(v), veh/h		0.0			0.0		136	523	0	0	487	244
Grp Sat Flow(s),veh/h/ln							1753	1675	0	0	1675	1625
Q Serve(g_s), s							6.9	6.7	0.0	0.0	10.1	10.4
Cycle Q Clear(g_c), s							6.9	6.7	0.0	0.0	10.1	10.4
Prop In Lane							1.00		0.00	0.00		0.74
Lane Grp Cap(c), veh/h							169	4774	0	0	2692	1305
V/C Ratio(X)							0.80	0.11	0.00	0.00	0.18	0.19
Avail Cap(c_a), veh/h							205	4774	0	0	2692	1305
HCM Platoon Ratio							0.33	0.33	1.00	1.00	0.33	0.33
Upstream Filter(I)							0.96	0.96	0.00	0.00	0.91	0.91
Uniform Delay (d), s/veh							42.7	3.8	0.0	0.0	10.2	10.3
Incr Delay (d2), s/veh							16.7	0.0	0.0	0.0	0.1	0.3
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							3.8	0.0	0.0	0.0	2.8	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							59.5	3.9	0.0	0.0	10.3	10.6
LnGrp LOS							E	A	A	A	B	B
Approach Vol, veh/h								659			731	
Approach Delay, s/veh								15.3			10.4	
Approach LOS								B			B	
Timer - Assigned Phs		2			5	6						
Phs Duration (G+Y+Rc), s		90.0			13.2	76.8						
Change Period (Y+Rc), s		4.5			4.5	4.5						
Max Green Setting (Gmax), s		34.5			10.5	19.5						
Max Q Clear Time (g_c+I1), s		8.7			8.9	12.4						
Green Ext Time (p_c), s		3.3			0.0	2.5						
Intersection Summary												
HCM 6th Ctrl Delay			12.8									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary

3: Rancho Conejo Blvd & U.S. 101 NB Ramps


















PM Peak Hour
Buildout Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	531	0	0	255	159	396	0	0	1052	266
Future Volume (veh/h)	0	0	531	0	0	255	159	396	0	0	1052	266
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	0	0	1841	0	0	1841	1841	1841	0	0	1841	1841
Adj Flow Rate, veh/h	0	0	577	0	0	277	173	430	0	0	1143	289
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	4	0	0	4	4	4	0	0	4	4
Cap, veh/h	0	0	0	0	0	0	207	4774	0	0	3127	791
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.12	0.95	0.00	0.00	0.26	0.26
Sat Flow, veh/h		0			0		1753	5191	0	0	4164	1011
Grp Volume(v), veh/h	0.0			0.0			173	430	0	0	958	474
Grp Sat Flow(s),veh/h/ln							1753	1675	0	0	1675	1659
Q Serve(g_s), s							8.7	0.4	0.0	0.0	21.1	21.1
Cycle Q Clear(g_c), s							8.7	0.4	0.0	0.0	21.1	21.1
Prop In Lane							1.00		0.00	0.00		0.61
Lane Grp Cap(c), veh/h							207	4774	0	0	2620	1297
V/C Ratio(X)							0.84	0.09	0.00	0.00	0.37	0.37
Avail Cap(c_a), veh/h							236	4774	0	0	2620	1297
HCM Platoon Ratio							1.00	1.00	1.00	1.00	0.33	0.33
Upstream Filter(I)							0.95	0.95	0.00	0.00	0.86	0.86
Uniform Delay (d), s/veh							38.8	0.1	0.0	0.0	15.1	15.1
Incr Delay (d2), s/veh							19.6	0.0	0.0	0.0	0.3	0.7
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							4.7	0.0	0.0	0.0	9.4	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							58.4	0.2	0.0	0.0	15.4	15.8
LnGrp LOS							E	A	A	A	B	B
Approach Vol, veh/h							603			1432		
Approach Delay, s/veh							16.9			15.5		
Approach LOS							B			B		
Timer - Assigned Phs	2			5			6					
Phs Duration (G+Y+Rc), s	90.0			15.1			74.9					
Change Period (Y+Rc), s	4.5			4.5			4.5					
Max Green Setting (Gmax), s	42.9			12.1			26.3					
Max Q Clear Time (g_c+l1), s	2.4			10.7			23.1					
Green Ext Time (p_c), s	2.9			0.1			2.3					
Intersection Summary												
HCM 6th Ctrl Delay	15.9											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary























3: Rancho Conejo Blvd & U.S. 101 NB Ramps

PM Peak Hour
Buildout + Project Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	531	0	0	306	159	417	0	0	1092	277
Future Volume (veh/h)	0	0	531	0	0	306	159	417	0	0	1092	277
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	0	1841	0	0	1841	1841	1841	0	0	1841	1841
Adj Flow Rate, veh/h	0	0	577	0	0	333	173	453	0	0	1187	301
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	4	0	0	4	4	4	0	0	4	4
Cap, veh/h	0	0	0	0	0	0	207	4774	0	0	3125	792
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.12	0.95	0.00	0.00	0.26	0.26
Sat Flow, veh/h		0			0		1753	5191	0	0	4161	1013
Grp Volume(v), veh/h		0.0			0.0		173	453	0	0	995	493
Grp Sat Flow(s),veh/h/ln							1753	1675	0	0	1675	1658
Q Serve(g_s), s							8.7	0.4	0.0	0.0	22.0	22.0
Cycle Q Clear(g_c), s							8.7	0.4	0.0	0.0	22.0	22.0
Prop In Lane							1.00		0.00	0.00		0.61
Lane Grp Cap(c), veh/h							207	4774	0	0	2620	1297
V/C Ratio(X)							0.84	0.09	0.00	0.00	0.38	0.38
Avail Cap(c_a), veh/h							236	4774	0	0	2620	1297
HCM Platoon Ratio							1.00	1.00	1.00	1.00	0.33	0.33
Upstream Filter(I)							0.94	0.94	0.00	0.00	0.84	0.84
Uniform Delay (d), s/veh							38.8	0.1	0.0	0.0	15.4	15.4
Incr Delay (d2), s/veh							19.4	0.0	0.0	0.0	0.4	0.7
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							4.7	0.0	0.0	0.0	9.8	9.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							58.2	0.2	0.0	0.0	15.8	16.1
LnGrp LOS							E	A	A	A	B	B
Approach Vol, veh/h								626			1488	
Approach Delay, s/veh								16.2			15.9	
Approach LOS								B			B	
Timer - Assigned Phs	2		5			6						
Phs Duration (G+Y+Rc), s	90.0		15.1			74.9						
Change Period (Y+Rc), s	4.5		4.5			4.5						
Max Green Setting (Gmax), s	42.9		12.1			26.3						
Max Q Clear Time (g_c+I1), s	2.4		10.7			24.0						
Green Ext Time (p_c), s	3.0		0.1			1.8						
Intersection Summary												
HCM 6th Ctrl Delay			16.0									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary 4: Borchard Rd & U.S. 101 SB Ramps/Newbury Rd

AM Peak Hour
Buildout Conditons

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	244	38	94	100	0	94	0	277	34	24	659	162
Future Volume (veh/h)	244	38	94	100	0	94	0	277	34	24	659	162
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	0	1841	0	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	265	41	0	109	0	102	0	301	37	26	716	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4	4	0	4	0	4	4	4	4	4
Cap, veh/h	361	195		0	0	0	0	1440	173	1453	2777	
Arrive On Green	0.11	0.11	0.00	0.00	0.00	0.00	0.00	0.32	0.32	0.14	0.26	0.00
Sat Flow, veh/h	3401	1841	1560		0		0	4712	546	3401	3497	2745
Grp Volume(v), veh/h	265	41	0		0.0		0	220	118	26	716	0
Grp Sat Flow(s),veh/h/ln	1700	1841	1560				0	1675	1742	1700	1749	1373
Q Serve(g_s), s	6.8	1.8	0.0				0.0	4.3	4.5	0.6	14.6	0.0
Cycle Q Clear(g_c), s	6.8	1.8	0.0				0.0	4.3	4.5	0.6	14.6	0.0
Prop In Lane	1.00		1.00				0.00		0.31	1.00		1.00
Lane Grp Cap(c), veh/h	361	195					0	1061	552	1453	2777	
V/C Ratio(X)	0.73	0.21					0.00	0.21	0.21	0.02	0.26	
Avail Cap(c_a), veh/h	661	358					0	1061	552	1453	2777	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(l)	1.00	1.00	0.00				0.00	1.00	1.00	0.72	0.72	0.00
Uniform Delay (d), s/veh	39.0	36.8	0.0				0.0	22.5	22.5	22.4	12.2	0.0
Incr Delay (d2), s/veh	2.9	0.5	0.0				0.0	0.4	0.9	0.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.8	0.0				0.0	1.7	1.9	0.2	6.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.9	37.3	0.0				0.0	22.9	23.4	22.4	12.4	0.0
LnGrp LOS	D	D					A	C	C	C	B	
Approach Vol, veh/h	306						338			742		
Approach Delay, s/veh	41.3						23.1			12.7		
Approach LOS	D						C			B		
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	43.0	33.0		14.0		76.0						
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5						
Max Green Setting (Gmax), s	7.5	28.5		17.5		40.5						
Max Q Clear Time (g_c+l1), s	2.6	6.5		8.8		16.6						
Green Ext Time (p_c), s	0.0	2.1		0.8		5.3						

Intersection Summary

HCM 6th Ctrl Delay	21.6
HCM 6th LOS	C























Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

4: Borchard Rd & U.S. 101 SB Ramps/Newbury Rd

AM Peak Hour
Buildout + Project Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	249	38	94	100	0	95	0	278	34	26	662	208
Future Volume (veh/h)	249	38	94	100	0	95	0	278	34	26	662	208
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	0	1841	0	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	271	41	0	109	0	103	0	302	37	28	720	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4	4	0	4	0	4	4	4	4	4
Cap, veh/h	367	199		0	0	0	0	1440	172	1447	2770	
Arrive On Green	0.11	0.11	0.00	0.00	0.00	0.00	0.00	0.32	0.32	0.14	0.26	0.00
Sat Flow, veh/h	3401	1841	1560		0		0	4714	544	3401	3497	2745
Grp Volume(v), veh/h	271	41	0		0.0		0	221	118	28	720	0
Grp Sat Flow(s),veh/h/ln	1700	1841	1560				0	1675	1743	1700	1749	1373
Q Serve(g_s), s	7.0	1.8	0.0				0.0	4.3	4.5	0.6	14.7	0.0
Cycle Q Clear(g_c), s	7.0	1.8	0.0				0.0	4.3	4.5	0.6	14.7	0.0
Prop In Lane	1.00		1.00				0.00		0.31	1.00		1.00
Lane Grp Cap(c), veh/h	367	199					0	1061	552	1447	2770	
V/C Ratio(X)	0.74	0.21					0.00	0.21	0.21	0.02	0.26	
Avail Cap(c_a), veh/h	661	358					0	1061	552	1447	2770	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00	0.68	0.68	0.00
Uniform Delay (d), s/veh	38.9	36.6	0.0				0.0	22.5	22.5	22.5	12.3	0.0
Incr Delay (d2), s/veh	2.9	0.5	0.0				0.0	0.4	0.9	0.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.8	0.0				0.0	1.7	1.9	0.2	6.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.8	37.1	0.0				0.0	22.9	23.4	22.5	12.5	0.0
LnGrp LOS	D	D					A	C	C	C	B	
Approach Vol, veh/h	312						339			748		
Approach Delay, s/veh	41.2						23.1			12.9		
Approach LOS	D						C			B		
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	42.8	33.0		14.2		75.8						
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5						
Max Green Setting (Gmax), s	7.5	28.5		17.5		40.5						
Max Q Clear Time (g_c+l1), s	2.6	6.5		9.0		16.7						
Green Ext Time (p_c), s	0.0	2.1		0.8		5.3						

Intersection Summary

HCM 6th Ctrl Delay	21.7
HCM 6th LOS	C























Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

4: Borchard Rd & U.S. 101 SB Ramps/Newbury Rd

PM Peak Hour
Buildout Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	151	159	98	127	0	157	0	240	88	149	788	560
Future Volume (veh/h)	151	159	98	127	0	157	0	240	88	149	788	560
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	0	1841	0	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	164	173	0	138	0	171	0	261	96	162	857	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4	4	0	4	0	4	4	4	4	4
Cap, veh/h	424	229		0	0	0	0	1190	410	1370	2712	
Arrive On Green	0.12	0.12	0.00	0.00	0.00	0.00	0.00	0.32	0.32	0.13	0.26	0.00
Sat Flow, veh/h	3401	1841	1560		0		0	3857	1270	3401	3497	2745
Grp Volume(v), veh/h	164	173	0		0.0		0	235	122	162	857	0
Grp Sat Flow(s),veh/h/ln	1700	1841	1560				0	1675	1612	1700	1749	1373
Q Serve(g_s), s	4.0	8.2	0.0				0.0	4.6	5.0	3.8	17.9	0.0
Cycle Q Clear(g_c), s	4.0	8.2	0.0				0.0	4.6	5.0	3.8	17.9	0.0
Prop In Lane	1.00		1.00				0.00		0.79	1.00		1.00
Lane Grp Cap(c), veh/h	424	229					0	1080	520	1370	2712	
V/C Ratio(X)	0.39	0.75					0.00	0.22	0.23	0.12	0.32	
Avail Cap(c_a), veh/h	737	399					0	1080	520	1370	2712	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00	0.27	0.27	0.00
Uniform Delay (d), s/veh	36.2	38.1	0.0				0.0	22.2	22.3	24.9	14.2	0.0
Incr Delay (d2), s/veh	0.6	5.0	0.0				0.0	0.5	1.1	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	3.9	0.0				0.0	1.8	2.0	1.5	8.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.8	43.0	0.0				0.0	22.7	23.4	24.9	14.2	0.0
LnGrp LOS	D	D					A	C	C	C	B	
Approach Vol, veh/h	337						357			1019		
Approach Delay, s/veh	40.0						22.9			15.9		
Approach LOS	D						C			B		
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	40.8	33.5		15.7		74.3						
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5						
Max Green Setting (Gmax), s	14.5	20.5		19.5		39.5						
Max Q Clear Time (g_c+l1), s	5.8	7.0		10.2		19.9						
Green Ext Time (p_c), s	0.3	1.8		1.0		6.1						

Intersection Summary

HCM 6th Ctrl Delay	22.1
HCM 6th LOS	C























Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

4: Borchard Rd & U.S. 101 SB Ramps/Newbury Rd

PM Peak Hour
Buildout + Project Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	159	98	127	0	159	0	243	88	151	790	596
Future Volume (veh/h)	167	159	98	127	0	159	0	243	88	151	790	596
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	0	1841	0	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	182	173	0	138	0	173	0	264	96	164	859	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4	4	0	4	0	4	4	4	4	4
Cap, veh/h	426	230		0	0	0	0	1192	406	1370	2710	
Arrive On Green	0.13	0.13	0.00	0.00	0.00	0.00	0.00	0.32	0.32	0.13	0.26	0.00
Sat Flow, veh/h	3401	1841	1560		0		0	3868	1261	3401	3497	2745
Grp Volume(v), veh/h	182	173	0		0.0		0	237	123	164	859	0
Grp Sat Flow(s),veh/h/ln	1700	1841	1560				0	1675	1614	1700	1749	1373
Q Serve(g_s), s	4.5	8.2	0.0				0.0	4.6	5.0	3.8	17.9	0.0
Cycle Q Clear(g_c), s	4.5	8.2	0.0				0.0	4.6	5.0	3.8	17.9	0.0
Prop In Lane	1.00		1.00				0.00		0.78	1.00		1.00
Lane Grp Cap(c), veh/h	426	230					0	1078	519	1370	2710	
V/C Ratio(X)	0.43	0.75					0.00	0.22	0.24	0.12	0.32	
Avail Cap(c_a), veh/h	737	399					0	1078	519	1370	2710	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00	0.18	0.18	0.00
Uniform Delay (d), s/veh	36.4	38.0	0.0				0.0	22.3	22.4	25.0	14.2	0.0
Incr Delay (d2), s/veh	0.7	4.9	0.0				0.0	0.5	1.1	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	3.9	0.0				0.0	1.9	2.0	1.5	8.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.1	42.9	0.0				0.0	22.7	23.5	25.0	14.3	0.0
LnGrp LOS	D	D					A	C	C	C	B	
Approach Vol, veh/h	355						360			1023		
Approach Delay, s/veh	39.9						23.0			16.0		
Approach LOS	D						C			B		
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	40.8	33.5		15.8		74.2						
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5						
Max Green Setting (Gmax), s	14.5	20.5		19.5		39.5						
Max Q Clear Time (g_c+l1), s	5.8	7.0		10.2		19.9						
Green Ext Time (p_c), s	0.3	1.9		1.1		6.1						

Intersection Summary

HCM 6th Ctrl Delay	22.3
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCS Two-Way Stop-Control Report

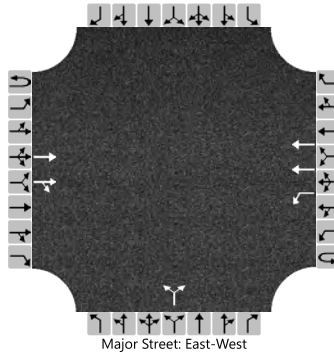
General Information

Analyst	DJL
Agency/Co.	Stantec
Date Performed	10/23/2022
Analysis Year	2040
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	2150 Hillcrest Dr

Site Information

Intersection	Hillcrest Dr/Project Dwy
Jurisdiction	Thousand Oaks
East/West Street	Hillcrest Dr
North/South Street	Project Dwy
Peak Hour Factor	1.00
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume (veh/h)			568	16	0	4	574			87		10				
Percent Heavy Vehicles (%)					4	4				4		4				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Left Only								2							

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.18				6.88		6.98				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.24				3.54		3.34				

Delay, Queue Length, and Level of Service

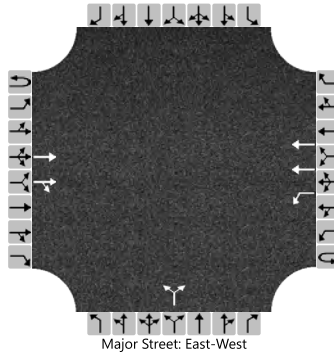
Flow Rate, v (veh/h)						4					97					
Capacity, c (veh/h)						973					475					
v/c Ratio						0.00					0.20					
95% Queue Length, Q ₉₅ (veh)						0.0					0.8					
Control Delay (s/veh)						8.7					14.5					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)					0.1				14.5							
Approach LOS					A				B							

HCS Two-Way Stop-Control Report

General Information

Analyst	DJL	Intersection	Hillcrest Dr/Project Dwy
Agency/Co.	Stantec	Jurisdiction	Thousand Oaks
Date Performed	10/23/2022	East/West Street	Hillcrest Dr
Analysis Year	2040	North/South Street	Project Dwy
Time Analyzed	PM Peak Hour	Peak Hour Factor	1.00
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	2150 Hillcrest Dr		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume (veh/h)			908	43	0	11	407			68		8				
Percent Heavy Vehicles (%)					4	4				4		4				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Left Only								2							

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.18				6.88		6.98				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.24				3.54		3.34				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						11					76					
Capacity, c (veh/h)						706					329					
v/c Ratio						0.02					0.23					
95% Queue Length, Q ₉₅ (veh)						0.0					0.9					
Control Delay (s/veh)						10.2					19.2					
Level of Service (LOS)						B					C					
Approach Delay (s/veh)					0.3				19.2							
Approach LOS					A				C							

OAK TREE REPORT

Latigo Hillcrest
2150 Hillcrest Drive
Newbury Park, Ca 91320-2209

for
Latigo Hillcrest, LLC
11845 W. Olympic Blvd., Ste. 515W
Los Angeles, Ca 90064-5085

by
TREES, etc.
P.O. Box 4583
Thousand Oaks, Ca 91359
E-Mail: richard.treesetc@gmail.com
Cell/TEXT/Office: (805) 558-TREE (8733)
Fax: (805) 832-6398

RDI Project No.: 1063-1-21
Original Date: August 23, 2022
1st Revision Date: December 8, 2022
2nd Revision Date: March 27, 2023
3rd Revision Date: May 2, 2023
4th Revision Date: May 4, 2023

OAK TREE REPORT

Latigo Hillcrest

RDI Project No. 1063-1-21

This proposed residential // commercial project, encompassing 8.22 acres, is located at the address of 2150 Hillcrest Dr. (APN 667-0-113-075) within the Newbury Park area of Thousand Oaks, Ca.

*This report is prepared in accordance with the Thousand Oaks Municipal Code (Title 9, Chapter 4, Article 42) relating to the "Oak Tree Preservation & Protection Guidelines (Resolution 2010-14)". Oak trees within the city of Thousand Oaks are recognized as significant historical, aesthetic & valuable ecological resources. It is the intent of the Oak Tree Ordinance to preserve & maintain healthy Oak trees in the development of the community. Unless allowed by an Oak Tree Permit, no person shall cut, remove, encroach into the Protected Zone or relocate any Oak tree of the *Quercus* genus that is at least 2" in diameter when measured at 4½' above natural grade. The status of dead limbs or trees must be confirmed by the city's own Oak Tree Preservation Consultant.*

Included within this Report is the following:

1. This text;

• Field Inspection Dates	Page 1
• Field Observations	Pages 2 & 3
• Plan Review	Pages 3 to 9
• Tree Replacement Program	Page 10
• Specific & Overall Recommendations (and Best Management Practices)	Pages 10 to 11
• Landscape Demolition Procedures with the Saved Oak tree Protected Zones	Page 12
• On-Site Oak Tree Care & Maintenance	Pages 12 to 15
• Notice of Disclaimer & Signature	Page 15
2. Five [5] **OAK TREE EVALUATIONS** sheets;
3. Two [2] **OAK TREE CANOPY MEASUREMENTS** sheets;
4. One [1] **OAK TREE DISPOSITIONS** sheet;
5. Two [2] "enlarged" **OAK TREE LOCATION MAPS** (derived from the '10 scale' "Civil Conceptual Grading Plan", as produced by Stantec, dated March 22, 2023); one [1] **OAK TREE CROSS-SECTIONS** sheet (derived from the '1/16 scale & 1/2 scale' "Landscape Conceptual Plan", as produced by RELM, received April 25, 2023); and, one [1] **OAK TREE LOCATION MAP** (derived from the '40 scale' "Civil Conceptual Grading Plan", as produced by Stantec, dated March 22, 2023). It should be noted, that the Oak trees on the enclosed **OAK TREE LOCATION MAPS** were field surveyed by Stantec.

Field Inspection Dates

1. Our field reviews were made on Nov. 15, 17, 23, 2021; and Jan. 11, 18, 2022.

OAK TREE REPORT

Latigo Hillcrest

RDI Project No.: 1063-1-21

Page 2 of 15

Field Observations

1. On the dates of our field review we found twenty-eight [28] {tagged 1 to 28} Coast Live Oak (*Quercus agrifolia*) trees on this project.

Of the above noted trees it appears that Oaks #1 to #7, #13 to #26 & #28 were originally planted by a previous property owner, as required by the city of Thousand Oaks. It also appears that Oaks #8 to #12 & #27 just grew from 'fallen or moved around' acorns.

The '1¼" round tree inventory tags' are made from aluminum & are stamped with a number into each of them. These tags are nailed to each tree, typically located on the northerly side of each inventoried tree.

2. The trees are inventoried as to their specie, health & aesthetic considerations. This inventory was reviewed in accordance with presently accepted industry procedures, which are of macro-visual observations only. No extensive microbiological, soil-root excavations, upper crown examination, nor internal tree investigations were conducted.

This inventory information is found with this report within the section titled **OAK TREE EVALUATIONS**.

3. It should be noted that if a decimal point is found within a "trunk diameter measurement", that measurement was taken with a "diameter tape". "Whole number diameter measurements" were taken with a "regular tape measure". It should also be noted that these dimensions might change in the next growing season(s) following our initial field measurements.
4. The "drip line" or "canopy spread" is defined as the outermost edge of the "protected tree's canopy" when viewed from above. These measurements, taken in feet, typically taken at a minimum of eight [8] compass directions (north, northeast, east, southeast, south, southwest, west & northwest). If one or more sides is measured as "0" feet, this means that there is no canopy at that/those location(s). It should also be noted that these dimensions might change in the next growing season(s) following our initial field measurements.

It should be noted that only the Oaks had their drip lines measured. These drip line measurements are found within this report within the section titled **OAK TREE CANOPY MEASUREMENTS**.

OAK TREE REPORT

Latigo Hillcrest

RDI Project No.: 1063-1-21

Page 3 of 15

5. The "Protected Zone" is defined as the area at least five [5] feet beyond the drip line or fifteen [15] feet from the trunk, or whichever distance is greater, when viewed from above.

Plan Review

1. If "live wood" pruning is required for walking or vehicle clearances, we shall endeavor to prune to the following heights: walking clearance shall be six [6] feet eight [8] inches high (for the entire "designated walking area width"); while vehicle clearance shall be thirteen [13] feet six [6] inches high (for the entire "driveway width").
2. Pursuant to the enclosed **OAK TREE LOCATION MAP**, the following is proposed:

Tree No(s). Proposed Disposition(s)

- 1 to 6 **Removals** = these six [6] Coast Live Oaks shall be removed for the construction of this proposed project. It should be noted that Oak #6 is in very poor health!

According to the "Cut-Fill Exhibit (dated March 16, 2023) produced by Stantec", the following "cut & fill grading" will be required to occur 'below' the above noted Oaks: these vary from zero [0] feet to eight [8] feet deep.

- 7 **SAVE** = this one [1] Coast Live Oak shall remain during & after the construction of this proposed project.

To the west of the tree trunk, an existing sidewalk, curb & driveway currently exists within this tree's drip line, eight [8] feet from the trunk, shall be removed very carefully by hand or very small equipment.

Also to the west of the tree trunk shall be the "limits of fill-grading". This "limits of grading" shall be no closer than twelve [12] feet away.

To the south of the tree, the proposed "Building A" patio-deck area shall be constructed within six & one-half [6½] feet of the trunk. Live wood pruning of the following branches will be required to occur to this Oak for "use clearance" of the patio-deck: one 3" branch, one 4" branch, one 6" branch & one 8" branch.

Also to the south of the tree trunk shall be the "limits of fill-grading". This "limits of grading" shall be no closer than seven [7] feet away.

OAK TREE REPORT

Latigo Hillcrest

RDI Project No.: 1063-1-21

Page 4 of 15

Tree No(s), Proposed Disposition(s)

- 7 (cont.) It will be determined by this project's Landscape Architect as to what happens to the existing plant material within this tree's Protected Zone. If the plants are to be removed, they shall be cut at their bases & their roots shall remain in the soil.

See the cross-section of this Oak within the **OAK TREE CROSS-SECTIONS**.

The removal of the existing & the installation of the proposed drip line encroachments &/or live wood pruning to this tree should pose no future consequences to its longevity.

The overall area of the Protected Zone for this tree takes up 2,335 sq. ft. The existing encroachment for the sidewalk, curb & driveway covers 619 sq. ft. (or 26.51%). The proposed encroachment for the new patio-deck covers 689 sq. ft. (or 29.51%).

- 8 **SAVE** = this one [1] Coast Live Oak shall remain during & after the construction of this proposed project.

To the south of the tree, the proposed "Building A" patio-deck area shall be constructed within three [3] feet from the trunk. Live wood pruning of the following branches will be required to occur to this Oak for "use clearance" of the patio-deck: one ¾" twig & one 1" branch.

Also to the south of the tree trunk shall be the "limits of fill-grading". This "limits of grading" shall be no closer than nine [9] feet away.

It will be determined by this project's Landscape Architect as to what happens to the existing plant material within the Protected Zone of this Oak. If the plants are to be removed, they shall be cut at their bases & their roots shall remain in the soil.

See the cross-section of this Oak within the **TREE CROSS-SECTION DRAWING SHEET**.

The proposed drip line encroachment &/or live wood pruning to this tree should pose no future consequences to its longevity.

OAK TREE REPORT

Latigo Hillcrest

RDI Project No.: 1063-1-21

Page 5 of 15

Tree No(s). Proposed Disposition(s)

8 (cont.) The overall area of the Protected Zone for this tree covers 713 sq. ft. The proposed encroachment for the new patio-deck covers 240 sq. ft. (or 34.5%).

9 **SAVE** = this one [1] Coast Live Oak shall remain & not be encroached upon during & after the construction of this proposed project.

Live wood pruning will not be required to occur to this Oak. It will be determined by this project's Landscape Architect as to what happens to the existing plant material within the Protected Zone of this Oak. If the plants are to be removed, they shall be cut at their bases & their roots shall remain in the soil.

10 **SAVE** = this one [1] Coast Live Oak shall remain during & after the construction of this proposed project.

To the south of this tree, the proposed grading for "Building A" shall be constructed within this tree's Protected Zone, seven [7] feet of its drip line. Live wood pruning will not be required to occur to this Oak. It will be determined by this project's Landscape Architect as to what happens to the existing plant material within the Protected Zone of this Oak. If the plants are to be removed, they shall be cut at their bases & their roots shall remain in the soil.

Also to the south of the tree trunk shall be the "limits of fill-grading". This "limits of grading" shall be no closer than fifteen [15] feet away.

The proposed Protected Zone encroachment to this tree should pose no future consequences to its longevity.

The overall area of the Protected Zone for this tree takes up 706 sq. ft. The proposed encroachment for the new patio covers 7½ sq. ft. (or 1.16%).

OAK TREE REPORT

Latigo Hillcrest

RDI Project No.: 1063-1-21

Page 6 of 15

Tree No(s). Proposed Disposition(s)

- 11 **SAVE** = this one [1] Coast Live Oak shall remain & not be encroached upon during & after the construction of this proposed project.

Live wood pruning will not be required to occur to this Oak. It will be determined by this project's Landscape Architect as to what happens to the existing plant material within the Protected Zone of this Oak. If the plants are to be removed, they shall be cut at their bases & their roots shall remain in the soil.

- 12 **SAVE** = this one [1] Coast Live Oak shall remain during & after the construction of this proposed project.

To the south of the tree, the proposed "Building A" patio-deck area shall be constructed within this tree's Protected Zone, nine [9] feet from its drip line. Live wood pruning will not be required to occur to this Oak.

Also to the south of the tree trunk shall be the "limits of fill-grading". This "limits of grading" shall be no closer than fifteen [15] feet away. It will be determined by this project's Landscape Architect as to what happens to the existing plant material within the Protected Zone of this Oak. If the plants are to be removed, they shall be cut at their bases & their roots shall remain in the soil.

The proposed Protected Zone encroachment to this tree should pose no future consequences to its longevity.

The overall area of the Protected Zone for this tree takes up 706 sq. ft. The proposed encroachment for the new patio covers 7½ sq. ft. (or 1.16%).

- 13 **SAVE** = this one [1] Coast Live Oak shall remain during & after the construction of this proposed project.

To the south of the tree, the "limits of fill-grading" for the proposed "Building A patio-deck wall" shall be constructed within this tree's Protected Zone, five [5] feet of the drip line. Live wood pruning will not be required to occur to this Oak. It will be determined by this project's Landscape Architect as to what happens to the existing plant material within the Protected Zone of this Oak. If the plants are to be removed, they shall be cut at their bases & their roots shall remain in the soil.

OAK TREE REPORT

Latigo Hillcrest

RDI Project No.: 1063-1-21

Page 7 of 15

Tree No(s), Proposed Disposition(s)

- 13 (cont.) The proposed Protected Zone encroachment to this tree should pose no future consequences to its longevity.

The overall area of the Protected Zone for this tree takes up 641 sq. ft. The proposed encroachment for the new building covers 7½ sq. ft. (or 1.16%).

- 14 **SAVE** = this one [1] Coast Live Oak shall remain during & after the construction of this proposed project.

Within this tree's drip line, the existing curb & driveway that is six [6] feet east of the trunk shall be removed. Also within this tree's drip line, the "limits of fill-grading" for a new sidewalk, curb & driveway, is proposed to be seven [7] feet east of the trunk. Live wood pruning of the following branches will be required to occur to this Oak for "use clearance" of the new sidewalk & driveway: two 1" branches, two 2" branches, one 3" branch & one 4" branch.

It will be determined by this project's Landscape Architect as to what happens to the existing plant material within the Protected Zone of this Oak. If the plants are to be removed, they shall be cut at their bases & their roots shall remain in the soil.

See the cross-section of this Oak within the **OAK TREE CROSS-SECTIONS**.

The overall area of the Protected Zone for this tree covers 1,885 sq. ft. The existing encroachment for the curb & driveway covers 554 sq. ft. (or 29.39%). The proposed encroachment for the new sidewalk, curb & driveway to the east & the grading to the south covers 650 sq. ft. (or 34.48%).

- 15 & 16 **Removals** = these two [2] Coast Live Oaks shall be removed for the construction of this proposed project.

According to the "Cut-Fill Exhibit (March 16, 2023) produced by Stantec" the following "fill grading" will be required to occur 'above' (varying from two [2] to ten [10] feet deep) to the Oaks.

OAK TREE REPORT

Latigo Hillcrest

RDI Project No.: 1063-1-21

Page 8 of 15

Tree No(s). Proposed Disposition(s)

- 17 **SAVE** = this one [1] Coast Live Oak shall remain during & after the construction of this proposed project.

The existing driveway, which shall be removed, occurs outside of the Protected Zone of this Oak. Within the "limits of cut-grading" for the proposed "driveway & parking lot" shall be constructed no closer than fifteen [15] feet south of the trunk.

Live wood pruning of the following branches will be required to occur to this Oak for "use clearance" of the new driveway & parking lot: one 2" branch & one 3" branch. It will be determined by this project's Landscape Architect as to what happens to the existing plant material within the Protected Zone of this Oak. If the plants are to be removed, they shall be cut at their bases & their roots shall remain in the soil.

The proposed drip line encroachments &/or live wood pruning to this tree should pose no future consequences to its longevity.

The overall area of the Protected Zone for this tree covers 2,096 square feet. The proposed encroachment for the new driveway & parking lot covers 369 square feet (or 17.6%).

- 18 to 26 **Removals** = these nine [9] Coast Lives Oak shall be removed for the construction of this proposed project. It should be noted that Oak #19 was previously topped by others & should not be considered as a good specimen tree!

According to the "Cut-Fill Exhibit (March 16, 2023) produced by Stantec" the following "cut & fill grading" will be required to occur 'above & below' (varying from one [1] foot to five [5] feet deep) to the above noted Oaks.

- 27 **SAVE** = this one [1] Coast Live Oaks shall remain during & after the construction of this proposed project.

Within this tree's Protected Zone, the existing nearby curb & parking lot shall be removed two [2] feet north to east of this tree. The new "limits of cut & fill grading" is proposed to occur no closer than three [3] feet to the north to east of its drip line. Live wood pruning is not required to occur to this Oak. It will be determined by this project's Landscape Architect as to what happens

OAK TREE REPORT

Latigo Hillcrest

RDI Project No.: 1063-1-21

Page 9 of 15

Tree No(s). Proposed Disposition(s)

- 27 (cont.) to the existing plant material within the Protected Zone of this Oak. If the plants are to be removed, they shall be cut at their bases & their roots shall remain in the soil.

The proposed Protected Zone encroachment to this tree should pose no future consequences to its longevity.

The overall area of the Protected Zone for this tree covers 302 square feet. The existing encroachment for the curb & driveway covers 11.06 square feet (or 3.66%). The proposed encroachment for the new adjacent grading covers 35.41 square feet (or 11.73%).

- 28 **SAVE** = this one [1] Coast Live Oak shall remain during & after the construction of this proposed project.

The existing "Amgen fence", which is also the "limits of grading", within this tree's drip line shall be removed. Live wood pruning is not required to occur to this Oak. It will be determined by this project's Landscape Architect as to what happens to the existing plant material within the Protected Zone of this Oak. If the plants are to be removed, they shall be cut at their bases & their roots shall remain in the soil.

This Oak is currently located "behind" the City of Thousand Oak entry sign. This sign will remain as well as the Oak behind it. No new walkways shall be designed or installed within the Protected Zone of this Oak. See this project's Landscape Architectural plans for the design around this Oak.

The proposed nearby Protected Zone encroachments to this tree should pose no future consequences to its longevity.

In summary, the following is proposed:

Total quantity of Oaks that were inventoried =	28 on-property
SAVES (with no encroachments)	3 (9, 11 & 12)
SAVES (with encroachments) =	8 (7, 8, 10, 13, 14, 17, 27 & 28)
Removals* =	17 (1 to 6, 15, 16, 18 to 26)

*It should be noted that only proposed removal Oak #19 is less than six [6] inches in diameter, all the rest are larger. We are not proposing to transplant (relocate) any of these proposed removal trees.

OAK TREE REPORT

Latigo Hillcrest

RDI Project No.: 1063-1-21

Page 10 of 15

Tree Replacement Program

1. This project proposes to remove seventeen [17] Oaks. For mitigation, the city of Thousand Oaks requires that the project plant a minimum of two 24" boxes & one 36" box specimen Oak trees as mitigation "replacements" for each approved removal Oak tree; or a total of fifty-one [51] new specimen Oaks.
2. Therefore, this project proposes to plant forty [40] 36" box specimen Oak trees; consisting of twenty [20] Coast Live Oak (*Quercus agrifolia*) trees & twenty [20] Valley Oak (*Quercus lobata*) trees as mitigation "replacements" on site. See the project's Landscape Architectural plans for the locations of these mitigation trees.
3. The project also proposes to: {1} donate eleven [11] 24" box specimen mitigation Coast Live Oak & Valley Oak trees to the Conejo Recreation & Parks Department (CRPD) to plant in their preferred parks; or, {2} donate an in-lieu fee to the Conejo Open Space Conservation Agency (COSCA) fund to be used towards the acquisition of public open space lands.

Specific & General Recommendations (and Best Management Practices)

1. This Consulting Arborist should be on-site during all excavations within the Protected Zones of the protected trees.
2. The on-site 'saved' protected Oak trees shall be fenced with a temporary chain-link protective fence at their Protected Zones -- this shall be done prior to any grading or construction equipment that is proposed to be moved on-site. Prior to the start of any on-site grading, and the site has been staked, the temporary fencing may be moved to the locations of its approved encroachments. See the locations of the "temporary chain-link protective fence" on the "enlarged" **OAK TREE LOCATION MAPS**.
3. On each saved tree, or group of trees, a minimum of four [4] warning signs (minimum size of two [2] feet x two [2] feet) which shall read:

WARNING (lettering to be red & minimum 4" tall)

**THIS FENCE SHALL NOT BE REMOVED or RELOCATED WITHOUT WRITTEN
AUTHORIZATION FROM THE CITY OF THOUSAND OAKS' COMMUNITY
DEVELOPMENT DEPARTMENT** (lettering to be black & minimum 2" tall)

OAK TREE REPORT

Latigo Hillcrest

RDI Project No.: 1063-1-21

Page 11 of 15

These signs shall be posted on all protective fencing. This fencing shall remain intact until this Consulting Arborist and/or the city of Thousand Oaks Planning & Community Development Department (CTOP&CDD) allows it to be removed or relocated.

4. All footing excavations within the drip lines and/or Protected Zones shall be dug by hand work only, to a maximum depth of five [5] feet (or to a depth that CAL-OSHA, OSHA or local codes allow). Where structural footings are required & roots will be impacted, the footing(s) shall be bridged & the roots protected. Cover all such roots with a layer of plastic cloth & two [2] inches to four [4] inches of Styrofoam matting, or other protective measure as approved by permit, prior to pouring the footing. Any excavation below the "approved" CAL-OSHA/OSHA depth may be done with acceptable machinery. If any roots are encountered, especially those of one [1] inch in diameter & larger, it is recommended that all footings within the Protected Zones be of "post type" rather than of "continuous type" to lessen potential root damage.
5. If 'saved' roots must stay exposed for longer than one [1] day, or if the day is hot, then they shall be wrapped in burlap (or similar) and kept moist.
6. It is anticipated that no other on-site (native Oak) trees shall be encroached upon within their driplines and/or Protected Zones, other than what is being requested.
7. No 'over-excavation' outside of any cut and/or fill slopes ("tops" or "toes") for the proposed construction shall occur within the dripline and/or Protected Zone of any on-site (native Oak) trees, unless required by the project's structural engineer, and approved by the city of .
8. Soil compaction within the dripline and/or root zone shall be minimized. No equipment, spoils or debris shall be stored within the dripline and/or Protected Zone of the saved tree(s). No dumping of liquids or solvents, cleaning fluids, paints, concrete washout or other harmful substances within the driplines and/or Protected Zones shall be permitted.
9. All work, to this project's native Oak trees, shall be in accordance with city of Thousand Oaks' 'Oak Tree Ordinance' and tree policies.
10. Prior to the completion of this project, **TREES, etc.** shall certify in a 'letter of compliance', that the 'Oak Tree Ordinance' and all concerned tree policies have been adhered to.
11. Copies of this report and the 'Oak Tree Ordinance' shall be maintained on site during all project construction.

OAK TREE REPORT

Latigo Hillcrest

RDI Project No.: 1063-1-21

Page 12 of 15

Landscape Demolition Procedures within SAVED Oak tree Protected Zones

1. Hand remove & replace any broken irrigation valve boxes, irrigation lines, irrigation heads, other landscape (the root systems shall stay intact & not removed), sidewalks, curbs, parking lots, etc. that are scheduled to be removed.
2. Hand remove all groundcover & shrubs that are proposed to be removed. The root systems shall stay intact & not be removed. The project Landscape Architect will determine what plants are to be saved or removed.
3. All of the above noted work shall be observed by this project's Consulting Arborist.

On-Site Oak Tree Care & Maintenance

1. No "new" landscape, irrigation lines, utility lines and/or grade changes shall be designed and/or installed within the drip line and/or Protected Zones of any on-site Oak trees, unless approved by the CTO&CDD. If planting is necessary or the leaf litter is removed, the following is recommended:
 - A. Plant Material – only drought tolerant plantings should be used. All plantings should be compatible with the on-site Oak trees.

If additional plants are desired around the Oak trees, then use "acceptable" natives & follow these guidelines:

1. Plant no closer than ten [10] feet from any tree trunk.
 2. Plant one [1] gallon specimens or smaller, as these plants will establish faster than larger containers.
 3. Use only native backfill with no amendments.
 4. Mulch with an insect/disease free material as needed (minimum) two [2] inches thick, to cover the soil for better water retention, to assist in lessening compaction, and for supplying organic material.
 5. Water only once per week (or when necessary) by using a drip, or similar, irrigation system to a three [3] foot depth. Place the emitters (minimum of three [3] per plant) at the edge of the rootball. After the 1st year move the emitters twelve [12] inches away from their original locations. After the 3rd year move them another twelve [12] inches out. By the 4th year, the system may be removed or shut-off.
- B. Irrigation – spray-type irrigation systems should not be used within the drip lines and/or Protected Zones. The irrigation systems should not spray onto the tree

OAK TREE REPORT

Latigo Hillcrest

RDI Project No.: 1063-1-21

Page 13 of 15

trunks and/or within five [5] foot of the tree trunks or exposed roots. A continuously wet condition in this area favors unfavorable disease organisms to form, such as Avocado Root Rot (*Phytophthora cinnamomi*) and/or Oak Root Fungus (*Armillaria mellea*).

- C. Resistant Plant Varieties – avoid plants that are susceptible to either Avocado Root Rot or Oak Root Fungus.
2. Natural rainfall should be sufficient to provide enough water for the Oak trees. Oaks in landscape areas will usually receive enough water from the adjacent & nearby plantings.
 - A. Watering – if it is needed in addition to the natural rainfall, a water probe should first be used to help determine the need. Watering may be accomplished by using a “Ross Root Feeder”, a low volume soaker hose, drip systems, etc. The water should percolate through the entire root area & the surrounding soil to a five [5] foot depth. Water as necessary, but generally not in the summer time.
 - B. Fertilization – can generally be applied when the tree is being watered. A total of 0.75 lbs. of actual nitrogen (N) per inch of trunk diameter per year (basic “rule of thumb”) is adequate. All fertilizer applications should be based on the most current soil analysis for correct rates. Fertilizing should only be done in the late spring. Fertilizer may be broadcast or applied through a deep-root watering system, depending on the specific tree & site conditions.
 3. The “bare” areas within the drip lines and/or Protected Zones of this on-site or “over-hanging” or within 50’ of approved grading/construction of the site’s (native Oak) trees should be covered with an insect & disease free organic mulch. This is done to help alleviate compaction. Compaction is the compression of the soil from walking or equipment uses. When it occurs under or around the tree the roots may be adversely affected. The tree growth may be stunted. All compaction created shall be remedied as soon as possible. The following should alleviate compaction from occurring:
 - A. Mulching – place a four [4] inch layer of a light fluffy (insect/disease free) mulch around the tree beginning six [6] inch from the trunk & extending to about ten [10] feet outside of the dripline. Mulch can consist of walnut shells, shredded bark or leaf litter. The mulch size shall be at least two [2] inches in size.
 - B. Grade changes – of as little of six [6] inches, within the dripline, can have a negative affect to the trees. It is important that the natural drainage patterns be maintained to help prevent water from “ponding” at the base of the tree trunk. The natural trunk flare should always be visible.

OAK TREE REPORT

Latigo Hillcrest

RDI Project No.: 1063-1-21

Page 14 of 15

- C. Aeration – is the ventilation of the root system, which can be very beneficial in compacted areas. To alleviate a compaction problem, hand-dug holes of six [6] inches in diameter by twenty-four [24] inches deep by twenty-four [24] inches on-center to about ten [10] feet outside of the dripline. Fill the holes with natural organic matter (leaf litter). This material will decompose & will produce a year-around source of fertilizer for the tree.
- 4. Most Oak trees require little or no live wood pruning within their canopies. No major structural pruning shall be allowed. A qualified arborist under the review of **TREES, etc.** shall complete all dead wood removal and/or pruning.
 - A. Trees do not heal the way people do. When a tree is wounded, it must grow over & compartmentalize the wound. As a result, the wound is contained within the tree forever. Small cuts do less damage than large cuts. For that reason, proper pruning or training of young trees is critical. Waiting to prune a tree until it is mature can create the need for large cuts that the tree can not easily close. Correct pruning cuts are critical to a tree's response in growth & wound closure. Pruning cuts should be made just outside of the branch collar (which contains trunk or parent branch tissues). If the cut is too large, the tree may suffer permanent internal decay from an improper pruning cut.
 - B. Dead wood pruning removal – is the removal of dead tissue, no matter the size, is an acceptable practice. All pruning should follow the standards as set forth by the International Society of Arboriculture (ISA).
 - C. Live wood pruning removal – live branches that are considered to be unsafe due to decay; branches with cavities, cracks, fire damaged, diseased or infested with insects; branches that are physically imbalanced; especially branches with the above noted problems that are over two [2] inches in diameter should be considered for removal. All pruning should follow the standards as set forth by the ISA.
 - D. Cavities & hollows – should be kept free of loose debris, soil & plants. Some contain decayed wood, which should be treated by a qualified arborist only. Concrete or other similar materials should not be used to seal or fill in cavities or hollows. Cavities or hollows may be covered with screening to prevent debris build-up.
 - E. Wound Dressings or Sealants – it was once thought that dressings were used to accelerate wound closure, but research has found that dressings do not reduce decay or speed closure & rarely prevent insect or disease infestations. Pruning wounds should not be sealed with any type of "pruning wound sealing compounds".

OAK TREE REPORT

Latigo Hillcrest

RDI Project No.: 1063-1-21

Page 15 of 15

Over time, these materials crack & can create entry points for diseases and/or insects. Wounds will "heal" properly if pruned correctly.

5. Insects & Diseases

- A. Effective pest control begins with the observation by the land owner. Changes such as abnormal leaf drop, oozing sap or discolored or dying twigs or leaves typically indicate that something has changed. Land owners should be careful when using pesticides around an Oak tree. Herbicides (weed killers) should never be used within the Protected Zone of an Oak tree, unless approved & applied by a certified pesticide applicator.

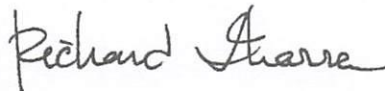
6. Inspections & Reviews

- A. This site's Oak trees should be inspected on a periodic basis by this Consulting Arborist. The inspection basis should be determined by the relative hazard value of the tree. If a tree is in a "high-use" area, it should be inspected at least on a quarterly basis, whereas a tree that is located in a "low-use" area may only require a bi-annual inspection.

NOTICE of DISCLAIMER = Opinions given in this report are those of *TREES, etc.*, and are derived from current professional standards based on visual recordings at the time of inspection. This visual record does not include aerial or subterranean inspections, and therefore may not reveal existing hidden hazards. Records may not remain accurate after inspection due to changeable deterioration of the inventoried plant material. *TREES, etc.*, provides no warranty regarding errors of omission resulting from the lack of communication of facts available only to the requester of this report which are expressed or implied as to the fitness of the urban forests for safe uses. *TREES, etc.* has no past, present or future interest in this property or the subject trees. This report may not be reproduced without the expressed written permission of *TREES, etc.* Any change or alteration to this report invalidates the entire report.

If you have any further questions, please do not hesitate to call *TREES, etc.*

Sincerely,
TREES, etc.



Richard Ibarra, President
CONSULTING ARBORIST

1063otr-1-21[d] // May 4, 2023

OAK TREE EVALUATIONS

The inventory Health & Aesthetic Ratings of the trees are explained in the following:

The Health of the trees was visually determined from the following macroscopic inspection of signs and symptoms of disease.

- A. Excellent (31 to 35 points) - This tree is a healthy & vigorous tree characteristic of its species and free of any visible signs of disease or pest infestation.
- B. Good (26 to 30 points) - This tree is a healthy & vigorous tree. However, there are minor visible signs of disease and pest infestation.
- C. Fair (16 to 25 points) - This tree is healthy in overall appearance, but there is a normal amount of disease and/or pest infestation.
- D. Poor* (11 to 15 points) - This tree is characterized by exhibiting a greater degree of disease and/or pest infestation or structural instability than normal and appears to be in a state of decline.
- E. Very Poor* (6 to 10 points) - This tree exhibits extensive signs of dieback.
- F. Dead* (0 points) - This tree exhibits no signs of life at the time of field evaluation.

* A tree rating of "D" and lower is in low vigor and naturally a meaningful level of recovery is doubtful. Removal should be considered if it is within the proposed development.

The Aesthetic quality of the trees was visually determined from the following overall inspection of appearance.

- A. Excellent - This tree is visually symmetrical, having the ideal form and appearance for the species.
- B. Good to Fair - This tree, though non-symmetrical, has an appealing form for the species with very little dieback of foliage or twigs/branches.
- C. Poor - This tree is non-symmetrical for the species with an unappealing form and/or has much dieback of foliage and twigs/branches.
- D. Very Poor - This tree has few, if any, positive characteristics and may detract from the beauty of the landscape.

TREE EVALUATIONS

Inspection Date 11/15, 17, 23/21 & 1/11, 18/22

Page 1/3

TOTAL POINTS	CLASS	GRADE											
31 to 35	Excellent	A											
26 to 30	Good	B											
16 to 25	Fair	C											
11 to 15	Poor	D											
6 to 10	Very Poor	E											
0	Dead	F											

		TREE NUMBER	1	2	3	4	5	6	7	8	9	10	
FACTORS		POINTS											
CROWN DEVELOPMENT													
Well Balanced	5 points	X	X	X	X	X			X	X	X	X	
Lacking Natural Symmetry	3 points												
Lacking a Full Crown	1 point							X					
TRUNK CONDITION													
Sound & Solid	5 points	X	X	X	X	X	X	X	X	X	X	X	
Section of Bark Missing:													
Less Than ¼ Around	4 points												
¼ to ½ Around	3 points												
½ or More Around	2 points												
Stump with New Basal Growth	1 point												
Extensive Decay or Hollow Trunk	0 points												
BRANCH STRUCTURE													
No Defects	5 points												
Dieback (Limited)	4 points	X	X	X	X	X			X	X	X	X	
Few Structurally Dead or Broken Branches	3 points							X					
Many Structurally Dead or Broken Branches	1 point												
TWIG GROWTH													
Typical for Species & Age	5 points	X	X		X	X				X	X	X	
Less Than ½ Normal	3 points			X					X				
Growth Greatly Reduced	1 point							X					
FOLIAGE													
Normal Size & Color	5 points	X	X	X	X	X				X	X	X	
Minor Deficiency Symptoms	3 points								X				
Major Deficiency Symptoms	1 point							X					
INSECTS & DISEASES													
No Insects or Diseases Apparent	5 points												
Few Controllable Insects/Diseases Apparent	3 points	X	X	X	X	X	X	X	X	X	X	X	
Severe Infestation	1 point												
ROOTS													
No Root Problems Apparent	5 points	X	X		X	X				X	X	X	
Minor Root Problems	3 points			X				X	X				
Severe Root Problems	1 point												
TOTAL POINTS		32	32	28	32	32	17	26	32	32	32		
Aesthetic Grade		A	B	B	A	B	C	B	A	A	A		
ADDITIONAL COMMENTS													
<p><u>*ALL trees are COAST LIVE OAKS *</u></p> <p>MD → mainstem dieback</p> <p>TD → twig dieback</p>													
<p>10.2" x 20'</p> <p>13.6" x 20'</p> <p>7.9" x 20'</p> <p>11.7" x 20'</p> <p>20.25" x 25'</p> <p>MD</p> <p>13.35" x 20'</p> <p>TD</p> <p>20.05" x 30'</p> <p>ivy growing on trunk</p> <p>6.7" 7.75" 8.42" x 20'</p> <p>5.4" x 15'</p> <p>2" x 15'</p>													

TREE EVALUATIONS

Inspection Date 11/15, 17, 23/21 & 1/11, 18/22

Page 2/3

TOTAL POINTS	CLASS	GRADE
31 to 35	Excellent	A
26 to 30	Good	B
16 to 25	Fair	C
11 to 15	Poor	D
6 to 10	Very Poor	E
0	Dead	F

TREE NUMBER		11	12	13	14	15	16	17	18	19	20
FACTORS	POINTS										
CROWN DEVELOPMENT											
Well Balanced	5 points	X	X	X	X	X	X				
Lacking Natural Symmetry	3 points							X	X		X
Lacking a Full Crown	1 point									X	
TRUNK CONDITION											
Sound & Solid	5 points	X	X	X	X	X	X	X			X
Section of Bark Missing:											
Less Than ¼ Around	4 points								X		
¼ to ½ Around	3 points										
½ or More Around	2 points										
Stump with New Basal Growth	1 point										
Extensive Decay or Hollow Trunk	0 points									X	
BRANCH STRUCTURE											
No Defects	5 points	X	X	X	X						
Dieback (Limited)	4 points					X	X	X	X		X
Few Structurally Dead or Broken Branches	3 points									X	
Many Structurally Dead or Broken Branches	1 point										
TWIG GROWTH											
Typical for Species & Age	5 points	X	X	X	X	X	X	X			X
Less Than ½ Normal	3 points									X	
Growth Greatly Reduced	1 point								X		
FOLIAGE											
Normal Size & Color	5 points	X	X	X	X	X	X	X			X
Minor Deficiency Symptoms	3 points								X		
Major Deficiency Symptoms	1 point									X	
INSECTS & DISEASES											
No Insects or Diseases Apparent	5 points	X	X	X							
Few Controllable Insects/Diseases Apparent	3 points				X	X	X	X	X		X
Severe Infestation	1 point									X	
ROOTS											
No Root Problems Apparent	5 points	X	X	X			X	X			X
Minor Root Problems	3 points				X	X			X		
Severe Root Problems	1 point									X	
TOTAL POINTS		35	35	35	31	30	32	30	21	10	30
Aesthetic Grade		A	A	B	A	A	A	A	D	D	B

ADDITIONAL COMMENTS

* ALL trees are COAST LIVE OAKS *

Crowded by #12 2 1/2" x 20'	Crowded by #11 2 1/2" x 20'	7.85" x 25'	15.3" x 30'	31.25" @ 36" x 40'	11.8" x 25'	17.95" x 30'	6.35" x 15'	topped @ 5'-2" tall 3 1/2" x 10'	17.2" x 35'
--------------------------------	--------------------------------	-------------	-------------	--------------------	-------------	--------------	-------------	-------------------------------------	-------------

TREE EVALUATIONS

Inspection Date 4/15, 17, 23/21 & 1/11, 18/22

Page 3/3

TOTAL POINTS	CLASS	GRADE
31 to 35	Excellent	A
26 to 30	Good	B
16 to 25	Fair	C
11 to 15	Poor	D
6 to 10	Very Poor	E
0	Dead	F

TREE NUMBER		21	22	23	24	25	26	27	28	-	-
FACTORS	POINTS										
CROWN DEVELOPMENT											
Well Balanced	5 points	X	X	X		X	X	X	X		
Lacking Natural Symmetry	3 points				X						
Lacking a Full Crown	1 point										
TRUNK CONDITION											
Sound & Solid	5 points	X	X	X		X	X	X			
Section of Bark Missing:											
Less Than 1/4 Around	4 points										
1/4 to 1/2 Around	3 points										
1/2 or More Around	2 points										
Stump with New Basal Growth	1 point										
Extensive Decay or Hollow Trunk	0 points				X				X		
BRANCH STRUCTURE											
No Defects	5 points							X			
Dieback (Limited)	4 points	X	X	X	X	X	X		X		
Few Structurally Dead or Broken Branches	3 points										
Many Structurally Dead or Broken Branches	1 point										
TWIG GROWTH											
Typical for Species & Age	5 points	X	X	X	X	X	X	X	X		
Less Than 1/2 Normal	3 points										
Growth Greatly Reduced	1 point										
FOLIAGE											
Normal Size & Color	5 points	X	X	X	X	X	X	X	X		
Minor Deficiency Symptoms	3 points										
Major Deficiency Symptoms	1 point										
INSECTS & DISEASES											
No Insects or Diseases Apparent	5 points										
Few Controllable Insects/Diseases Apparent	3 points	X	X	X	X	X	X	X	X		
Severe Infestation	1 point										
ROOTS											
No Root Problems Apparent	5 points							X	X		
Minor Root Problems	3 points	X	X	X	X	X	X				
Severe Root Problems	1 point										
TOTAL POINTS		30	30	30	23	30	30	33	27		
Aesthetic Grade		A	A	A	B	A	A	A	B		

ADDITIONAL COMMENTS

All trees are COAST LIVE OAKS

PP = previously pruned

WD = woodpecker damage

BF = beetle frass

16.9" x 40'	12.4" x 20'	18.6" x 30'	19.6" x 25'	9.55" x 20'	15.6" x 30'	crowded in shrub bed 2" x 15'	PP WD, BF 11.4" x 20'		
-------------	-------------	-------------	-------------	-------------	-------------	----------------------------------	--------------------------	--	--

OAK TREE CANOPY MEASUREMENTS

[eight-point driplines (north, northeast, east, southeast, south, southwest, west, & northwest), along with the minimum clearances from the existing field grades to the bottoms of the canopy at each compass point – **where possible**]

DRIPLINE MEASUREMENTS @ 8 compass points & canopy heights

Tree No.	North / Canopy Ht.	Northeast / Canopy Ht.	East / Canopy Ht.	Southeast / Canopy Ht.	South / Canopy Ht.	Southwest / Canopy Ht.	West / Canopy Ht.	Northwest / Canopy Ht.
1	15/6	15/7	15/8	18/10	19/8	20/8	15/6	15/6
2	14/6	17/10	17/6	15/6	14/6	15/7	15/8	10/8
3	9/8	10/8	11/8	12/8	15/8	13/10	11/10	10/10
4	18/8	15/10	15/10	19/10	17/10	16/10	16/10	18/8
5	27/10	25/10	22/10	25/10	25/8	25/10	20/10	25/10
6	10/10	13/10	7/6	10/10	10/10	10/10	12/10	10/10
7	24/6	22/10	21/10	20/10	20/6	20/10	22/10	22/10
8	8/5	10/5	16/1	12/10	8/15	10/10	10/8	10/6
9	8/1	8/1	8/1	7/1	5/1	5/1	4/4	6/5
10	5/5	5/5	4/5	4/5	3/10	4/5	4/4	5/5
11	5/5							5/5
12	5/5							5/5
13	10/2	10/10	8/15	8/10	8/6	8/5	8/4	10/4
14	20/8	13/10	19/15	20/15	15/10	15/10	17/10	20/10
15	25/10	30/10	35/10	30/10	25/10	25/10	28/10	25/10
16	7/10	15/10	16/8	15/6	17/6	15/8	18/8	10/10
17	22/8	19/8	20/8	21/7	23/7	25/7	25/7	15/6
18	2/8	2/8	5/8	2/8	5/10	10/10	7/8	2/8
19	5/5							5/5
20	14/10	10/15	20/7	20/7	20/7	20/8	25/15	20/10
21	18/6	20/15	12/6	20/5	20/20	20/20	20/20	28/10
22	17/10	18/10	15/7	20/7	18/6	17/9	19/10	18/10
23	18/20	20/20	22/20	22/20	22/20	20/20	19/15	19/20
24	15/10	18/20	20/20	26/20	25/10	25/10	25/8	20/10
25	13/8	13/8	14/8	12/8	10/8	10/10	12/10	12/10

DRIPLINE MEASUREMENTS @ 8 compass points & canopy heights

[illegible]

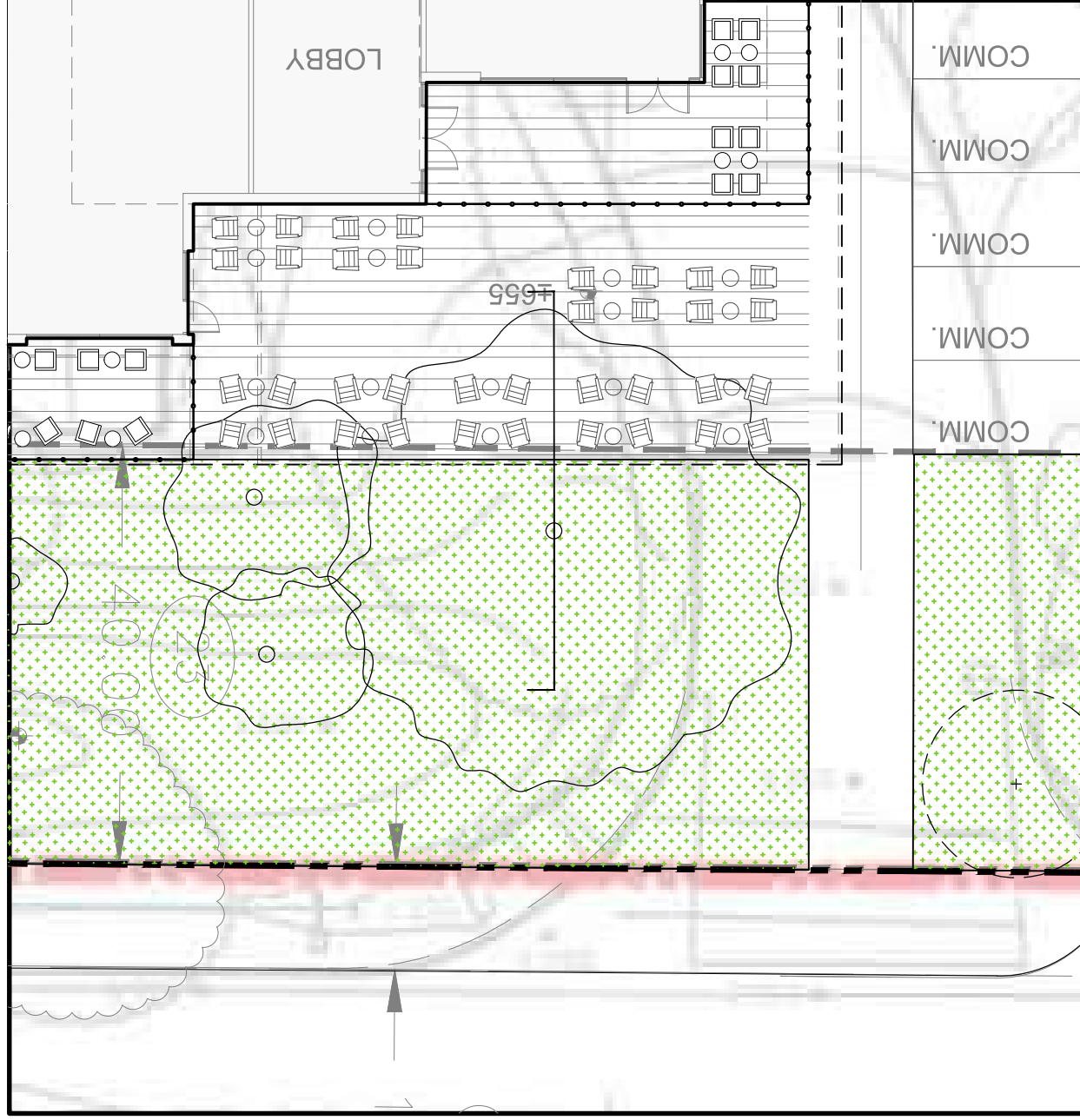
OAK TREE DISPOSITIONS

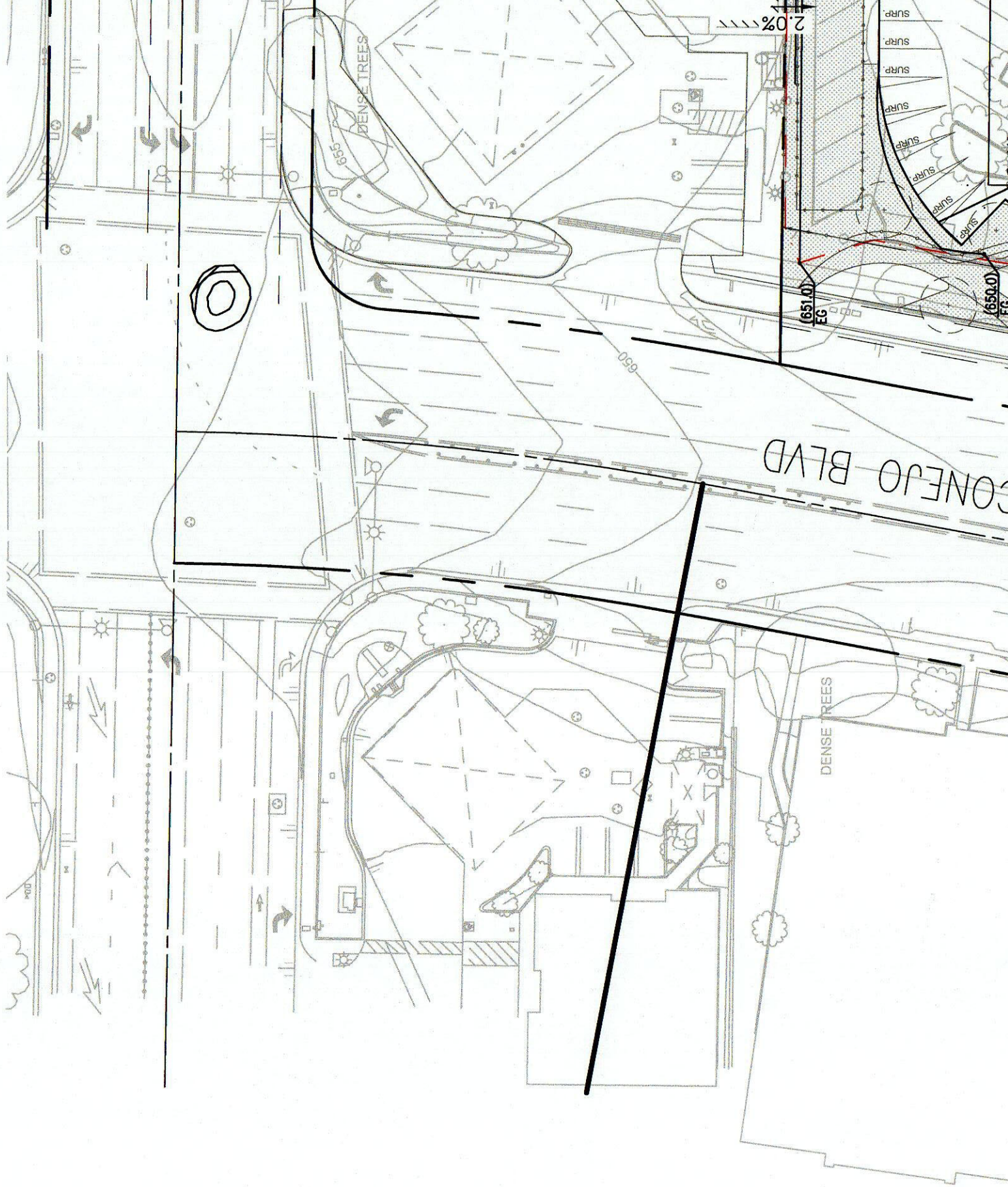
Oak Tree Dispositions

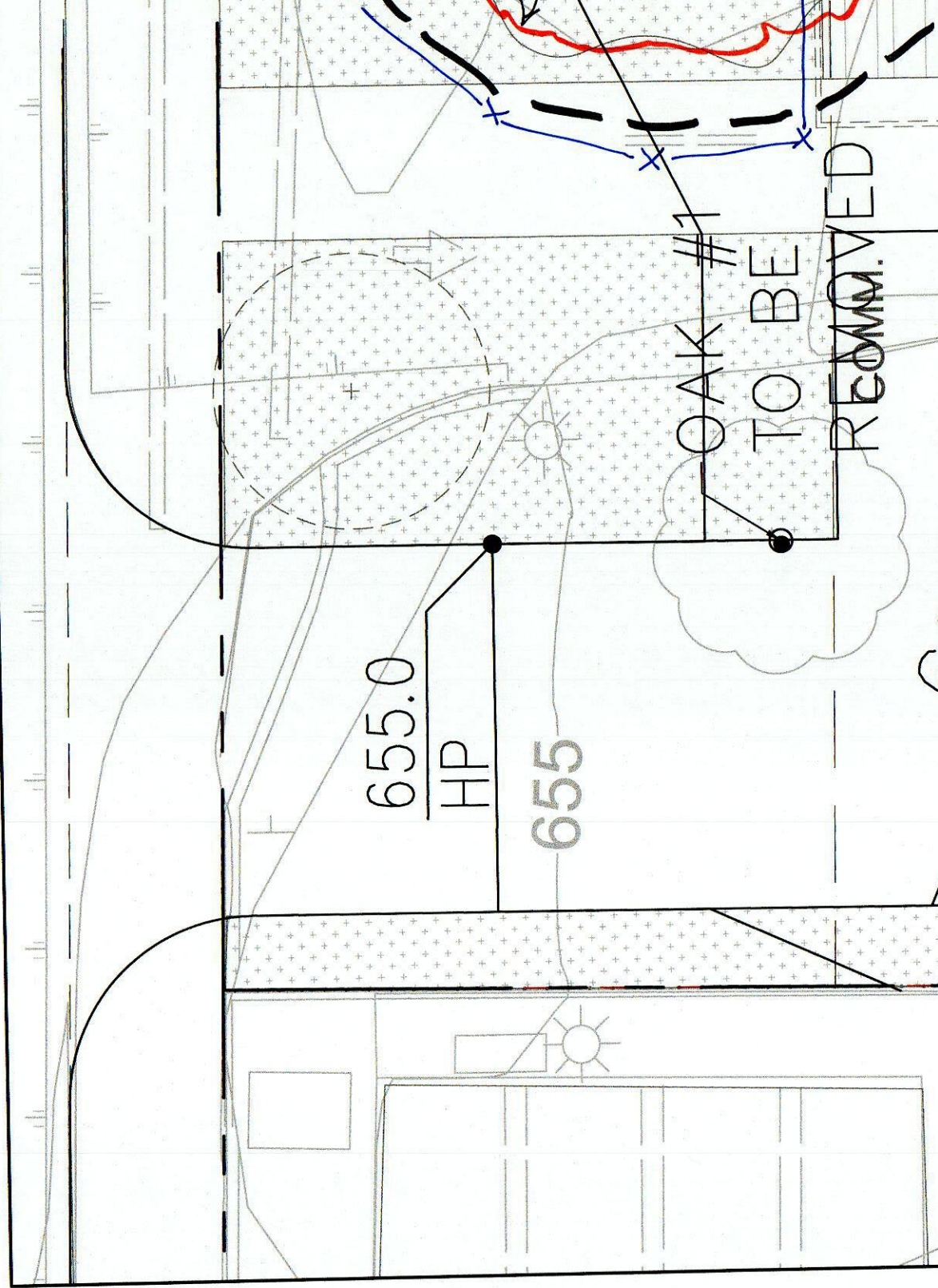
<u>Tree No.</u>	<u>Common Name</u>	<u>Trunk Diameter(s)</u>	<u>Health</u>	<u>Appearance*</u>	<u>Special Notes (branches to be pruned)</u>
<u>Retain & Protect (no encroachments) = 3</u>					
9	Coast Live Oak	5.4"	Excellent	A	NO PRUNING REQUIRED
11	Coast Live Oak	2-1/2"	Excellent	A	NO PRUNING REQUIRED
12	Coast Live Oak	2-1/2"	Excellent	A	NO PRUNING REQUIRED
<u>Removals = 17</u>					
1	Coast Live Oak	10.2"	Excellent	A	
2	Coast Live Oak	13.6"	Excellent	B	
3	Coast Live Oak	7.9"	Good	B	
4	Coast Live Oak	11.7"	Excellent	A	
5	Coast Live Oak	20.25"	Excellent	B	
6	Coast Live Oak	13.35"	Poor	C	
15	Coast Live Oak	31.25" @ 36" high	Good	A	
16	Coast Live Oak	11.8"	Excellent	A	
18	Coast Live Oak	6.35"	Fair	D	
19	Coast Live Oak	3-1/2"	Very Poor	D	
20	Coast Live Oak	17.2"	Good	B	
21	Coast Live Oak	16.9"	Good	A	
22	Coast Live Oak	12.4"	Good	A	
23	Coast Live Oak	18.6"	Good	A	
24	Coast Live Oak	19.6"	Fair	B	
25	Coast Live Oak	9.55"	Good	A	
26	Coast Live Oak	15.6"	Good	A	
<u>Pruning &/or Encroachments = 8</u>					
7	Coast Live Oak	20.05"	Good	B	3", 4", 6" & 8" banches over new patio-deck
8	Coast Live Oak	6.7" , 7.75" @ 42" high	Excellent	A	3/4" & 1" branches over new patio-deck
10	Coast Live Oak	2"	Excellent	A	NO PRUNING REQUIRED
13	Coast Live Oak	7.85"	Excellent	B	NO PRUNING REQUIRED
14	Coast Live Oak	15.3"	Excellent	A	2x1" , 2x2" , 3" & 4" branches over new sidewalk & driveway
17	Coast Live Oak	17.95"	Good	A	2" & 3" branches over new driveway
27	Coast Live Oak	2"	Excellent	A	NO PRUNING REQUIRED
28	Coast Live Oak	11.4"	Good	B	NO PRUNING REQUIRED

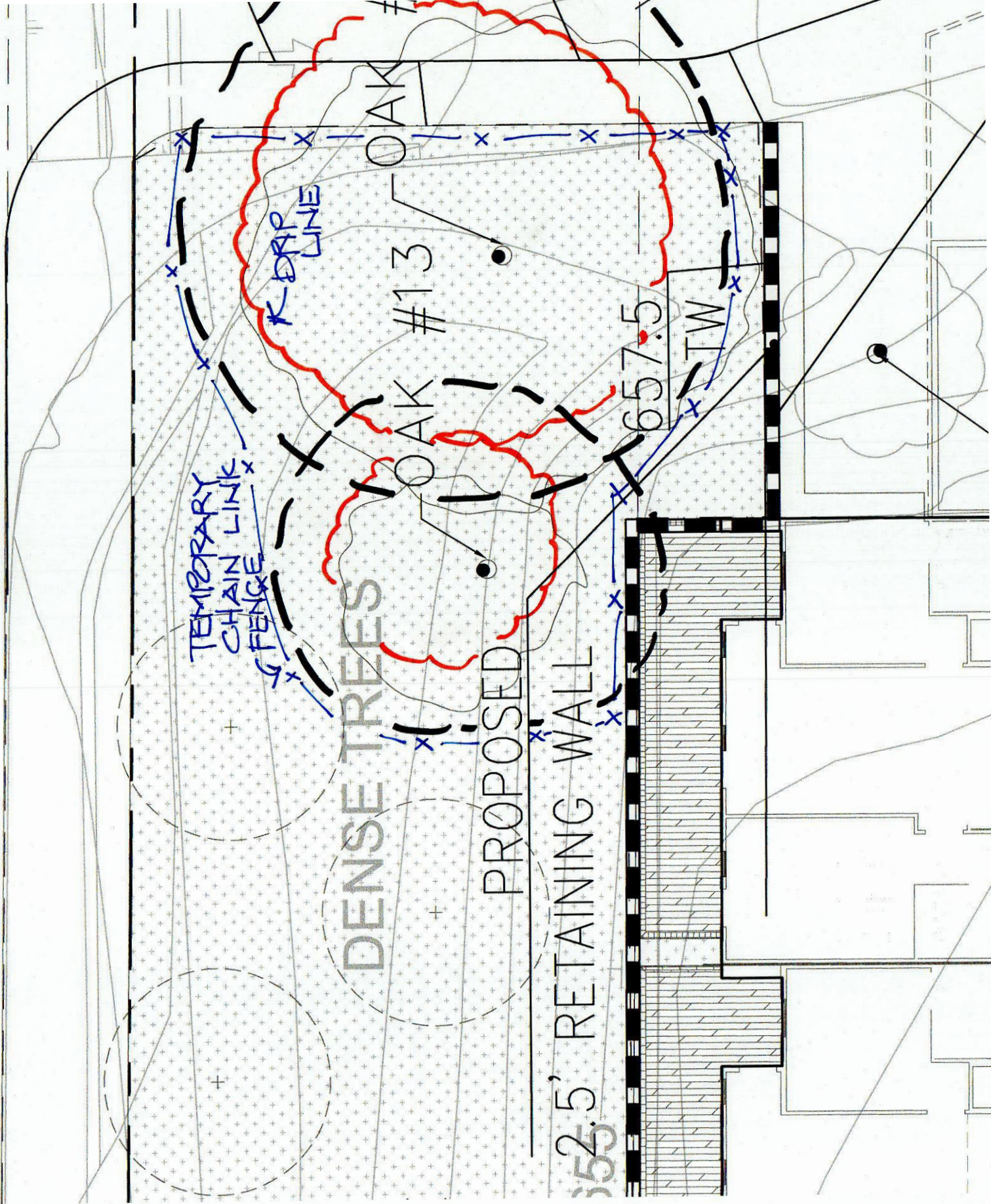
* A = this tree is symmetrical, having the ideal form & appearance for the species; B = this tree, though non-symmetrical, has an appealing form with very little dieback; C = this tree, is non-symmetrical with an unappealing form and/or has much dieback; D = this tree has few if any positive characteristics.

OAK #7









ATTACHMENT #s 11 & 12
(To the 6/5/2023 PC Packet)

To Avoid Duplication, See City Council June 20, 2023 Latigo Public Hearing Documents Under Separate Cover here: [Documents Under Separate Cover](#)

The Draft and Final EIR 2022-70774-EIR for Latigo Hillcrest Project at 2150 West Hillcrest Drive can also be found on file in the Community Development Department, City Hall, 2100 East Thousand Oaks Boulevard, Thousand Oaks.

THOUSAND OAKS PLANNING COMMISSION



Supplemental Information Packet 1 June 2, 2023

Agenda Related Items Meeting of June 5, 2023

Supplemental Information:

Any agenda-related public documents received and distributed to a majority of the Planning Commission after the Agenda Packet is printed are included in Supplemental Packets. Supplemental Packets are produced as needed, typically they are distributed on the Thursday or Friday preceding the Planning Commission meeting and/or on Monday before the meeting. Supplemental Packets on Thursday or Friday are available for public inspection in the Community Development Department, 2100 East Thousand Oaks Boulevard, during normal business hours (main location pursuant to the Brown Act, G.C. 54957.5(2)). All Supplemental Packets are available for public review at the Planning Commission on the City's website www.toaks.org.

Americans with Disabilities Act (ADA)

Americans with Disabilities Act (ADA): In compliance with the ADA, if you need special assistance to participate in this meeting or other services in conjunction with this meeting, please contact the Planning Division, (805) 449-2500. Upon request, the agenda and documents in this agenda packet can be made available in appropriate alternative formats to persons with a disability. Notification at least 48 hours prior to the meeting or time when services are needed will assist the City in ensuring that reasonable arrangements can be made to provide accessibility to the meeting or service.

To: Planning Commission

From: Kelvin Parker, Community Development Director

Date: June 2, 2023

Subject: Regarding Item 07B - Proposed Mixed-Use (Commercial and Multi-Family Residential) Development: General Plan Land Use Element Amendment 2021-70169-LU, Zoning Change 2022-70776-Z, Specific Plan 2022-70778-SP, Development Agreement 2022-70777-DAGR, Development Permit 2022-70773-DP, Special Use Permit 2022-70779-SUP, Protected Tree Permit 2022-70780-PTP, and Environmental Impact Report 2022-70774-EIR Attachment #7B DAGR; Latigo Hillcrest LLC

The Draft Development Agreement 2022-70777-DAGR, noted in the subject report as Attachment #7B is attached.

The Final Environmental Impact Report 2022-70774-EIR, noted in the subject report as Attachment #12, is now available at the link in the report and as noted below:

<https://www.toaks.org/departments/community-development/planning/environmental-impact>

Thank You.

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO:

City of Thousand Oaks
2100 E. Thousand Oaks Boulevard
Thousand Oaks, CA 91362
Attn: City Clerk

WITH A COPY TO:
Thomas S. Cohen, Esq.
Cohen Land Use Law, LLP
1534 N. Moorpark Road, #337
Thousand Oaks, CA 91360
Email: tcohen@cohenlanduselaw.com

(Space Above this Line is for Recorder's Use Only)

This Development Agreement is recorded at the request and for the benefit of the City of Thousand Oaks and is exempt from the payment of a recording fee pursuant to Government Code § 6103.

DEVELOPMENT AGREEMENT

by and between

CITY OF THOUSAND OAKS

and

LATIGO HILLCREST, LLC

THIS DEVELOPMENT AGREEMENT is entered into this ____ day of _____, 2023, by and among the CITY OF THOUSAND OAKS, a California municipal corporation ("City"), on the one hand, and LATIGO HILLCREST, LLC ("Owner"), on the other hand. City and Owner are at times collectively referred to as the "Parties" herein.

RECITALS

This Agreement is predicated upon the following facts, understandings, and intentions of the Parties.

A. The State of California adopted the Development Agreement Act to strengthen the public planning process, encourage private participation in comprehensive planning, and reduce the economic risk of development. Sections 65865 through 65869.5 of the California Government Code Section (the Development Agreement Act), authorizes City and persons who have legal or equitable interests in real property to enter into a binding development agreement establishing certain development rights in the real property that is the subject of the development project application. City has also codified the process of development agreements in Chapter 11 of Title 9 of the Thousand Oaks Municipal Code ("TOMC").

B. Throughout this Agreement, including the Recitals contained herein, certain capitalized terms are used which are defined in Section 1 of this Agreement. City and Owner intend to refer to those definitions when the capitalized terms are used.

C. Pursuant to Government Code Section 65865, City adopted Title 9, Chapter 11 of the TOMC – Development Agreements ("Development Agreement Ordinance"), further authorizing this Agreement and establishing the City Council's intent that development agreements be entered into in those situations where the agreement is fair, just and reasonable at the time of its execution; and where it is prompted by the necessities of the situation, or is, by its nature, advantageous to City.

D. Throughout this Agreement the terms "Owner" or "Developer" may be used synonymously, and both refer to LATIGO HILLCREST, LLC.

E. On April 13, 2021, per the applicant Amgen, Inc.'s ("Amgen") request to change the use of the Property located at 2150 W. Hillcrest Drive from administrative offices to commercial/residential use, the City Council adopted Resolution No. 2020-014, "A Resolution of the City Council of the City of Thousand Oaks Declaring Intention to Consider an Amendment to the Land Use Element of the General Plan and Allowing Concurrent Processing of Entitlement Applications for Land Located at 2150 W Hillcrest Drive (LU 2021-70169). As part of that Resolution, the City Council approved initiating LU 2021-70169 and allocated 246 residential dwelling units of Citywide Measure E residential capacity to the Property under RCA 2021-70168. On March 29, 2022, City Council approved an extension of time for Amgen to submit its formal application for the proposed project at the site. Subsequent to the City's authorization of the extension, Amgen transferred its rights to the property and the project applications to Latigo Hillcrest, LLC.

F. Owner and the City have agreed that the parties should enter into a development agreement pursuant to City's Development Agreement Ordinance and proceedings have been taken in accordance with the rules and regulations of City and State law.

G. Owner voluntarily enters into this Agreement to implement the General Plan and in consideration for the rights conferred and the procedures specified herein for the development of 2150 W Hillcrest Drive, Thousand Oaks, California A.P.N. Number 667-0-113-075 ("Property" or "Project site"). City, in the exercise of its legislative discretion, voluntarily enters into this Agreement to implement the General Plan Amendment and in consideration of the agreements and undertakings of Owner as specified herein.

H. Concurrent with this Agreement (2022-70777-DAGR), Owner proposed that City grant Owner the following land use entitlement approvals (hereinafter "Project Approvals") for the Project (defined below in Section 1 – Definitions) which are incorporated and made a part of this Agreement.

- a. General Plan Land Use Amendment No. LU 2021-70169 to Commercial/Residential
- b. Specific Plan 2022-70778 (No. 24; with density bonus units in exchange for affordable housing)
- c. Zone Change and Zoning Map Amendment 2022-70776
- d. Development Permit (DP) 2022-70773
- e. Protected Tree Permit No. 2022-70780
- f. Environmental Impact Report (EIR) 2022-70774
- g. Special Use Permit (SUP) 2022-70779

I. During the application process, Owner submitted architectural plans, site plans, landscape plans and grading plans to the City for review by staff. The Parties worked on creating a specific plan (2022-70778-SP) that will govern the development of the Project and identify land use standards for the Property. The Project was approved subject to certain conditions and the approved plan and conditions of approval are attached to this Agreement as Exhibits C and D.

J. City has approved the Project, subject to the associated conditions, and determined that this Agreement is consistent with City's General Plan and Specific Plan No. 24 and specifically determined that this Agreement: (1) is fair, just and reasonable; (2) is prompted by the necessities of the situation and is by its nature advantageous to

City; and, (3) that this Agreement encourages and assures private participation in the construction of housing stock, as determined in the absolute discretion of the City Council.

K. On June 5, 2023, the Planning Commission of City considered the Project, the material terms of this Agreement, and the Environmental Impact Report ("EIR") at a duly noticed public hearing and made appropriate findings that the provisions of this agreement are consistent with the General Plan and recommended approval / disapproval of the Project to City Council.

L. The City Council, after conducting a duly noticed public hearing on June 20, 2023, certified and adopted the Final EIR and associated mitigation monitoring and reporting program, and considered, confirmed, and approved that the Project's Final EIR adequately addresses the environmental impacts of the Project at the Project Site, including consideration of the Project Approvals, approved the form and material elements of this Agreement, authorized the execution of this Agreement, and found that the provisions of this Agreement are consistent with the General Plan, State law, and the Development Agreement Ordinance. The City Council conducted the first reading of the new ordinance on June 20, 2023, followed by the City Council's second reading of the new ordinance on July 11, 2023.

M. In exchange for the benefits to City listed herein, City agrees to take those actions required to facilitate Owner's development of the Project, including the approval, adoption, or issuance of necessary development permits and the future ministerial approval of any additional building plans, building permits, occupancy permits, and other such permits necessary to implement the Project ("Ministerial Approvals") which are consistent with this Agreement.

N. It is the intent of the Parties that all acts referred to in this Agreement shall be accomplished in such a way as to fully comply with the California Environmental Quality Act ("CEQA"), state law governing adoption of development agreements, the Thousand Oaks Municipal Code, City's Development Agreement Ordinance, and applicable development entitlements.

O. This Agreement is made and entered into in consideration of the mutual covenants and in reliance upon the various representations and warranties contained herein. The Parties acknowledge that, in reliance on the agreements, representations, and warranties contained herein, Owner will take certain actions, including making substantial investments and expenditures of monies, relative to the Property and the development thereof.

P. This Agreement will eliminate uncertainty in planning for and securing orderly development of the Project, provide certainty necessary for the Owner to make significant investments in public infrastructure, public gathering areas, and other improvements, assure the timely and progressive installation of necessary improvements and public services, establish the orderly and measured build-out of the Project consistent

with the vision of City's Specific Plan No. 24 and will provide public benefits to City it would not be entitled to absent this Agreement. All such public improvements or projects are beneficial to the health, safety, and general welfare of the City in general.

Q. The terms of this Agreement support a vital and important interest of City by ensuring the development is consistent with the General Plan, Specific Plan No. 24 and the proposed improvements to the property. The Agreement is necessary to assure Developer that the Project will not be reduced in density, intensity or use, or be subjected to new rules, regulations, ordinances, or policies unless otherwise expressly allowed by this Agreement.

R. In exchange for the benefits to City, Developer desires to receive the General Plan Amendment and other Project Approvals to permit mixed use on the Property, the designated number of residential units allocated for the Project, assurance that it may proceed with the Project in accordance with the Project Approvals and existing land use ordinances and development standards in effect on the Agreement Date, subject to the terms and conditions contained in this Agreement and, to secure the benefits afforded Developer by Government Code §65864 *et seq.*, and the City's Development Agreement Ordinance.

S. For the foregoing reasons, Owner, and the City (each individually, a "Party" and, collectively, the "Parties") desire to enter into a development agreement for the Project pursuant to the Development Agreement Act and other applicable laws upon the terms and conditions set forth herein and, in the exhibits, attached hereto.

AGREEMENT

NOW, THEREFORE, in consideration of the above-stated recitals and of the mutual covenants contained in this Agreement as well as in consideration of the mutual promises and covenants herein contained and other valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the Parties agree as follows:

1. Definitions

1.1. "Agreement" means this Development Agreement, identified as City of Thousand Oaks Development Agreement No. 2022-70777.

1.2. "Agreement Date" means the date this Agreement is executed by both City and Owner.

1.3. "Agreement Effective Date" is the date on which this Agreement is attested by the City Clerk of the City after execution by Owner and Mayor of the City.

1.4. "Applicable Rules and Laws" means the City's rules, regulations, ordinances, and official policies in force and effect as of the Agreement Effective Date governing permitted uses of the land, the density or intensity of use, the maximum height

and size of proposed buildings, parking requirements, setbacks, development standards, the provisions for reservation or dedication of land for public purposes, as well as those rules and laws governing design, improvement, and construction standards, specifications, policies and guidelines applicable to development of the Property, including the General Plan, as amended by the General Plan Amendment, and Specific Plan No. 24, and unless otherwise provided by this Agreement or the Project Approvals.

1.5. “Area Median Income” or “AMI” means the median income for Ventura County, California, adjusted for Actual Household Size, as determined by the U.S. Department of Housing and Urban Development (“HUD”) pursuant to Section 8 of the United States Housing Act of 1937 and as published from time to time by the State of California Department of Housing and Community Development (“HCD”) in Section 6932 of Title 25 of the California Code of Regulations or any successor provision published pursuant to California Health and Safety Code section 50093(c). If there is a discrepancy between applicable HUD and HCD AMI levels, then the HCD AMI will be applied, unless otherwise required by mandatory requirements of applicable federal law.

1.6. “CEQA” means the California Environmental Quality Act and any state and local rules, regulations or guidelines adopted pursuant thereto.

1.7. “City” means the City of Thousand Oaks, California.

1.8. “Development Agreement Ordinance” means Title 9, Chapter 11 of the Thousand Oaks Municipal Code wherein City has set forth the procedures and requirements for consideration and administration of development agreements.

1.9. “Development Fees” means any monetary fee or exaction other than a tax or special assessment that would be charged by a local government agency pursuant to Government Code Section 66000, *et seq.*, to a project applicant in connection with new development for the purpose of defraying all or a portion of the cost of public facilities related to the new development, including without limitation, fees for utility construction, use, linkage or connection fees; public transit; traffic improvement and operations and any other traffic-related fees; affordable housing; sustainability or green initiatives; capital facilities; police and fire; parks; libraries; and other exactions, assessments, fair share charges or other similar impact fees or charges imposed on and in connection with new development.

1.10. “Future Development Entitlements” means all necessary City discretionary approvals (including conditions of approval) for the development of the Project that are not addressed in this Agreement and that must be consistent with the current General Plan and Zone Change Ordinance for the Project Site, the Applicable Laws, and this Agreement.

1.11. “General Plan” means the General Plan of the City.

1.12. “Measure E Residential Capacity” means the citywide residential units available for reallocation to a proposed development project pursuant to Section 9-2.203 of City’s Municipal Code.

1.13. “Ministerial Approvals” means the non-discretionary City permits and approvals necessary for the development of the proposed Project as required by the Applicable Laws or State law, including but not limited to approval of building plans, final map, building permits, occupancy permits, and other similar types of permits necessary to implement the Project. Notwithstanding the foregoing, Ministerial Approvals may be processed and approved in accordance with amended versions of the Applicable Laws upon Owner’s request and in Owner’s sole discretion.

1.14. “Moderate Income Households” means a household with income that does not exceed the greater of (i) 120 percent of the Area Median Income, as adjusted by Actual Household Size, or (ii) the then current income range limit for Moderate Income Households established for Ventura County under Section 6932 of Title 25 of the California Code of Regulations as in effect at the time the household submits its application for occupancy of the Moderate Income rental Unit, as such limit is adjusted by Actual Household Size. Refer to the 2022 Ventura County Income Limits chart attached hereto as Exhibit E and future amendments and revisions thereto.

1.15. “Owner” or “Developer” means LATIGO HILLCREST, LLC, and each and all of their respective transferees, partners, successors, and assigns, whether voluntary or involuntary.

1.16. “Processing Fees” means fees and charges (i) adopted by the City for the purpose of defraying the City’s reasonable costs incurred or to be incurred in the processing and administration of any form of permit, license, or land use entitlements, or (ii) imposed by the City to defray the costs of periodically updating its plans, policies, and procedures, including but not limited to, the fees and charges referred to in Government Code Section 66014.

1.17. “Project” means the proposed development of the Property in accordance with the Project Approvals, this Agreement, and the conditions of approval and mitigation measures adopted as part of this Agreement.

1.18. “Project Approvals” means those discretionary City permits and approvals, including those listed in Recital H of this Agreement (including conditions of approval), necessary for the development of the proposed Project consistent with the needed General Plan amendment and Zone Change for the Project Site, the TOMC and other Applicable Laws in effect on the Agreement Effective Date, any amendment to such permit or approval allowed by the TOMC and this Agreement.

1.19. “Property” is that certain real property located within the City of Thousand Oaks at 2150 W Hillcrest Drive, Thousand Oaks, California 91320, A.P.N 667-0-113-075 and as more particularly described in Exhibit A attached hereto. The Property may also be referred to from time to time herein as the “Project Site.”

1.20. “Reserved Powers” means the rights and authority expected from this Agreement’s restriction on the City’s police powers and which are instead reserved to the City. The Reserved Powers include (a) the powers to enact regulations or take future Discretionary Actions after the approval of the Project Approvals that may be in conflict with the Applicable Rules and Project Approvals, but (i) are necessary to protect the public health and safety, and are generally applicable on a citywide basis (except in the event of natural disasters as found by City Council such as floods, earthquakes, pandemics and similar acts of God), (ii) are necessary to comply with State or federal laws and regulations (whether enacted previous or subsequent to the final administrative approval of the Project Approvals), or (iii) constitute Processing Fees and charges imposed or required by the City to cover its actual costs in processing applications, permit requests and approvals of the Project or in monitoring compliance with permits issued or approvals granted for the performance of any conditions imposed on the Project, unless otherwise waived in writing by the City, and (b) the power to enact and amend the Building Codes.

1.21. “Term” means the period of time for which this Agreement shall be effective in accordance with Section 3 below.

1.22. “Very Low Income Households” means a household with income that does not exceed the greater of (i) 50 percent of the Area Median Income, as adjusted by Actual Household Size, or (ii) the then current income range limit for Very Low Income Households established for Ventura County under Section 6932 of Title 25 of the California Code of Regulations as in effect at the time the household submits its application for occupancy of the Very Low Income Rental Unit, as such limit is adjusted by Actual Household Size.

2. Exhibits. The following documents are referred to in this Agreement, attached hereto and made a part hereof by this reference.

<u>Exhibits Designation</u>	<u>Description</u>
A	Legal Description of Property
B	Site Plan
C	Project Plan Set dated May 26, 2023
D	Conditions of Approval
E	Ventura County Income Limits Chart

3. Agreement Effective Date and Term. This Agreement shall become effective ("Agreement Effective Date") as set forth in Subsection 1.3 above. Unless extended by mutual written agreement of the Parties, this Agreement shall expire and be of no further force or effect on the earlier of seven (7) years from the Agreement Effective Date ("Term") or the date on which the City issues a Certificate of Occupancy or approves final permits to allow occupancy of buildings for the Project. The term may be terminated, modified, or extended by mutual consent in writing of the Parties with good cause, not to be unreasonably withheld by the City. Owner intends to submit plans for building permits within the first year of the Term, subject to unforeseen delays and the Parties will act in good faith to move the project forward through construction and completion in a time efficient manner. Notwithstanding the Owner's intent, Owner shall submit plans for building permits within two years of the Effective Date. Following the expiration of the Term, this Agreement shall terminate and be of no further force and effect, except with respect to terms and provisions that expressly survive the termination of this Agreement. If this Agreement is terminated because the City has issued a Certificate of Occupancy or otherwise issued final occupancy permits for the entire Project, then Owner's obligations to make any Public Benefit Payments or provide the Public Benefits as identified in Section 6.1, below, shall survive such termination until the obligation has been completely satisfied. In the event the Project Approvals are challenged, the Term is tolled through the duration of the litigation. All Project Approval expiration dates will extend through the term of the Agreement.

4. State Enabling Statute. To strengthen the public planning process, encourage private participation in comprehensive planning and reduce the economic risk of development, the Legislature of the State of California adopted the Development Agreement Act which authorizes any city to enter into binding development agreements establishing certain development rights in real property with persons having legal or equitable interest in such property. Section 65864 of the Development Agreement Act expressly provides as follows:

"The Legislature finds and declares that:

(a) The lack of certainty in the approval of development projects can result in a waste of resources, escalate the cost of housing and other development to the consumer, and discourage investment in and a commitment to comprehensive planning which would make maximum efficient utilization of resources at the least economic cost to the public.

(b) Assurance to the applicant for a development project that upon approval of the project, the applicant may proceed with the project in accordance with existing policies, rules, and regulations, and subject to conditions of approval will strengthen the public planning process, encourage private

participation in comprehensive planning, and reduce the economic cost of development.”

Notwithstanding the foregoing, to ensure that the City remains responsive and accountable to its residents while pursuing the benefits of development agreements contemplated by the Legislature, the City: (1) accepts restraints on its police powers contained in development agreements only to the extent and for the duration required to achieve the mutual objectives of the Parties as permitted hereunder; and (2) to offset controls and conditions imposed on development project applications.

5. Purpose of this Agreement.

5.1. General Acknowledgement. This Agreement is entered into for the purpose of permitting the development of the Property in a manner that will assure certain anticipated benefits to both City and Owner as set forth in this Agreement.

5.2. Developer Objectives. In accordance with the legislative findings set forth in the Development Agreement Act, and with full recognition of the City’s policy of judicious restraints on its police powers, Developer wishes to obtain reasonable assurance that the Project may be developed in accordance with the Applicable Rules, the Project Approvals, and other Discretionary Actions and with the terms of this Agreement, but subject to the City’s Reserved Powers. In the absence of this Agreement, Developer would have no assurance that it can complete the Project with the zoning, and proposed density for the development (including, without limitation, the location and number of improvements, proposed height and building limits (e.g., requested density, maximum floor area, etc.) and the provisions of open space, vehicular access, and parking set forth in this Agreement, the Project Approvals, and other Discretionary Actions. This Agreement, therefore, is necessary to assure Developer that, except as otherwise expressly provided in this Agreement, the Project will not be (a) reduced or otherwise modified in density, intensity or use from what is set forth in the Project Approvals and other Discretionary Actions, (b) “subjected to new rules, regulations, ordinances or official policies or plans that are not adopted or approved pursuant to the City’s Reserved Powers or (c) subjected to unreasonable delays for reasons other than Citywide health and safety enactments related to force majeure events such as, but not limited to, floods, earthquakes, pandemics, labor shortages and similar acts of God.

5.3. Mutual Objectives. Development of the Project in accordance with this Agreement will provide for the orderly development of the Property in accordance with the policies and objectives set forth in the General Plan, as amended by the General Plan Amendment. Moreover, this Agreement will eliminate uncertainty in planning for and securing orderly development of the Property, assure installation of necessary improvements for, and other features of, the Project reflected in the Project Approvals, assure attainment of maximum efficient resource utilization within the City at the least economic cost to its citizens and otherwise achieve the goals and purposes for which they Development Agreement Act was enacted. The Parties believe that such orderly

development of the Project will provide public benefits to the City through the imposition of development standards and requirements under this Agreement, including without limitation increased tax revenues, installation of onsite improvements, creation and retention of jobs, and the development of an aesthetically attractive Project, as well as the public benefits described in Section 6.1, below. In addition, although development of the Project in accordance with this Agreement will restrain the City's land use or other relevant police powers, this Agreement provides the City with sufficient reserved powers during the Term hereof to remain responsible and accountable to its residents. In exchange for these and other benefits to the City, Developer will receive assurance that the Project may be developed during the Term of this Agreement in accordance with the Applicable Rules, Project Approvals and other Discretionary Actions, and the Reserved Powers, subject to the terms and conditions of this Agreement.

5.4. Applicability of the Agreement. This Agreement does not (a) grant height, density or intensity in excess of that otherwise established in the Applicable Rules and the Project Approvals; (b) eliminate future Discretionary Actions relating to the Project if applications requiring such Discretionary Action are initiated and submitted by the Owner of the Property after the Effective Date of this Agreement; (c) guarantee that Developer will receive any profits from the Project; (d) prohibit the Project's participation in any benefit assessment district that is generally applicable to surrounding properties; (e) amend the General Plan; or, (f) amend the City's Planning and Zoning Code (Title 9). This Agreement has a fixed Term. Furthermore, in any subsequent Discretionary Actions applicable to the Property, the City may apply such new rules, regulations and official policies as are contained in its Reserved Powers.

6. Public Benefits. This Agreement provides assurances that the public benefits identified in Section 6.1, below, will be achieved in accordance with the Applicable Rules and Project Approvals and with the terms of this Agreement and subject to the City's Reserved Powers.

6.1. Benefits to City and Obligations of Owner. The benefits to City (including, without limitation, the residents of City) and obligations of Owner under this Agreement include, but are not limited to:

6.1.1. Construction of the Project in a single phase which increases residential stock in the City by adding 300 market-rate apartments in a mixture of one-bedroom, one bedroom with a den, two bedroom, and three bedroom units;

6.1.2. Owner is pursuing a 35% density bonus pursuant to the State Density Bonus Law. To qualify for this percentage of additional market-rate units, Owner is going to construct and preserve 11% (28 units) of the base 246 units as Very Low Income Household. Two additional Very Low Income Household units are provided in exchange for certain modifications to the Objective Design Standards. The thirty (30) affordable Very Low-Income Household apartment units are made up of 17 one-bedroom units, 11 two-bedroom units, and 2 three-bedroom units. All affordable units

will be protected by a recorded covenant to maintain the units in the relevant income range for fifty-five (55) years;

6.1.3. Three Moderate Income Household Affordable units are provided in exchange for modifications to the Objective Design Standards. The three Moderate Income Household units will be made up of 2, one-bedroom units, and 1, two-bedroom unit. All affordable units will be protected by a recorded covenant to maintain the units in the relevant income range for fifty-five (55) years;

6.1.4. Removal of vacant commercial use and structures, and replacement with mixed-use residential and commercial uses and structures;

6.1.5. Two (2) live/work units which results in the Project providing vehicular trip reduction benefits as a result of the dedication of live/work units and work share space for use by the residents of Latigo Hillcrest. In addition, onsite retail and restaurants will also result in fewer vehicles miles traveled thereby reducing air, noise, and traffic impacts on the community at-large;

6.1.6. Construction of 5,300 square feet of Commercial retail space with 3,000 square feet of public exterior commercial plaza;

6.1.7. Approximately 1,050 square feet of work/share space;

6.1.8. Enhanced architectural design with appropriate massing and scale, extensive articulation, glazing, and extensive detailing with upgraded materials;

6.1.9. Provision of necessary fees, dedications and public improvements that will provide benefits for the community;

6.1.10. Integrate sustainable features including but not limited to electric-only residential utilities, rooftop solar farm (as required by state law), electric bicycle stations, and EV charging stations including the following:

6.1.10.1 226 EV Capable parking spaces (40% of overall Parking) with pre-wiring installed for future Level 2 EV Charging;

6.1.10.2 174 EV Ready parking spaces (30% of parking) that equates to 5% more than required by Cal Green) and which are equipped with low power Level 2 EV charging 120-240 volt 30 Amp receptacles;

6.1.10.3 57 EV Chargers (10% of overall Parking) equipped with Level 2 EVSE Supply Equipment installed and operational prior to issuance of the Certificate of Occupancy;

6.1.10.4 Indoor/Outdoor bike parking with electric bicycle and scooter charging stations;

6.1.11. In lieu of providing public art on the site, Owner will modify or replace the gateway sign currently installed on Rancho Conejo Boulevard west of the Property with a new gateway sign adjacent to Rancho Conejo Boulevard. The Parties agree to use good faith efforts to design and construct the gateway sign as outlined in the Conditions of Approval.

6.2. Benefits to Owner and Obligations of City. Owner will expend time and money in constructing public improvements and facilities in connection with the Project, and thus the vested rights provided by this Agreement will be of considerable benefit to Owner. The benefits to Owner and obligations of City also include the following:

6.2.1. City's adoption of a General Plan amendment that provides residential units on the property in conjunction with a mixed-use project that also provides an affordable housing component that is necessary for the proposed number of residential units, which significantly enhances the value of the Property;

6.2.2. City's allocation of 246 Measure E residential units for the Project;

6.2.3. City's adoption of a General Plan amendment that provides for commercial/retail uses as detailed in the attached exhibits;

6.2.4. Approval of a Specific Plan No. 24 that provides unique elements to the building facades, and permits the overall composition, standards, and placement of buildings within the plan;

6.2.5. As more fully set forth in the Conditions of Approval, some specific waivers of the City's objective standards pertaining to architectural design and construction materials;

6.2.6. Consistent with California Government Code Section 65915, the City's approval of 87 "density bonus" market rate units above and beyond the 246 base density units permitted by the General Plan's 30 dwelling units per acre limitation;

6.2.7. City's guarantee that certain City fees related to development of the Property will not increase during the term of this Agreement;

6.2.8. City's agreement to allow Owner to file all applications for City entitlements and any required maps in a single process not restricted as to the time of filing, but not later than the expiration of this Agreement;

6.2.9. City's agreement to not change the existing zoning and General Plan designations of the Property without Owner's consent during the term of this Agreement;

6.2.10. City's assurance that any permits for the Project as described herein for which owner has submitted plans entitled "Project Plans" (attached as Exhibit "C") will be processed expeditiously and in accordance with the terms and provisions of this Agreement, the approved Project Plans, and the Conditions of Approval (attached as Exhibit "D").

7. Project Development

7.1. Project Description and Binding Covenants. The Property is that property described in the attached Exhibits A and B which include a map showing its location and boundaries. The Property is commonly described as located at 2150 West Hillcrest Drive, Thousand Oaks, California, A.P.N. 667-0-113-075. Owner represents that it has a legal or equitable interest in the Property and that all other persons holding legal or equitable interests in the Property (excepting owners or claimants in easements) agree to be bound by this Agreement. The Parties intend and determine that the provisions of this Agreement shall constitute covenants which shall run with said Property, and the burdens and benefits hereof shall bind and inure to all successors in interest to the Parties hereto.

7.2. General Development. Any development of the Project on the Property shall be conducted in accordance with the terms and conditions of this Agreement and attached exhibits.

7.3. Ministerial Approvals. City hereby agrees that Ministerial Approvals for the Project will be approved in a manner consistent with the Project Approvals and Applicable Laws, provided that Owner satisfactorily complies with all preliminary procedures, actions, payments, criteria, and regulations applicable as of the Agreement Effective Date and generally required of developers by City for processing applications for developments at such time.

7.4. CEQA Compliance. The City Council approved the current General Plan Land Use Element designation and zoning for the Property after considering the information and findings of the Environmental Checklist for this Project and EIR No. 2022-70774. The Project is subject to all applicable mitigation measures and project design features as described in EIR No. 2022-70774.

7.5. Permitted Uses and Development Standards. In accordance with and subject to the terms and conditions of this Agreement, Developer shall have a vested right to develop the Property for the uses and in accordance with and subject to the terms and conditions of this Agreement, the Project Approvals, the Future Development Entitlements (if and when approved), Ministerial Approvals (if and when approved), any

amendments to the foregoing approved by the City, and, to the extent not addressed in the foregoing, the Applicable Laws, the exhibits attached hereto and incorporated herein by reference, and any amendments to the Project Approvals or Agreement as may, from time to time, be approved pursuant to this Agreement.

7.6. Owner to Build Approved Project. Owner hereby agrees that development of the Project shall be in accordance with the Project Approvals, including the conditions of approval and the mitigation measures and project design features for the Project as adopted by City, any amendments to the Project Approvals or Agreement as may, from time to time, be approved pursuant to this Agreement, the Future Development Entitlements (if and when approved), Ministerial Approvals (if and when approved), any amendments to the foregoing approved by the City, and, to the extent not addressed in the foregoing, the Applicable Laws. Nothing in this Section shall be construed to restrict the ability to make minor changes and adjustments in accordance with Subsection 10.2. Notwithstanding the foregoing, nothing in this Agreement shall require Owner to construct the Project or pay fees for any portion of the Project that Owner does not construct.

7.7. Timing of Development. The California Supreme Court held in *Pardee Construction Co. v. City of Camarillo*, 37 Cal.3d 465 (1984), that failure of the parties in that case to provide for the timing of development resulted in a later adopted initiative restricting the timing of development to prevail over the parties' agreement. It is the intent of Developer and the City to cure that deficiency by expressly acknowledging and providing that any future City action that purports to limit over time the rate or timing of development or to alter the sequencing of development phases (whether adopted or imposed by the City Council or through the initiative or referendum process) shall not apply to the Project and shall not prevail over this Agreement. In particular, but without limiting any of the foregoing, no numerical restriction shall be placed by the City on the amount of total square feet or the number of buildings, structures, residential units that can be built each year on the Property except as expressly provided in this Agreement. The Project shall be completed within the Term unless extended pursuant to this Agreement. Owner intends to submit plans for building permits within the first year of the Term, subject to unforeseen delays.

8. Rules, Regulations, and Fees.

8.1. Main Rules, Regulations, Ordinances and Policies. For the Term of this Agreement, the rules, regulations, ordinances and official policies governing the permitted uses of land, the density and intensity of use, phasing, design, improvement and construction standards and specifications applicable to the development of the Property, including the maximum height and size of proposed buildings, shall be the Applicable Laws, the Project Approvals, Conditions of Approval (Exhibit D), the Future Development Entitlements (if and when approved), Ministerial Approvals (if and when approved), any amendments to the foregoing approved by the City, and Project Plan Set dated May 26, 2023 (Exhibit C). Except as otherwise provided in this Agreement, to the extent any future changes in the General Plan, zoning codes or any future rules,

ordinances, regulations, or policies adopted by the City purport to be applicable to the Property but are inconsistent with the terms and conditions of this Agreement, the terms of this Agreement shall prevail, unless the Parties mutually agree to amend or modify this Agreement.

8.2. Changes in State and Federal Rules and Regulations. Nothing in this Agreement shall preclude the application to the development of the Property of changes in City's laws, regulations, plans, or policies, the terms of which are specifically mandated and required by changes in state and federal laws or regulations as provided in Government Code Section 65869.5. This includes, but is not limited to, the California Building Code, California Fire Code, California Mechanical Code, California Plumbing Code, California Residential Code, California Green Building Standards Code, and California Energy Code all of which have also been adopted in the TOMC. In the event State or federal laws or regulations enacted after the Agreement Date prevent or preclude compliance with one or more provisions of this Agreement or require changes in plans maps or permits approved by the City, this Agreement, or portions thereof, may be modified, extended, or suspended as may be necessary to comply with such State or federal laws or regulations or the regulations of such other governmental jurisdiction.

8.3. No City Liability for Federal or State Actions Affecting Project. To the extent that any actions of federal or state agencies (or actions of regional and local agencies, including City, insofar as they are required by said federal or state agencies) have the effect of preventing, delaying, or modifying development of the Property, City shall not in any manner be liable for any such prevention, delay, or modification of said development or for costs incurred by Developer in complying with such actions. To the extent possible, in the event of any ambiguity, any such regulations shall be applied and construed so as to provide the Owner with the rights and assurances provided under this Agreement.

8.4. Development Impact Fees and Public Benefit Program Cash Contribution. All City Processing Fees and Development Fees Owner shall pay for the Project shall be at the rates in effect on the Agreement Effective Date. Fees payable directly to, or collected by City for payment on behalf of, other public agencies, including but not limited to the State of California, County of Ventura, Ventura County Watershed Protection District, Calleguas Municipal Water District, Cal-Am, Conejo Recreation and Park District, and Conejo Valley Unified School District, are not subject to the limitation set forth herein. Any fees, charges, taxes, assessments, or levies (including, but not limited to, those for water and wastewater usage, and landscape and lighting assessments) other than Processing Fees and Development Fees that are revised or adopted on a Citywide or regional or communitywide basis during the term of this Agreement shall apply to the Property. Owner shall be entitled to fee credits where Owner demonstrates credits should be applied.

Per California Government Code Section 65915 and Section 65915.1, affordable housing impact fees, including inclusionary zoning fees and in-lieu fees, shall not be imposed on Project's affordable units.

8.5. Health and Safety Exception. Nothing herein shall be construed to limit the authority of City to adopt and apply codes, ordinances and regulations which have the legal effect of protecting persons or property from conditions which create a serious and imminent health, safety, or physical risk. To the extent possible, any such codes, ordinances, and regulations shall be applied and construed so as to provide the Owner with the rights and assurances provided under this Agreement.

8.6. Uniform Codes Applicable. All project construction, grading, and building plans for the Project shall comply with the uniform codes, construction standards and specifications in effect at the time the construction and improvements plans are approved, including those standards and specifications set forth in the California Building Code, California Fire Code, California Mechanical Code, California Plumbing Code, California Residential Code, California Green Building Standards Code, and California Energy Code all of which have also been adopted in the TOMC.

8.7. Future Development Entitlements. City agrees to cooperate with Owner to facilitate the processing of and to expeditiously process all Future Development Entitlements and City shall exercise its discretion in a manner consistent with and in recognition of this Agreement, the Project Approvals, the Applicable Laws, and other approved documents associated with this Agreement. City and Owner shall meet to identify all necessary Future Development Entitlements and to develop a schedule processing them. City and Owner agree to cooperatively work together to ensure expeditious review and processing and assign a dedicated City planner of the Future Development Entitlements.

8.8. Reserved Discretionary Approvals. Development Permit (DP) 2022-70773 and other land use entitlements identified in Exhibit H have been approved and adopted for the development of the Project on the Subject Property. Owner will first need to obtain a building permit(s) and other future discretionary approvals to complete construction and development of the Project on the Subject property as described in the exhibits attached to this Agreement. City agrees to cooperate with Owner to facilitate the processing of and to expeditiously process all future applications for such reserved discretionary approvals and City shall exercise its discretion in a manner consistent with and in recognition of this Agreement and other approved documents associated with this Agreement.

8.9. Governing Rules, Regulations, Ordinances, Conditions, and Policies. Notwithstanding anything to the contrary set forth in this Agreement, for the term of this Agreement, the rules, regulations, ordinances and official policies governing the permitted uses of the Property, the density and intensity of use, design, improvement and construction standards and specifications applicable to the development of the Property, including the maximum height and size of proposed buildings, shall be those rules, regulations and official policies in force on the effective date the City Council approves this Agreement, including the Conditions of Approval and Exhibits labeled "Project Plans" dated May 26, 2023, and attached as Exhibit "C". To the extent any future changes in the General Plan, zoning codes or any future rules, ordinances, regulations or policies adopted by the City purport to be applicable to the Property but are inconsistent with the terms and conditions of this Agreement, the terms of this Agreement shall prevail, unless the Parties mutually agree to amend or modify this Agreement. To the extent that any future changes in the General Plan, zoning codes or any future rules, ordinances, regulations, or policies adopted by the City are applicable to the Property and are not inconsistent with the terms and conditions of this Agreement or are otherwise made applicable by other provisions of this Agreement, such future changes in the General Plan, zoning codes or such future rules, ordinances, regulations or policies shall be applicable to the Property.

8.10. Applicable City Construction Standards. All project construction and improvement plans for the Project shall comply with the applicable governmental rules, regulations, and design guidelines in effect at the time the Project Plans are approved. If no permit is required for the public improvements, the date of permit approval shall be the date the improvement plans are approved by the City or the date construction for the public improvements is commenced, whichever occurs first.

8.11. Uniform Codes Applicable. This Project shall be constructed in accordance with the requirements of all applicable California Building Codes and local amendments, in effect at the time of submittal of the appropriate building, grading, encroachment or other construction permits for the Project. The Project must be built consistently with the City's General Plan, Thousand Oaks Municipal Code, and Specific Plan No. 24. If no permits are required for any infrastructure improvements, such improvements will be constructed in accordance with the provisions of the codes delineated herein in effect at the start of construction of such infrastructure.

9. Relationship of Parties. The contractual relationship between City and Owner is independent and under no circumstances shall Owner be considered an agent or partner of City.

10. Amendments to Agreement. This Agreement may be amended in whole or in part only in writing and only by the mutual consent of the Parties. Amendments shall be processed either as Major Amendments or Minor Amendments, as defined and set forth below in Subsections 10.1 and 10.2.

10.1. Major Amendments. Amendments to this Agreement which affect or relate to (a) the Term of this Agreement; (b) the permitted uses of the Property; (c) the provisions for the reservation or dedication of land; (d) an increase in the density or intensity of use of the Property or the maximum height or maximum gross square footage; (e) changes to the percentage of commercial uses to residential use; (f) changes to the community benefits affecting the total monetary contributions by Developer; (g) changes to building materials which are not comparable or better than those included in the project plans dated May 26, 2023; or, (h) changes to the features of the conceptual landscape plan, including common outdoor spaces which are to comparable or better than the details included in the Specific Plan dated May 25, 2023, shall be deemed a "Major Amendment" and shall require giving of notice and a public hearing before the Planning Commission and the City Council in accordance with Government Code Section 65868 and TOMC Section 9-11.14(a). Any amendment which is not a Major Amendment shall be deemed a Minor Amendment subject to Subsection 10.2 below. Consistent with Sections 10.1 and 10.2, the City Manager or his or her designee shall have the discretionary authority to determine if any amendment is a Major Amendment subject to this Section or a Minor Amendment subject to Subsection 10.2 below. Said determination may be appealed to the City Council.

10.2. Minor Amendments. The Parties acknowledge that refinement and further implementation of the Project may demonstrate that certain minor changes may be appropriate with respect to the details of the development and performance of the Parties under this Agreement. Minor changes include any modification to the Project that is substantially consistent with the intent of the Project Approvals and does not involve any deviation from Specific Plan No. 24 or Applicable Laws. The Parties desire to retain a certain degree of flexibility with respect to the details of the Project and with respect to those items covered in the general terms of this Agreement. If and when the Parties find that clarifications, minor changes, or minor adjustments are necessary or appropriate and do not constitute a Major Amendment under Subsection 10.1, they shall effectuate such clarifications, minor changes or minor adjustments through a written Minor Amendment approved in writing by Owner and the City Manager. Minor amendments authorized by this subsection are ministerial and may not constitute a discretionary action or "amendment" for the purposes of Government Code Sections 65867, 65867.5, and 65868. Unless otherwise required by law, no such Minor Amendment shall require prior notice or hearing.

11. Cancellation and Termination. This Agreement may be canceled, in whole or in part, by mutual consent of the Parties in the manner provided for in Government Code Section 65868 and TOMC Section 9-11.14. Any termination under Government Code Section 65865.1 or TOMC Section 9-11.14(b) shall be effective only if Owner is provided no less than thirty (30) days in which to cure any alleged noncompliance, provided that City shall not terminate this Agreement pursuant to Section 65865.1 or Section 9-11.14(b) if City determines that the nature of the noncompliance requires more than thirty (30) days to cure and that Owner is capable of effecting such cure, and within such thirty (30) days Owner commences such cure and thereafter diligently and with

continuity prosecutes such cure to completion. Any termination of this Agreement pursuant to Government Code Section 65865.1 or TOMC Section 9-11.14(b) shall be preceded by an opportunity for Owner to be heard before the City Council. This provision shall not limit City's or Owner's remedies as provided in this Agreement.

12. Enforcement. Unless canceled or terminated as provided herein, this Agreement is enforceable by City, Owner, or any successor in interest, notwithstanding any change in any applicable General or specific plan, zoning, or subdivision regulation adopted by City or otherwise imposed which alters or amends the rules, regulations or policies specified in this Agreement.

13. Periodic Review of Compliance with Agreement.

13.1. Periodic Review. City may review compliance with this Agreement every twelve (12) months from the date this Agreement is executed unless a shorter time is specified by the City Council. City shall notify Owner in writing of the date for review at least thirty (30) days prior thereto, and Owner shall provide such information as City may require so City may properly perform the review. The City shall conduct any such annual review to determine whether Developer is acting in good-faith compliance with the provisions of this Agreement in accordance with Section 65865.1 of the California Government Code. Developer shall reimburse the City for the cost of each annual review conducted during the term of this Agreement. Such cost reimbursement shall include all direct and indirect expenses actually incurred in such annual reviews, provided that such cost shall be generally consistent with the cost charged for annual reviews for other development agreements to which the City is a party.

13.2. Good Faith Compliance. During each periodic review, Owner shall be required, in accordance with TOMC Section 9-11.13, to demonstrate by substantial evidence good faith compliance with the terms and conditions of this Agreement.

14. Events of Default.

14.1. Defaults by Owner. If City determines that Owner is in default under the terms and conditions of this Agreement, City shall, by written notice to Owner, specify the manner in which Owner is in default and state the steps Owner must take to comply. If, within thirty (30) days after the effective date of notice from City specifying the manner in which Owner has failed to so comply, Owner does not commence all steps reasonably necessary to comply as required and/or thereafter diligently and with continuity pursue such steps to cure the default, then Owner shall be deemed to be in default under the terms of this Agreement and City may seek to terminate this Agreement providing Owner an opportunity to be heard before the City Council in accordance with Government Code Section 65865.1 and TOMC Section 9-11.14(b), or seek other remedies as set forth in this Agreement.

14.2. Defaults by City. If Owner determines that City is in default under the terms and conditions of this Agreement, Owner shall, by written notice to City, specify the manner in which City is in default and state the steps City must take to comply. If, within thirty (30) days after the effective date of notice from Owner specifying the manner necessary to comply as required and/or thereafter diligently and with continuity pursue such steps to completion, then City shall be deemed to be in default under the terms of this Agreement and Owner may terminate this Agreement or seek other remedies as set forth in this Agreement.

14.3. Failure to Cure Default Procedures. If after the cure period has elapsed, the City finds and determines that Owner remains in default, the City shall make a report to the City Council and then set a public hearing in accordance with the notice and hearing requirements of Government Code Section 65867 and 65868. If, after public hearing, the City Council finds and determines, on the basis of substantial evidence that the Owner has not cured the applicable default pursuant to this Section, City Council may terminate the Agreement and seek all remedies as set forth in this Agreement.

14.4. No Monetary Damages. It is acknowledged by the Parties that neither the City nor Owner would have entered into this Agreement if it were liable in monetary damages under or with respect to this Agreement or the application thereof. The Parties agree and recognize that, as a practical matter, it may not be possible to determine an amount of monetary damages that would adequately compensate Owner for its investment of time and financial resources in planning to arrive at the kind, location, intensity of use, and improvements for the Project, nor to calculate the consideration the City would require to enter into this Agreement to justify the exposure. Therefore, the Parties agree that each of the Parties may pursue any remedy at law or equity available for any breach of any provision of this Agreement, except that neither Party nor any Transferee shall be liable in monetary damages and the Parties covenant not to sue for or claim any monetary damages for the breach of any provision of this Agreement. The Parties understand and agree, however, that nothing in this Section 14.4 shall prohibit, restrict, or otherwise affect the rights of a Party to seek monetary damages as a result of Owner's failure to make the required Benefit Payments or pay to the City any other required payments under this Agreement. If Owner fails to make the Public Benefit Payments as required by this Agreement, the City shall be entitled to sue for the City's actual, direct monetary damages in the amount of such unpaid Benefit Payments. In no event shall either Party be entitled to special, consequential, or punitive damages or damages measured by lost profits.

14.5. Remedies. The exclusive remedy for Owner for a default by City shall be specific performance under the terms of this Agreement to construct the Project as described within this Agreement. To the extent permitted by applicable law, Owner shall not assert, and hereby waives, any claim against City, its Officials, Officers, Employees, and Agents, on any theory of liability, for special, indirect, consequential, or punitive damages arising out of, in connection with, or as a result of, this Agreement and any actions by City to approve the Project and this Agreement. Owner further waives any

right to monetary damages such as compensatory damages, loss of economic benefit, or lost profits.

14.6. Commencement of Legal Action. In addition to any other rights or remedies, either Party may initiate legal action to cure, correct, or remedy any default, to enforce any covenants or agreements herein, to enjoin any threatened or attempted violation hereof, to recover damages or any default, or to obtain any other remedies consistent with the purpose of this Agreement. Venue for such action shall be in Ventura County.

15. Waivers and Delay.

15.1. Waiver. Failure by a Party to insist upon the strict performance of any of the provisions of this Agreement by the other Party, and failure by a Party to exercise its rights upon a default by the other Party hereto, shall not constitute a waiver of such Party's right to demand strict compliance by such other Party in the future.

15.2. Third Parties. Non-performance shall not be excused because of a failure of a third person, except as provided in Subsection 15.4.

15.3. Covenant Not to Sue. Notwithstanding anything to the contrary in this Agreement, Developer hereby agrees that neither Developer nor any of its agents, employees, representatives, members, managers, officers, assigns, heirs and successors in interest shall commence, prosecute, assist, promote or encourage, financially or otherwise, either individually or in any collective way, either directly or indirectly, either on its own behalf or on behalf of any other person or entity, any arbitration, litigation or any other judicial proceeding of any kind, nature or description against or involving the City challenging that any applicable conditions, mitigation measures, obligations, requirements or restrictions contained in the Agreement violate any California statutory requirements, constitute an abuse of the police power, violate substantive due process, deny equal protection of the laws, constitute or result in a taking of property without payment of just compensation, or impose an unlawful fee, or exaction or tax. Nothing in this Section shall prevent Developer from exercising its rights under Section 14, above, with respect to a default by the City.

15.4. Force Majeure. The Parties shall not be deemed to be in default of any provision of this Agreement where failure or delay in performance of any of its obligations under this Agreement is caused by floods, earthquakes, other Acts of God, fires, wars, riots or similar hostilities, pandemic, states of emergency, stay-at-home orders, strikes and other labor difficulties, or similar events and occurrences beyond the Parties' control. If any such events shall occur, the terms of this Agreement and the time for performance by a Party of any of its obligations hereunder shall be extended by the period of time that such events prevented performance of the obligation. To assist the Parties in determining the period of time for excusable delay, the Parties may refer to federal, State, and local orders, including health orders, adopted by any of the various

agencies that directly impact this Project and the Parties' ability to either work on the Project or process permits.

15.5. Nexus/Reasonable Relationship Challenges. Notwithstanding Subsection 15.1, Owner consents to, and waives any rights it may have now or in the future to bring a nexus/reasonable relationship challenge relating to the legal validity of (1) the express conditions, requirements, policies, rules, regulations or programs required by City's Applicable Laws, including City's General Plan, TOMC, Subdivision Map Act regulations, Specific Plan No. 24, Residential Planned Development rules and regulations, and Oak/Landmark Tree Preservation rules and regulations as they exist on the Agreement Date as to the Project; or (2) this Agreement, including without limitation, any claim that the Agreement constitutes an abuse of the police power, violates substantive due process, denies equal protection of the laws, constitutes or results in a taking of property without payment of just compensation, or imposes an unlawful fee, exaction, or tax.

15.6. Cooperation by Owner. Owner will, in a timely manner, provide City with all documents, applications, plans, and other information necessary for City to carry out its obligations hereunder, and cause Owner's planners, engineers, and all other consultants to submit in a timely manner all required materials and documents, therefore. Owner shall also apply in a timely manner for such other permits and approvals from other governmental or quasi-governmental agencies having jurisdiction over the Property as may be required for the development of the Project.

16. Notices. All notices required or provided for under this Agreement shall be in writing and delivered in person or sent by certified mail, postage prepaid and email. Notices required to be given to City shall be addressed as follows:

City of Thousand Oaks
2100 E. Thousand Oaks Boulevard
Thousand Oaks, California 91362
Attention: Community Development Director
Email: kparker@toaks.org

Notices required to be given to Owner shall be addressed as follows:

Latigo-Hillcrest, LLC
11845 West Olympic Blvd, Suite 515W
Los Angeles, CA 90064
Attn: Mark Maron, Co-Founder and Managing Partner
Email: mark@latigo-group.com

With a copy to:
Thomas S. Cohen, Esq.
Cohen Land Use Law, LLP
1534 N. Moorpark Road, #337
Thousand Oaks, CA 91360
Email: tcohen@cohenlanduselaw.com

Formal written notices, demands, correspondence and communications between City and Owner shall be sufficiently given if dispatched by certified mail, postage prepaid, to the principal office of City and Owner, as set forth in this Section. Owner shall give written notice to City, at least thirty (30) days prior to the close of escrow, of any sale or transfer of any portion of the Property and any assignment of this Agreement, specifying the name or names of the transferee, the transferee's mailing address, the acreage and location of the land sold or transferred, and the name and address of a single person or entity to whom any notice relating to this Agreement shall be given, and any other information reasonably necessary for City to consider approval of an assignment pursuant to Section 18 or any other action City is required to take under this Agreement.

Any notice given as required, herein, shall be deemed given a seventy-two (72) hour notification after deposit in the United States mail, if sent by mail, or upon delivery if personally delivered. A Party may change its address for notices by giving notice in writing to the other Party as required, herein, and thereafter notices shall be addressed and transmitted to the new address.

17. Cooperation in the Event of Legal Challenge.

17.1. Challenges to Agreement. In the event of any legal action instituted by a third party, including but not limited to any other governmental entity or official, challenging the validity of any provision of this Agreement, City and Owner hereby agree to use reasonable efforts to cooperate in defending such action. Each Party shall bear their own costs and attorney's fees in defending any such third-party challenge to the Agreement, except that the Parties may by mutual written consent agree to joint legal representation in any such suit, the cost of which shall be equally shared between City and Owner. In the event of any litigation challenging this Agreement, or any portion hereof, this Agreement shall remain in full force and effect while such litigation, including any appellate review, is pending.

17.2. Challenges to Entitlements. In the event of any administrative, legal, or equitable action or other proceeding instituted by any person or entity not a party to the Agreement challenging any entitlement issued in reliance upon City approvals or challenging the sufficiency of any environmental review of this Project (each an "Entitlement Challenge"), each Party must cooperate in the defense of such Entitlement Challenge, in accordance with this Section. Owner agrees to pay City's costs of defending an Entitlement Challenge, including all court costs and reasonable attorney's fees incurred by City in defense of any Entitlement Challenge, as well as the time of the

City's staff spent in connection with such defense, and any costs and attorneys' fees awarded against the City to a successful third party. Owner may select its own legal counsel to represent Owner's interests in any Entitlement Challenge at Owner's sole cost and expense. City agrees that it will not enter into a settlement agreement to any Entitlement Challenge without Owner's written consent. Owner's obligation to pay City's costs in the defense of an Entitlement Challenge does not extend to those costs incurred on appeal filed by City as against a successful third party unless otherwise authorized by Owner in writing.

17.3. City's Right to Independent Legal Evaluation. Nothing in this Section shall be construed as preventing City from independently evaluating its rights, obligations and causes of action in the event of litigation.

17.4. Cooperation. The City shall cooperate with Developer in the defense of the Proceeding; provided, however, that such obligation of the City to cooperate in its defense shall not require the City to (a) assert a position in its defense of the Proceeding which it has determined, in its sole discretion, has no substantial merit, (b) advocate in its defense of the Proceeding legal theories which it has determined, in its sole discretion, lack substantial merit, or (c) advocate in its defense of the Proceeding legal theories which it has determined, in its sole discretion, are contrary to its best interests, or to public policy. Nothing contained in this Section 17.4 shall require Developer to refrain from asserting in its defense of the Proceeding positions or legal theories that do not satisfy the foregoing requirements.

17.5. Defending The Proceeding. Developer shall have the right, but not the obligation, to timely retain legal counsel to defend against any Proceeding, including without limitation a lawsuit to challenge a Project Approval or this Agreement based on an alleged violation of CEQA. The City shall have the right, if it so chooses, to defend any Proceeding utilizing in-house legal staff, or to retain outside legal counsel. Whether the City utilizes in-house legal staff, or outside legal counsel, Developer shall be liable for all legal costs, fees and expenses reasonably incurred by the City in defending a Proceeding. Provided that Developer is not in breach of the terms of this Agreement, the City shall not enter into any settlement of a Proceeding that involves the modification of any Project Approval or otherwise results in Developer incurring liabilities or other obligations, without the prior written consent of Developer.

18. Transfers and Assigns.

18.1. Transfers in General. Owner shall have the right to sell, assign or transfer (collectively "transfer") this Agreement, and any and all of its rights, duties and obligations hereunder, to any person or entity at any time during the term of this Agreement, provided, however, in no event shall the rights, duties and obligations conferred upon Owner pursuant to this Agreement be at any time so transferred to or assigned except through a transfer of Owner's interest in the Property or a portion thereof.

18.2. City Review of Proposed Transfer. Prior to any such proposed transfer, Owner shall provide a Notice of Transfer to City, including the name, net worth, and development experience of the transferee. Any such transfer to an entity whose development experience confirms the transferee's ability to develop a project comparable in size and complexity to the Project shall be approved by the Community Development Director. Unless agreed to in writing, if Owner transfers the rights under the Agreement before the Project is completely constructed, the subsequent Owner will be required to build or complete the construction of the Project based on the architectural plans approved by City and under the same entitlement conditions previously approved, subject to any changes proposed consistent with subsections 10.1 and 10.2 above. The Director may require the submittal of reasonable documentation regarding the information provided relative to the proposed transferee. Any proposed transferee shall provide City all documents within fifteen (15) days from receipt of the Director's request that support a finding transferee has the requisite experience and the financial stability to develop the Project or respective portion thereof. The Community Development Director may withhold approval of such transfer only if the proposed transferee fails to provide requested document to the Director in the time set forth above, the Director determines with reasonable discretion that the transfer would be to an entity that has not had experience developing projects of comparable size and complexity to the Project, or the entity does not have sufficient net worth and financial fitness to carry out the Project, provided that the Community Development Director's approval shall not be unreasonably withheld. City shall notify Owner in writing of the Community Development Director's approval or disapproval of the transferee within thirty (30) days of City's receipt of Owner's Notice of Transfer and all supporting information requested by the Director regarding the proposed transferee. Failure by City to notify Owner within such thirty (30) day period shall constitute the Community Development Director's approval of such transferee. Owner shall have the right to appeal the determination of the Community Development Director to the City Council within ten days of the Director's determination.

18.3. Transfer to Lender. Nothing contained in this Section 18 shall prevent a transfer of the Property, or any portion thereof, to an institutional lender as a result of a foreclosure or deed in lieu of foreclosure and any lender acquiring the Property, or any portion thereof, as a result of foreclosure or a deed in lieu of foreclosure shall take such Property subject to the rights and obligations of Owner under this Agreement; provided, however, that, in no event shall such lender be liable for any defaults or monetary obligations of Owner arising prior to acquisition of title to the Property by such lender and, provided further that, in no event shall any such lender or its successors or assigns be entitled to a building permit or occupancy clearance for which the applicable permits have not been issued and/or fees have not been paid to City.

18.4. Conditions of Transfer. The sale, transfer or assignment of Owner's rights and interests under this Agreement may be permitted only if (a) Owner is not then in default under this Agreement; (b) Owner has provided to City notice of such transfer; and (c) the transferee executes and delivers to City a written agreement in which (1) the name and address of the transferee is set forth; and (2) the transferee expressly and

unconditionally assumes all the obligations of Owner under this Agreement with respect to the Property and Project or with respect to the portion of the Property and Project that is being transferred.

18.5. Exceptions to Obtaining City Consent. Notwithstanding Subsection 18.4, mortgages, deeds of trust, sales and leasebacks or any other form of conveyance required for any reasonable method of financing are permitted without consent, but only for the purpose of securing loans of funds to be used for financing or refinancing the development and construction of improvements related to the Project and other necessary and related expenses. The holder of any mortgage, deed of trust or other security arrangement with respect to the Property, or any portion thereof, shall not be obligated under this Agreement to construct or complete improvements or to guarantee such construction or completion, but shall otherwise be bound by all of the terms and conditions of this Agreement. Nothing in this Agreement shall be deemed to construe, permit, or authorize any such holder to devote the Property, or any portion thereof, to any uses, or to construct any improvements thereon, other than those uses, and improvements provided for or authorized by this Agreement, subject to all of the terms and conditions of this Agreement.

18.6. Reorganization of Owner's Business Structure Exception. Nothing in this Section shall be deemed to constitute or require City consent to an assignment that consists solely of a reorganization of the Developer's business structure, such as (i) any sale pledge, assignment or other transfer of all or a portion of the Project Site to an entity directly controlled by Developer or its affiliates and (ii) any change in Developer entity form, such as a transfer from a corporation to a limited liability company or partnership, that does not affect or change beneficial ownership of the Project Site; provided, however, in such event, Developer shall provide to City written notice, together with such backup materials or information reasonably requested by City, within thirty (30) days following the date of such reorganization or City's request for back up information, as applicable.

19. Affordable Housing Agreement – The applicant shall submit to the City an affordable housing agreement for review and approval by the Community Development Department that provides for the on-going affordability of the Project.

19.1. Approval of this residential project is subject to execution of an Affordable Housing Covenant entered into between the Owner and City of Thousand Oaks. Said Affordable Housing covenant shall incorporate the following conditions and is subject to approval by the City Attorney and Community Development Director.

19.2. Affordable Housing Covenant shall be recorded prior to final building permit issuance. Covenant shall be recorded to provide notice to any future owners.

19.3. The Affordable Housing Covenant shall require Owner to maintain thirty (30) units as Very Low Income affordable units and three (3) units as Moderate Income affordable units. The units will be preserved at the Very Low-income level of fifty (50%) percent of the Ventura County median income and the Moderate Income affordable units at one-hundred, twenty (120%) percent of the Area Median Income, or the then current income range limit for Very Low Income Households and Moderate Income Households established for Ventura County under Section 6932 of Title 25 of the California Code of Regulations as in effect at the time the Owner submits its application for occupancy for the two housing categories, as such limits are adjusted by Actual Household Size. Refer to the 2022 Ventura County Income Limits chart attached hereto as Exhibit E and future amendments and revisions thereto.

19.4. Applicant agrees to execute an Affordable Rental Housing Regulatory Agreement and Declaration of Restrictive Covenant with City that provides for the on-going affordability of these thirty-three (33) restricted units for 55 years from the date the units initially become available for lease.

19.5. The City may extend affordable period if owner does not comply with Affordable Housing Covenant.

19.6. Affordable units should be comparable in exterior appearance and overall quality of construction to market-rate dwelling units in the same residential development. The design and appearance of the affordable units shall be compatible with the design of the market-rate units.

19.7. Affordable units should be dispersed throughout the mixed-use buildings of the development in a manner acceptable to the City.

19.8. The Affordable Housing Covenant shall be in compliance with the latest California State requirements.

19.9. The Affordable Agreement shall be reviewed and approved by the Community Development Department and City Attorney's office prior to the issuance of a building permit for construction of any new building(s).

20. No Third-Party Beneficiaries. This Agreement is for the exclusive benefit of Owner and City and not for the benefit of any other party. There shall be no incidental or other beneficiaries of any of Owner's or City's obligations under this Agreement.

21. Severability. If any terms, provisions, conditions or covenants in this Agreement, or the application thereof to any Party or circumstances, shall to any extent be held invalid or unenforceable, the remainder of this Agreement, or the application of such terms, provisions, conditions or covenants to persons or circumstances other than those as to whom or which it is held invalid or unenforceable, shall not be affected thereby

and each term and provision of this Agreement shall be valid and enforceable to the fullest extent permitted by law.

22. Interpretation and Governing Law. This Agreement and any dispute arising hereunder shall be governed and interpreted in accordance with the laws of the State of California. Venue shall be in Ventura County.

23. Section Headings. All section headings and subheadings are inserted for convenience only and shall not affect any construction or interpretation of this Agreement.

24. Rules of Construction and Miscellaneous Terms.

24.1. General/Mandatory/Permissive. The singular includes the plural; the masculine gender includes the feminine; “shall” is mandatory, “may” is permissive.

24.2. Time of Essence. Time is of the essence regarding each provision of this Agreement of which time is an element.

24.3. Cooperation. Each Party covenants to take such reasonable actions and execute all documents that may be necessary to achieve the purposes and objectives of this Agreement, provided City shall not be obligated to institute a lawsuit or other court proceeding in this connection.

24.4. Covenant of Good Faith and Fair Dealing. Neither Party shall do anything which shall have the effect of harming or injuring the right of the Party to receive the benefits of this Agreement; each Party shall refrain from doing anything which should render its performance under this Agreement impossible; and each Party shall do everything which this Agreement contemplates that such Party shall do in order to accomplish the objectives and purposes of this Agreement.

24.5. Estoppel Certificates. Either Party may, at any time, and from time to time, deliver written notice to the other Party requesting such Party to certify in writing that, to the knowledge of the certifying Party, (a) this Agreement is in full force and effect and a binding obligation of the Parties; (b) this Agreement has not been amended or modified or, if so amended or modified, identifying the amendments or modifications; and (c) the requesting Party is not in default in the performance of its obligations under this Agreement, or if in default, to describe therein the nature and extent of any such defaults. The requesting Party may designate a reasonable form of certificate (including a lender’s form) and the Party receiving a request hereunder shall execute and return such certificate or give a written, detailed response explaining why it will not do so within fifteen (15) days following the receipt thereof. The City Manager, or his or her designee, shall be authorized to execute any certificate requested by Developer hereunder. Developer and City acknowledge that a certificate hereunder may be relied upon by tenants, transferees, investors, lenders, partners, bond counsel, underwriters, and other mortgagees. The request shall clearly indicate that failure of the receiving Party to

respond within the fifteen (15) day period will lead to a second and final request and failure to respond to the second and final request within five (5) days of receipt thereof shall be deemed approval of the estoppel certificate. Failure of City or Developer to execute an estoppel certificate shall not be deemed a default.

24.6. Project Is Owner's Undertaking. The development proposed to be undertaken by Owner is a private development, and Owner may exercise full dominion and control over the Project subject only to the limitations and obligations of Owner contained in this Agreement and the Project Approvals.

24.7. Entire Agreement. This Agreement and any exhibits hereto or any amendments and addenda that may be executed in accordance with Section 10 herein contains the entire agreement between the Parties and any agreement or representation respecting the matters dealt with herein or the duties of any Party in relation thereto not expressly set forth in this Agreement shall be null and void.

24.8. Recitals. The Recitals set forth in this Agreement are specifically incorporated into and made a part of this Agreement.

25. Binding Effect of Agreement. Development of the Property is hereby authorized and shall be carried out only in accordance with the terms of this Agreement. The Property and Owner are subject to each term, condition, and covenant of this Agreement.

26. Equitable Servitudes and Covenants Running with the Land. Any successors in interest to City and Developer shall be subject to the provisions set forth in Sections 65865.4 and 65868.5 of the California Government Code. All provisions of this Agreement shall be enforceable as equitable servitudes and constitute covenants running with the land. Each covenant to do, or refrain from doing, some act with regard to the development of the Property: (a) is for the benefit of and is a burden upon the Property; (b) runs with the Property and each portion thereof; and (c) is binding upon each Party and each successor in interest during ownership of the Property or any portion thereof. Nothing herein shall waive or limit the provisions of Section 18, and no successor owner of the Property, any portion of it, or any interest in it shall have any rights except those assigned to the successor by the developer in writing pursuant to Section 18. In any event, no owner or tenant of an individual completed residential unit within Project shall have any rights under this Agreement.

27. Attorneys' Fees. In the event of any action between the City and Owner for enforcement or interpretation of any of the terms or conditions of this Agreement, the prevailing party in such action shall be entitled to recover its reasonable costs and expenses, including without limitation court costs and attorneys' fees actually and reasonably incurred, as awarded by a court of competent jurisdiction. This Section shall survive the termination of this Agreement.

28. Counterparts. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument. This agreement, not counting the Cover Page or signature page, consists of 32 pages and 5 Exhibits.

29. Duty to Hold Harmless, Defend and Indemnify. Excepting as to the extent any loss, property damage or injury arose from the City's or the City's officers', agents', employees', or contractors' breach of this Agreement, or their acts of negligence or willful misconduct, as determined by a court of competent jurisdiction, Developer hereby agrees to end, indemnify, and hold City, its elective and appointive boards, commissions, officers, agents and employees harmless from any liability for damage or claims for damage for personal injury, including death, as well as from claims for property damage arising from this Agreement or alleged to have been caused by Developer or Developer's contractors, subcontractors, agents or employees operations under this Agreement, whether such operations be by Developer, or by any of Developer's contractors, subcontractors, or by any one or more persons directly or indirectly employed by or acting as agent for Developer or any of Developer's contractors or subcontractors. Developer further agrees to defend, indemnify, and hold harmless the City and its officers and employees, from any third-party claim, action or proceeding against the City or its officers or employees to set aside, void, or annul, all or any part of this Agreement or any Project Approval.

In the event any claim, action, or proceeding is instituted against City, and/or its officers, agents, and employees, by any third party on account of the processing, approval, or implementation of the Project Approvals and/or this Agreement, then the Parties shall comply with Section 17. As an alternative to defending any such action, Developer may request that the City rescind any approved land use entitlement. The City will promptly notify Developer of any known claims, actions, or similar proceedings, and will cooperate fully in the defense thereof.

30. Prevailing Wages. Without limiting the foregoing, Owner acknowledges the requirements of California Labor Code §1720, et seq., and 1770, et seq., as well as California Code of Regulations, Title 8, Section 16000 et seq. ("Prevailing Wage Laws"), which require the payment of prevailing wage rates and the performance of other requirements on "public works" and "maintenance" projects, as defined. If on-site or off-site improvements pursuant to this Agreement are being performed by Developer as part of an applicable "public works" or "maintenance" project, as defined by the Prevailing Wage Laws, and if the total compensation under the contract in question is \$1,000 or more, Developer agrees to fully comply with such Prevailing Wage Laws. Developer understands and agrees that it is Developer's obligation to determine if Prevailing Wages apply to work done on the Project or any portion of the Project. Upon Developer's request, the City shall provide a copy of the then current prevailing rates of per diem wages. Developer shall defend, indemnify, and hold the city, its elected officials, officers, employees, and agents free and harmless pursuant to the indemnification provisions of this Agreement from any claim or liability arising out of any failure or alleged failure by

Developer to comply with the Prevailing Wage Laws associated with any “public works” or “maintenance” projects associated with Project development.

31. Enforced Delay; Extension of Time of Performance. In addition to specific provisions of this Agreement, whenever a period of time, including a reasonable period of time, is designated within which either Party is required to do or complete any act, matter or thing, the time for the doing or completion thereof shall be extended by a period of time equal to the number of days during which such Party is actually prevented from, or is unreasonably interfered with, the doing or completion of such act, matter or thing because of causes beyond the reasonable control of the Party to be excused, including: war; insurrection; strikes; walkouts; riots; floods; earthquakes; fires; casualties; pandemics; acts of God; litigation and administrative proceedings against the Project (not including any administrative proceedings contemplated by this Agreement in the normal course of affairs such as the annual review).

32. Dispute Resolution

32.1. Dispute Resolution Proceedings. The Parties may agree to dispute resolution proceedings in an effort to resolve disputes or questions of interpretation under this Agreement in a fair expeditious manner. These dispute resolution proceedings may include: (a) procedures developed by the City for expeditious interpretation of questions arising under development agreements; (b) arbitration as provided below; or (c) any other manner of dispute resolution which is mutually agreed upon by the parties.

32.2. Arbitration. Any dispute between the Parties that the Parties agree to resolve by arbitration shall be settled and decided by arbitration conducted by an arbitrator who must be a former judge of the Ventura County Superior Court or Appellate Justice of the Second District Court of Appeals or the California Supreme Court. This arbitrator shall be selected by mutual agreement of the Parties. If the parties are unable to promptly agree upon an arbitrator, each will provide a list of three available judges to the other and the other party may strike one. If only one judge remains from this process (because some of the judges on the two lists are identical), then that judge shall serve as the arbitrator. If two or more judges remain from this process, then the parties shall endeavor in good faith to select one of them as the arbitrator. In the event that the parties cannot select an arbitrator, the matter shall be submitted to JAMS for selection of a JAMS panel arbitrator.

32.3. Arbitration Procedures. Upon appointment of the arbitrator, the matter shall be set for arbitration at a time not less than thirty (30) nor more than ninety (90) days from the effective date of the appointment of the arbitrator. The arbitration shall be conducted under the procedures set forth in California Code of Civil Procedure Sections 638 *et seq.*, or under such other procedures as are agreeable to both Parties, except that provisions of the California Code of Civil Procedure pertaining to discovery and the provisions of the California Evidence Code shall be applicable to such proceeding.

33. Extension of Term. The Term of this Agreement, as set forth in Section 3, above, shall automatically be extended for the period of time in which the Parties are engaged in dispute resolution to the degree that such extension of the Term is reasonably required because activities which would have been completed prior to the expiration of the Term are delayed beyond the scheduled expiration of the Term as the result of such dispute resolution.

34. Recordation.

34.1. This Agreement and any amendment or cancellation hereof shall be recorded in the Official Records of Ventura County by the Clerk of City within ten (10) days after the Agreement Effective Date and within ten (10) days after any amendment or cancellation hereof. Failure to timely record the Agreement shall not constitute a default or invalidate the Agreement.

IN WITNESS WHEREOF, this Agreement is entered into by the parties hereto and made effective as of the Effective Date set forth hereinabove.

“CITY”
CITY OF THOUSAND OAKS,
a municipal corporation

By: _____
Kevin McNamee, Mayor

ATTEST:

Laura B. McGuire, City Clerk

APPROVED AS TO FORM:

APPROVED AS TO ADMINISTRATION

Patrick J. Hehir,
Chief Assistant City Attorney

Andrew P. Powers, City Manager

“OWNER”

By: _____

Name: _____

Title: _____

Acknowledgements on following pages.

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA

COUNTY OF _____

On _____, _____, before me, _____
(here insert name and title of the officer)

personally appeared _____

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature (Seal)

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA

COUNTY OF _____

On _____, _____, before me, _____
(here insert name and title of the officer)

personally appeared _____

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature (Seal)

EXHIBIT “A”

Legal Description of Property

DRAFT

EXHIBIT “B”

Site Plan

DRAFT

EXHIBIT “C”
Project Plan Set dated May 26, 2023

DRAFT

EXHIBIT “D”

Conditions of Approval

DRAFT

EXHIBIT “E”

Ventura County Income Limits Chart

DRAFT

THOUSAND OAKS PLANNING COMMISSION



Supplemental Information Packet 2 June 5, 2023

Agenda Related Items Meeting of June 5, 2023

Supplemental Information:

Any agenda-related public documents received and distributed to a majority of the Planning Commission after the Agenda Packet is printed are included in Supplemental Packets. Supplemental Packets are produced as needed, typically they are distributed on the Thursday or Friday preceding the Planning Commission meeting and/or on Monday before the meeting. Supplemental Packets on Thursday or Friday are available for public inspection in the Community Development Department, 2100 East Thousand Oaks Boulevard, during normal business hours (main location pursuant to the Brown Act, G.C. 54957.5(2)). All Supplemental Packets are available for public review at the Planning Commission on the City's website www.toaks.org.

Americans with Disabilities Act (ADA)

Americans with Disabilities Act (ADA): In compliance with the ADA, if you need special assistance to participate in this meeting or other services in conjunction with this meeting, please contact the Planning Division, (805) 449-2500. Upon request, the agenda and documents in this agenda packet can be made available in appropriate alternative formats to persons with a disability. Notification at least 48 hours prior to the meeting or time when services are needed will assist the City in ensuring that reasonable arrangements can be made to provide accessibility to the meeting or service.

To: Planning Commission

From: Kelvin Parker, Community Development Director

Date: June 5, 2023

Subject: Regarding Item 07B - Proposed Mixed-Use (Commercial and Multi-Family Residential) Development: General Plan Land Use Element Amendment 2021-70169-LU, Zoning Change 2022-70776-Z, Specific Plan 2022-70778-SP, Development Agreement 2022-70777-DAGR, Development Permit 2022-70773-DP, Special Use Permit 2022-70779-SUP, Protected Tree Permit 2022-70780-PTP, and Environmental Impact Report 2022-70774-EIR Attachment #7B DAGR; Latigo Hillcrest LLC – Additional Public Correspondence.

Attached please find additional public correspondence that was received after the printing of the packet.

Thank You.

Lori Goor

From: Jackson Piper <jacksonepiper@gmail.com>
Sent: Monday, June 5, 2023 11:55 AM
To: Community Development Department
Subject: Public Comment - 6/5/23 Planning Commission Item 7B - Latigo Hillcrest, LLC Project at 2150 West Hillcrest Drive

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To the Planning Commission of the City of Thousand Oaks,

Please consider either fully supporting this project by recommending approval of the proposed Land Use Element Amendment, Zoning Change, Development Agreement, and permits for this project, or recommending that the site design be modified by allowing greater building height or other means of achieving the same project scale within a reduced footprint to prevent the removal of oak trees on the site and allow the project to still be viable while providing the same, or greater, amount of affordable housing.

The 30 Very Low Income units and 4 Moderate Income units that will be made available by this development will be a large benefit to the community that currently is severely undersupplied in terms of affordable housing units, and the remaining 299 market rate units will likely be a very good match for the needs of workers at Amgen and other nearby workplaces within the Rancho Conejo industrial area.

It will take a lot more than just this one project to solve our housing problems, but it is a good step in the right direction.

Thank you,

Jackson Piper
Ventura County YIMBY