Tr. 81-20
02

EIR-5805

Joel Silverman

ENVIRONMENTAL IMPACT REPORT

final

TRACT 2790

GRIFFIN DEVELOPMENT COMPANY

thousand oaks planning dept.

Mike Sangster

COMMENTS RECEIVED

During the review period, comments were received from the Ventura County Flood Control District, the Conejo Valley Unified School District, and the applicant, Griffin Development Company. The full text of these comments is included within Appendix E.

Ventura County Flood Control District

Comment

The District noted the absence of Figure 3-7 (100-year flood plain) from the Draft EIR.

Response

This figure is included in Section III G of the Final EIR. It is also identical to Plate II in Appendix D.

Comment

The third paragraph of Section III G (Hydrology) should be reworded to state that storage volumes for flood waters will not be decreased (rather than increased, as in Draft EIR).

Response

The Final EIR reflects this comment.

Conejo Valley Unified School District

Comment

The School District commented that the walking distance standards contained in the Traffic Study (Appendix B) were out of date and should be revised.

Response

The comments of the District, including the revised walking distance standards are hereby incorporated into the EIR.

Griffin Development Co.

Comment

The applicant commented that:

(1) If they develop the property to the east of Tract 2790, they would intend to conform to the County's Access Policy.
(2) It is their understanding 115 lots could be developed on the 30 acres to the east of Tract 2790.

Response

The development of the 30 acres to the east should at least meet the City's access policy, which is less thant the County's (250 homes - about 245 vph - compared to 300 vph). This would correlate to about 65 homes on the 30 acres, not 115.

Present zoning on the 30 acres could allow up to 130 homes, as indicated in the Draft EIR, not 115.

Additional Information

During the review period for the Draft EIR on Tract 2790, it was discovered that a second access to the area of Tract 2790 could be achieved.

There exists a 60-foot wide access easement, benefitting the subject property of Tract 2790 and the 30 acres to the east, which is a part of the same parcel of record. This easement extends north from Michael Drive on the westerly portion of the property located at the northwest corner of Borchard and Michael (site of new shopping center), as depicted on Figure 1 (next page). This easement does not extend across the flood control channel, according to the Flood Control District. However, Mr. Bill Frank, of the District, indicated they would be willing to consider granting an easement for a bridge across the channel to provide a road from Michael Drive to the subject property.

This concept was reviewed by the City's Traffic Engineer, who endorsed it (see Appendix F, for the text of his response). In addition to the benefits he outlined, this bridge could substantially improve access of emergency vehicles to the area.

As an additional note to Mr. Clement's calculations of Bridge Policy obligations, the 30-acre parcel east of Tract 2790 would have an obligation of $10,560 ($30 acres @ $352/acre). Thus, the difference between the estimated cost of the bridge ($150,000) and the sum of monies paid into the Bridge Policy fund ($18,408) plus the normal obligations of development of the total 70 acres ($24,640) is $106,952.

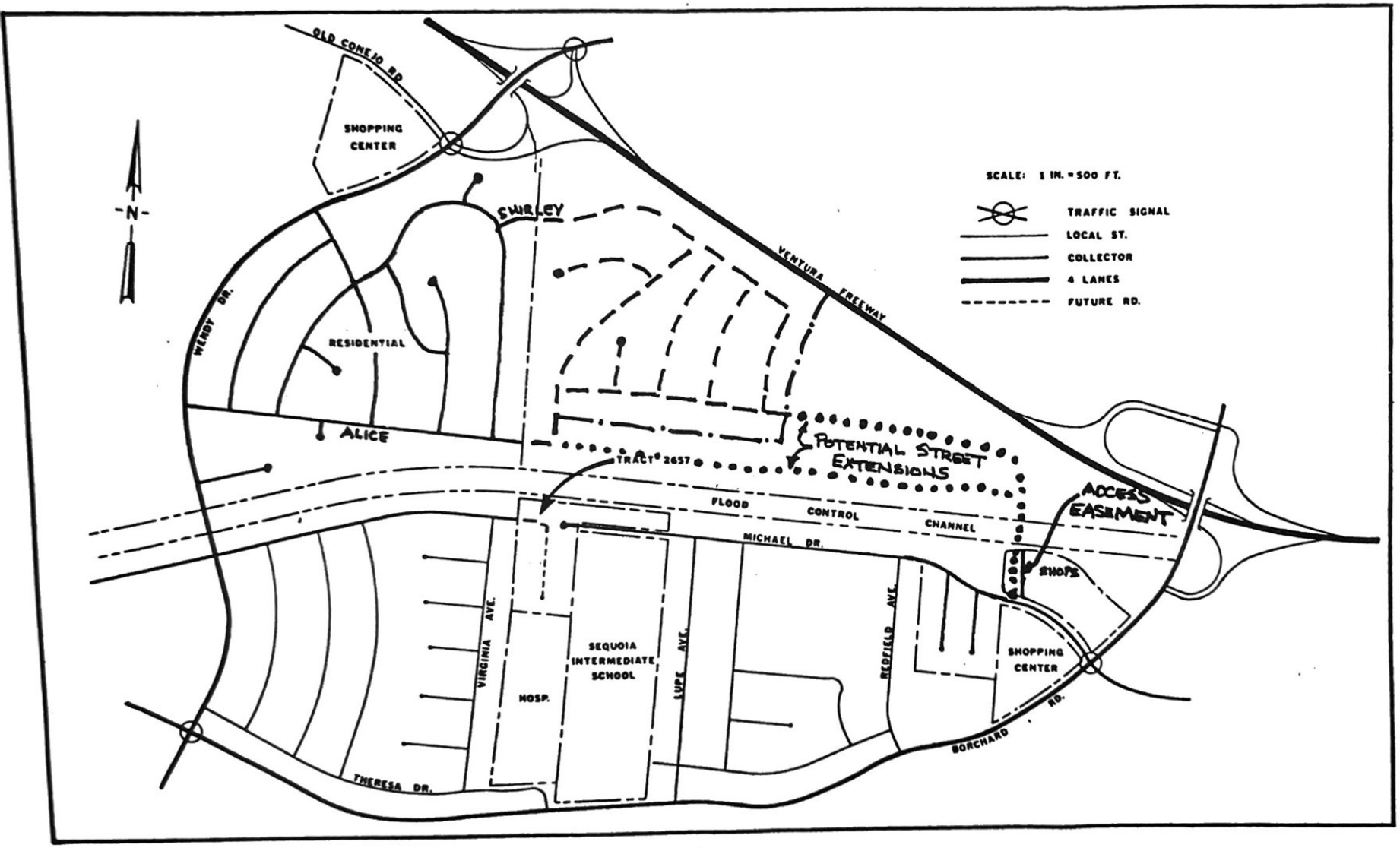

OLD CONEJO RD.
SHOPPING CENTER
-N-
SHIRLEY
WENDY DR.
RESIDENTIAL
ALICE
VENTURA FREEWAY
SCALE: 1 IN. = 500 FT.
TRAFFIC SIGNAL
LOCAL ST.
COLLECTOR
4 LANES
FUTURE RD.
POTENTIAL STREET EXTENSIONS
TRACT 2657
FLOOD CONTROL CHANNEL
MICHAEL DR.
ACCESS EASEMENT
SHOPS
VIRGINIA AVE.
HOSP.
SEQUOIA INTERMEDIATE SCHOOL
LUPE AVE.
REDFIELD AVE.
SHOPPING CENTER
BORCHARD RD.
THERESA DR.

FIGURE 1

ENVIRONMENTAL IMPACT REPORT

draft

TRACT 2790

GRIFFIN DEVELOPMENT CO.

thousand oaks planning dept.

ENVIRONMENTAL IMPACT REPORT

TRACT 2790

E.I.R. #135

Applicant:
Griffin Development Co.
9436 Ventura Boulevard
Los Angeles, California 90025
(213) 478-3081

Prepared by:
John C. Prescott
Thousand Oaks Planning Dept.

Review Period:
October 17, 1977, to
November 16, 1977

I. PROJECT DESCRIPTION AND LOCATION

A tentative tract map and RPD permit application have been submitted to allow the construction of 145 single-family detached homes on 40 acres. The project site is located south and adjacent to the Ventura Freeway (Route 147) and approximately 1000 feet east of Wendy Drive. See figure 1.1 for project location.

Access to the property is proposed from the west via Alice Street and Shirley Drive. Both of these streets connect to Wendy Drive, further to the west. The minimum lot size within proposed Tract 2790 is 8,000 square feet, in conformance with the underlying R-1-8 zoning.

A copy of the proposed subdivision is shown in Figure 1.2. This map also shows the vacant land immediately east of Tract 2790, labelled "future subdivision."

II. ENVIRONMENTAL SETTING

A. Site Description

1. Land Forms

The property is generally flat. The site terrain varies from 641 feet above sea level to 645 feet above sea level except for two small isolated areas where the site terrain rises above the flat areas. These areas have been created through previous grading operations for the Wendy Drive access onto the Ventura Freeway (Route 101) and for agricultural purposes. The highest point on the property is 670 feet above sea level in the northwestern section of the property, adjacent to the Wendy Drive interchange.

2. Vegetation

The property has previously been used for agricultural purposes, such as row crops and hay. However, the site is currently fallow. The dominant vegetation on the site consists of several clusters of trees, including several varieties of Eucalyptus, American Elm (ulmus americana), California Pepper (schinus molle), and California Walnut (juglans californica).

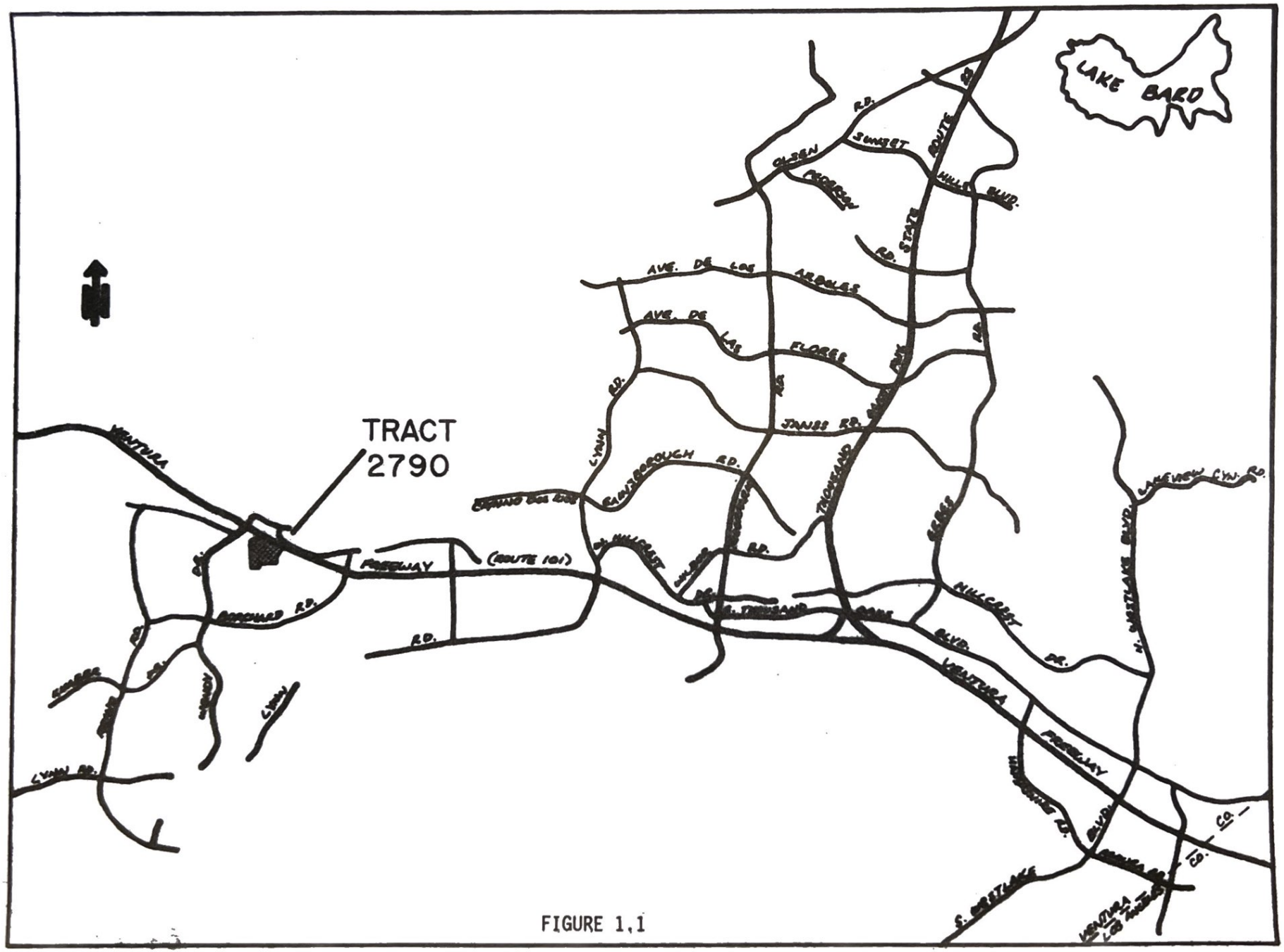

LAKE BARD
TRACT
2790
VENTURA
FREEWAY
(ROUTE 101)
SUNSET
ROUTE
HILLS
BLVD.
STATE
AVE. DE LOS ARBOLES
AVE. DE LAS FLORES
JANSS RD.
LYNN
RD.
CAMARILLO
HILLCREST
THOUSAND
OAKS
BLVD.
LAKEVIEW CYN. RD.
N. WESTLAKE BLVD.
S. WESTLAKE
BLVD.
CO.

FIGURE 1.1

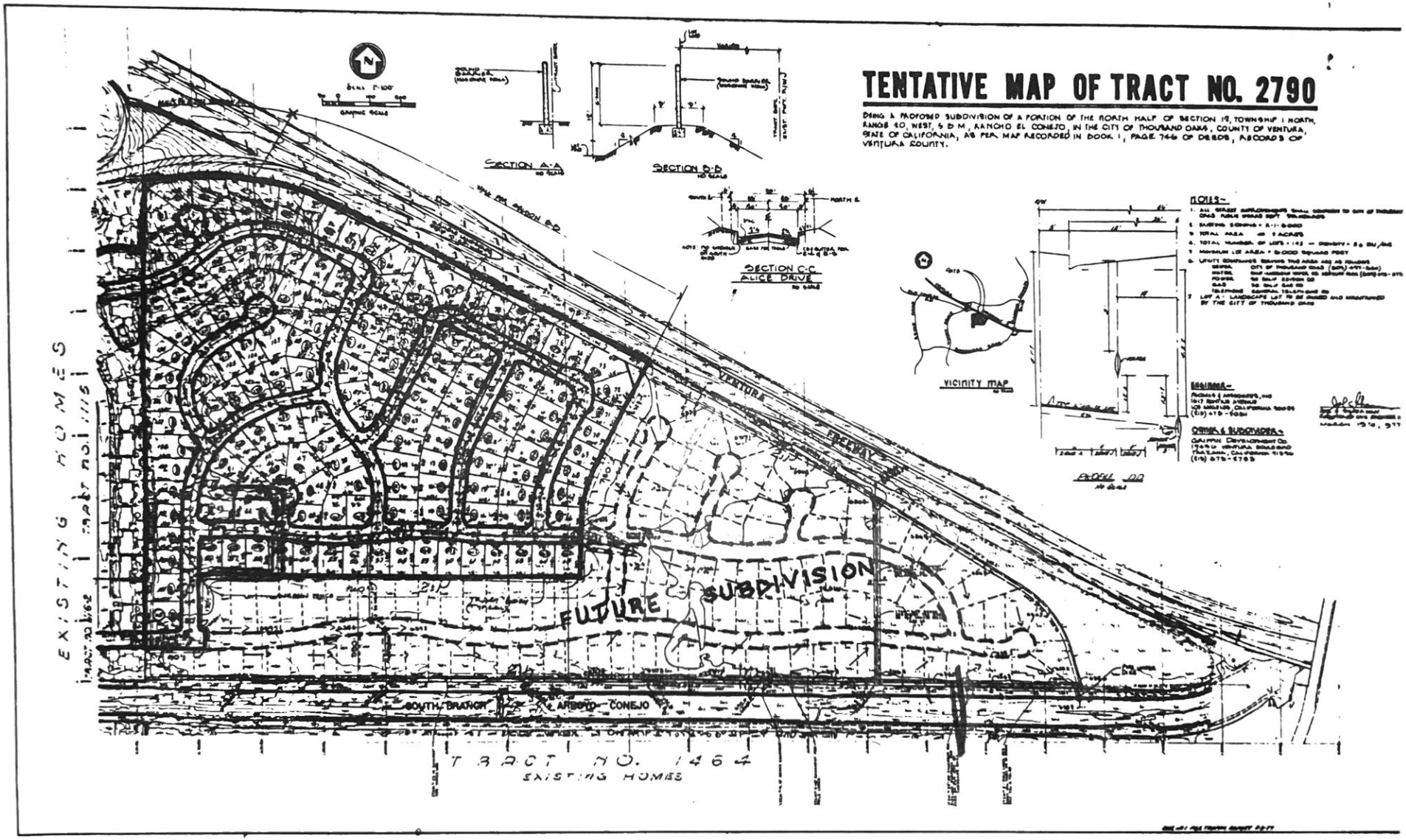

TENTATIVE MAP OF TRACT NO. 2790
SECTION A-A
SECTION B-B
SECTION C-C
ALICE DRIVE
VICINITY MAP
PROFILE DD
NOTES:
VENTURA FREEWAY
FUTURE SUBDIVISION
EXISTING HOMES
SOUTH BRANCH
ARROYO CONEJO
TRACT NO. 1464
EXISTING HOMES

FIGURE 1.2

12

3. Wildlife

Due to the surrounding area land utilization and the previous agricultural uses of the property, the wildlife types using the property is limited, although field observations revealed a heavy concentration of ground squirrels. Other wildlife that may be found on this property include reptiles (lizards and snakes), assorted birds (jays, hawks, vultures), and mammals (rabbits, the Southern Pocket Gopher, and the California Pocket Mouse).

B. Air Quality

The City of Thousand Oaks and Ventura County are located in the South Central Coast Air Basin and have been designated by The State Air Resources Board as an area of "Critical Concern" with respect to deteriorating air quality.

The principal air pollution problems in Thousand Oaks are particulate and photochemical oxidant emissions. Sulphur dioxide, carbon monoxide and nitrogen dioxide, common to some areas, are not a problem in either Thousand Oaks or Ventura County.*

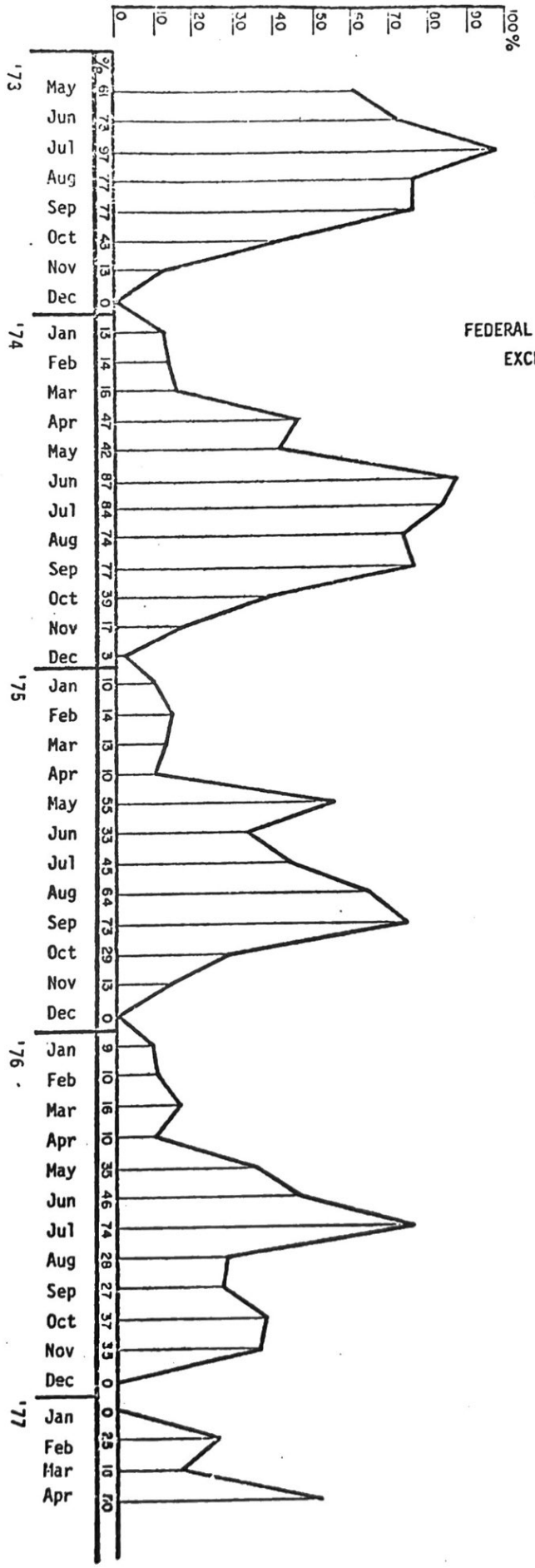
Primary sources of particulate emissions in the Thousand Oaks area are natural (wind, dust, salt), as well as man-made (residential and commercial heating, agricultural operations, construction and related activities, automobiles and off-road vehicles). The federal standard for particulate emissions was exceeded in Thousand Oaks an average of 28% of the measured days in 1974, 37% of the days measured in 1975, and 24% of the measured days in 1976.

Oxidants are formed by photochemical reactions between reactive hydrocarbons and nitrogen oxides in the presence of sunlight. The principal source of photochemical oxidant pollution in the South Central Coast Air Basin, including Thousand Oaks, is the automobile. (See figure 2.2 for the percentage of days the federal oxidant standard of .08 parts per million was exceeded in Thousand Oaks).

C. Archaeology

Maps on file with the Planning Department showing the general location of significant archaeological resources in the Conejo Valley reveal no sites on or adjacent to the subject property. This was confirmed in a field reconnaissance by Archaeologist Clay Singer in July, 1977. A copy of this survey is on file with the City Planning Department.

*Ventura County Air Pollution Control District



PERCENTAGE OF DAYS
FEDERAL OXIDANT STANDARD (.08 ppm)
EXCEEDED IN THOUSAND OAKS
1973-77

FIGURE 2.2

D. Land Use and Zoning

The site is zoned R-1-8 (Single Family Residential - 8,000 square foot minimum lot size). According to the Land Use Element of the General Plan, the site is designated for "Low Density Residential" uses, with a net density between 2 and 4.5 units per acre.

Zoning on the property surrounding the project site is as follows:

North: Ventura Freeway

South: Flood control channel and undeveloped land zoned RPD-SFD-4.5U

East: Undeveloped land zoned R-1-8

West: Developed single-family residential

Figure 2.3 depicts the surrounding area land use and zoning.

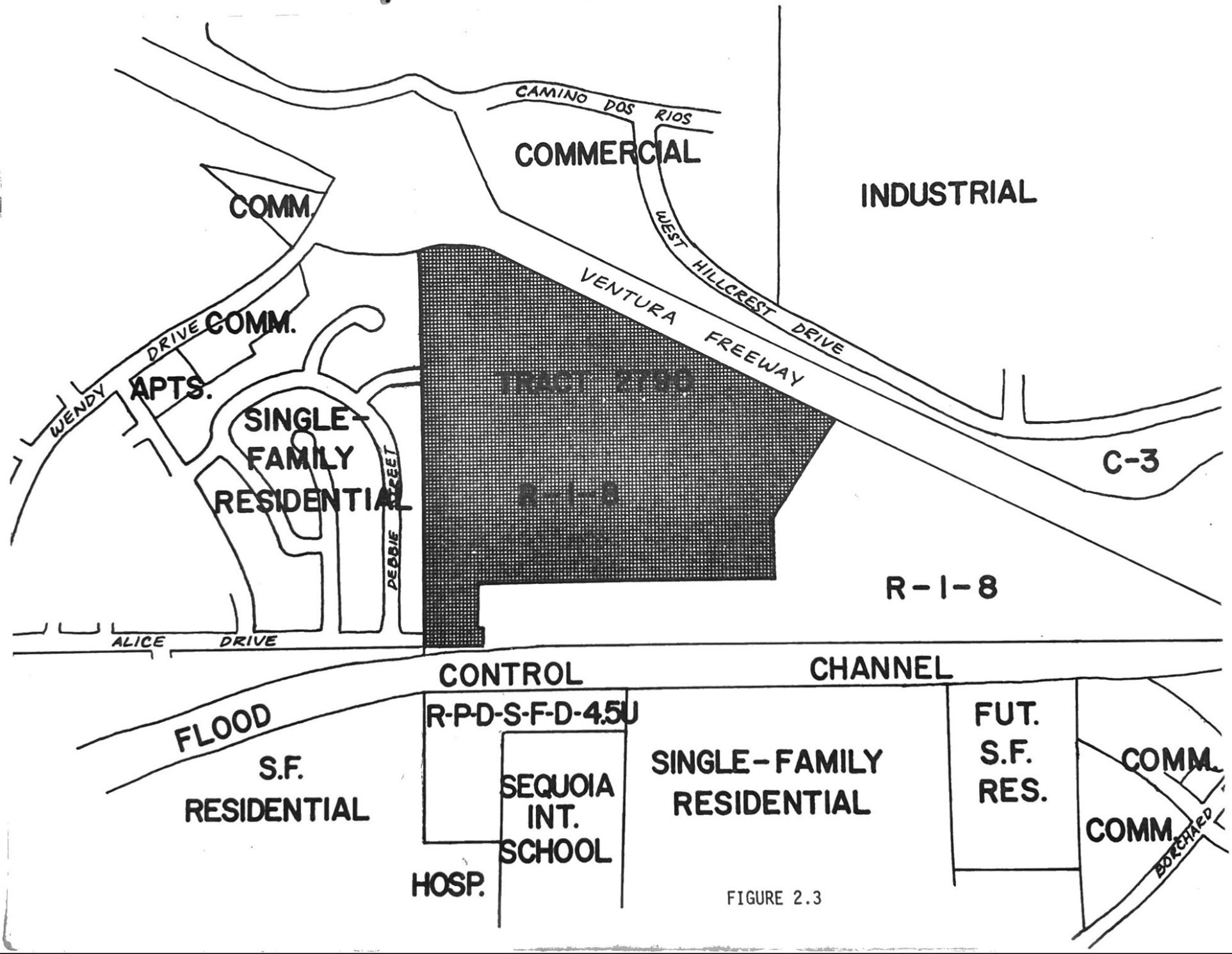

CAMINO DOS RIOS
COMMERCIAL
INDUSTRIAL
COMM.
WEST HILLCREST DRIVE
VENTURA FREEWAY
COMM.
DRIVE
WENDY
APTS.
TRACT 2750
SINGLE-FAMILY RESIDENTIAL
DEBBIE STREET
R-1-8
C-3
R-1-8
ALICE DRIVE
CONTROL
CHANNEL
FLOOD
R-P-D-S-F-D-4.5U
S.F. RESIDENTIAL
SEQUOIA INT. SCHOOL
SINGLE-FAMILY RESIDENTIAL
FUT. S.F. RES.
COMM.
COMM.
BORCHARD
HOSP.

FIGURE 2.3

III. SIGNIFICANT ENVIRONMENTAL IMPACTS OF THE PROPOSED PROJECT AND MITIGATION MEASURES PROPOSED TO MINIMIZE THE SIGNIFICANT EFFECTS

A. Noise

Impact:

A noise study (Appendix A) on the effects of Ventura Freeway traffic noise on this project has been prepared by ENVICOM Corporation. Guidelines set out by the U.S. Department of Housing and Urban Development were used for the assessment of noise impacts. Using traffic data from the California Department of Transportation, the investigation calculated the current noise level and future noise level (5 years hence) at two locations on the property; lot 97 and lot 73. These lots are representative of the approximately twenty lots that will be located adjacent to the freeway right-of-way.

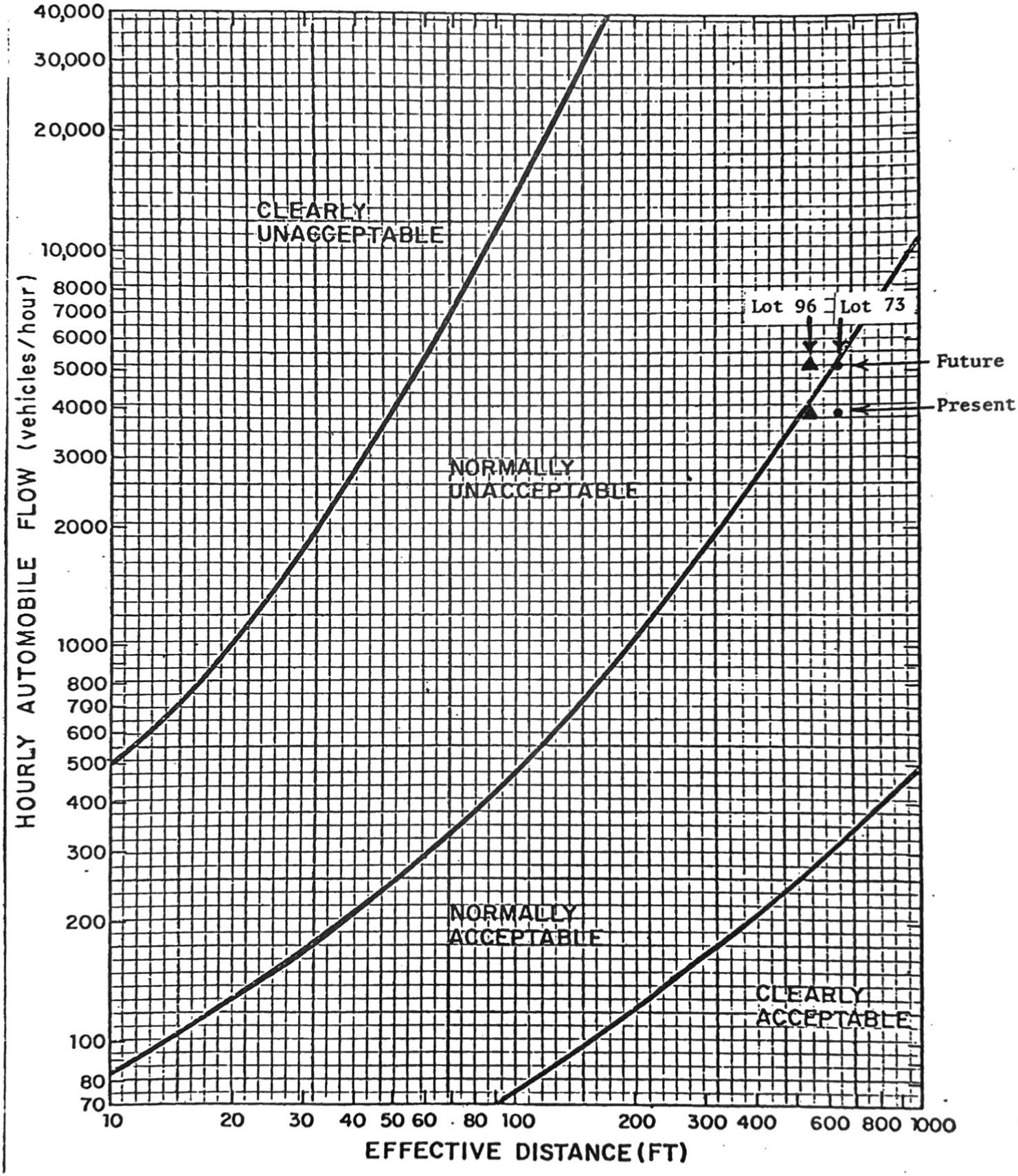
The applicant is proposing a 12-foot high barrier (6-foot wall on top of a 6-foot high berm) adjacent to the freeway to screen noise from the homes in the proposed tract. The ENVICOM noise study also evaluated the effectiveness of this barrier.

The results of this study are summarized below and also illustrated in figure 3.1 (Impact of Automobile Noise), 3.2 (Impact of Truck Noise) and 3.3 (HUD Acceptability Criteria).

1. The proposed 12-foot high barrier is high enough to mitigate current noise levels from the Ventura Freeway. As can be seen in Figures 3.1 and 3.2, the noise levels are in the "normally acceptable" range for both automobile and truck noise (based on HUD Guidelines).

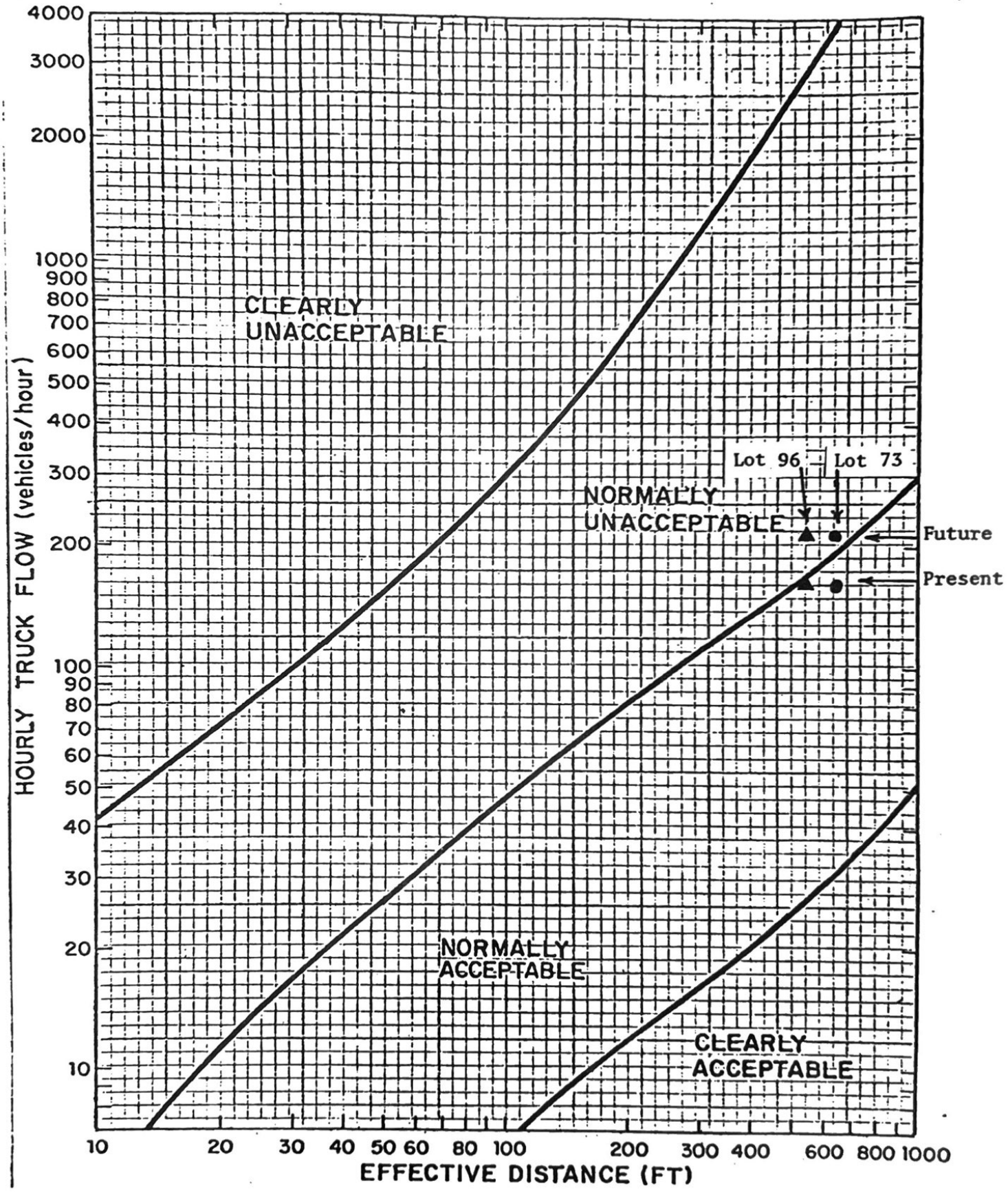
2. Future noise levels, especially truck noise, will exceed "normally acceptable" limits and will be "normally unacceptable."

Temporary noise impacts will also occur during the construction of Tract 2790 from earth-moving and construction vehicles. This impact will occur not only on the site itself but on access roads to the site, particularly Alice Drive, which is the most direct route to Wendy Drive. Other local streets affected will probably include Bella Drive, Shirley Drive, and the stretch of Debbie Street between Bella Drive and Shirley Drive.



Impact from automobile noise.

FIGURE 3.1



Impact from truck noise.

FIGURE 3.2

FIGURE 3.3

H.U.D. ACCEPTABILITY CATEGORIES

DEFINITIONS

Clearly Acceptable:	The noise exposure is such that both the indoor and outdoor enyironments are pleasant.
Normally Acceptable:	The noise exposure is great enough to be of some concern but common building constructions will make the indoor environment acceptable, even for sleeping quarters, and the outdoor environment will be reasonably pleasant for recreation and play.
Normally Unacceptable:	The noise exposure is significantly more severe so that unusual and costly building constructions are necessary to ensure some tranquility indoors, and barriers must be erected between the site and prominent noise sources to make the outdoor environment tolerable.
Clearly Unacceptable:	The noise exposure at the site is so severe that the construction costs to make the indoor environment acceptable would be prohibitive and the outdoor environment would still be intolerable.

Mitigation:

1. According to the noise study, reducing the noise level to the "normally acceptable" range for the future (5 years hence) traffic flow on the freeway would require increasing the barrier height by one foot to 13 feet, adjacent to lots 72-80 and 93-99.

   Barriers provide noise level reduction to an area located within the "shadow zone" provided by the barrier. To increase the "shadow zone," the barrier must be increased in height.

EFFECTS OF BARRIERS UPON SOUND TRANSMISSION

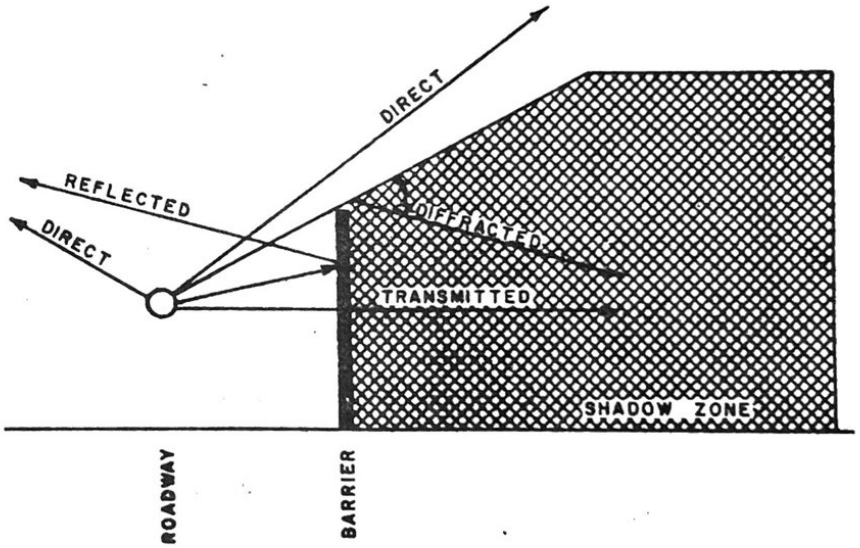


FIGURE 3.4

Noise follows a direct path to receivers who can see a sound source over the top of a barrier. If the barrier does not block the line-of-sight, it provides no abatement. The proximity of the wall to the source of the sound is important in reducing noise levels. This is depicted in the illustration below. As can be seen, the closer the ground barrier is to the sound source, and also the higher the barrier, the more the sound waves will be reflected by the barrier.

2. Increasing the distance between the homes and the freeway would also reduce the noise impacts. Every doubling of the distance from the source results in a 6 decibel reduction in sound pressure. When a 10 decibel decrease in an existing sound level occurs, the apparent loudness is decreased by half.

According to a report to the Assembly Committee on Transportation an intervening 6-foot berm amd 5-foot wall will reduce noise at a point 60 feet from the road to the same level as a point 240 feet from the road if the berm and wall were not there. This is illustrated below.

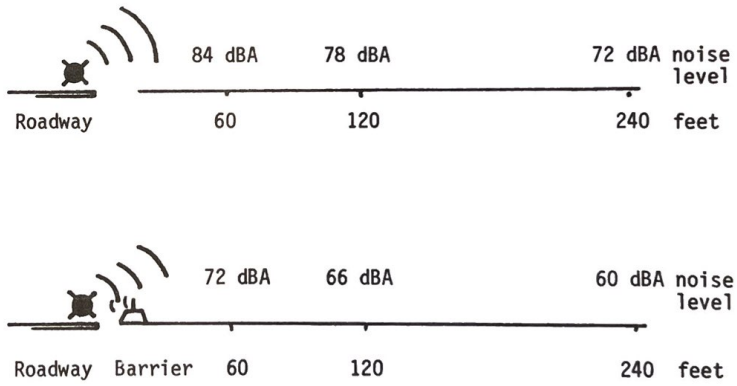


FIGURE 3.5

The noise barrier creates a 12dBA advantage at any given distance. The noise levels above represent a single diesel truck passing.

3. The results from investigations conducted so far indicate that trees do reduce sound levels, but not enough to justify a large expenditure for this purpose alone. Research has shown that decorative plantings, while they do not significantly reduce the sound level, have reduced the incidence of complaints about noise by performing a psychological shielding function.

4. To mitigate the short term noise impacts, the City exercises control over construction activities and accompanying noise by permitting such activities to occur only between 7 A.M. and 7 P.M. Monday through Saturday (per Section 8-11.01 of the Municipal Code). Permission to work at different hours or on Sunday is granted only in emergencies and requires a special permit from the Director of Public Works.

5. Individual vehicular noise is expected to decrease 3 decibels in the future because of legal constraints imposed by the California Vehicle Code, Section 27160, "Motor Vehicle Noise Standards." If the general noise reduction is taken into account, the future noise levels at the site would meet "normally acceptable" criteria established by HUD with the proposed 12-foot high barrier.

B. Traffic and Circulation

Impact:

A traffic study for Tract 2790 was prepared by Weber and Associates, and reviewed by the City's Traffic Engineer. This report is attached as Appendix B.

As noted in the study, the only access to Tract 2790 is via Alice Drive and Shirley Drive, two residential streets connecting ultimately to Wendy Drive, a free access secondary road about 1/4 mile west of Tract 2790.

Peak hour volume increases on these streets attributable directly to Tract 2790 would be 117 trips on Alice Drive and 33 trips on Shirley Drive. These volumes are depicted in Figure 5 of the traffic study. Figure 6 of the study shows the cumulative volumes (including existing development) at the two outlets to Wendy Drive - Alice Street and Bella Drive.

On Page 6 of the traffic study, it is noted that the resultant peak hour volumes of 185 vehicles/hour on Alice Street and 170 vehicles/hour on Bella Drive are well below the County's Access Policy. These volumes would also be less than the City's Access Policy, which is that such roads should not serve more than 250 homes (equivalent to 255 peak hour trips).

An important additional consideration with respect to Tract 2790's traffic impact relates to the vacant property to the east (labelled "future subdivision" in figure 1.2). The construction of Tract 2790 would provide the only access to this 30-acre area, and once that area was developed, its traffic impact would also affect Alice Drive, east of Wendy Drive.

The traffic study includes, as Appendix D thereto, an analysis of the additional impact which could be anticipated when that 30-acre area is developed.

The 30-acre area could yield approximately 130 homes, based on the existing zoning. Because of the property's configuration, and the proposed street plan for Tract 2790, all of the property would be served by Alice Drive. Thus, if the property to the east were fully developed to 130 homes (equivalent to 133 peak hour trips), peak hour traffic volume on Alice Drive, at its intersection with Wendy Drive, could rise to 318, compared to a present peak hour volume of 68 and a peak hour volume of 185 with Tract 2790 alone.

The 318 vehicle per hour volume would exceed both the County's Access Policy of 300 vehicles per hour and the City's Access Policy of 250 homes (roughly 245 vehicles per hour).

The traffic study (Appendix B) concludes that up to 113 homes could be constructed in the area east of Tract 2790 without exceeding the City or County access policy with respect to Alice Drive.

The additional traffic volumes which would be imposed on Alice Drive by Tract 2790 alone, and particularly with the ultimate development of the 30-acre area to the east, would constitute a significant adverse environmental effect for residents of the existing homes fronting on Alice Street, between Tract 2790 and Wendy Drive.

The impact on Shirley Drive, Debbie Drive and Bella Street would be much less, since only about 32 additional homes within Tract 2790 would be served by that access route to Wendy Drive.

Mitigation:

1. The future installation of a traffic signal at the Wendy Drive-Alice Street intersection will mitigate future impacts at the intersection. This signal will be needed when additional development takes place to the east of the subject property which would utilize Alice Street as an access. Tract 2790 will create a portion of the need for this signal.

2. The only mitigation measure which could reduce the projected traffic flow from Tract 2790 and the area to the east upon Alice Drive would be an additional access route out to Michael Drive. Such a connection would have to cross the flood control channel and private property between the channel and Michael Drive. Depending upon the location of such a connection, if it were even feasible, the traffic flow could adversely affect Michael Drive.

C. Visual

Impact:

The visual character of this area will be impacted by the construction of homes and a 12-foot high barrier that is proposed by the applicant to reduce the noise impacts from the Ventura Freeway. A perspective view of the visual impact of the barrier is shown in figure 3.6.

The Ventura Freeway is an adopted City and County Scenic Highway and particular attention must be given to the visual display that this (or any other) proposed development will create. The straight, line effect of the homes and height of the barrier will impact short-range views of the property and the long-range views of the Newbury Park area and the Santa Monica Mountains.

Mitigation:

1. Single-story construction for units adjacent to the Ventura Freeway.

2. Creation of a more interesting visual corridor adjacent to the Ventura Freeway than that proposed. This could be partially accomplished by eliminating the straight, line effect of the barrier adjacent to the freeway, and creating a curved, or segmented barrier along this boundary of the project.

3. Landscaping treatment (trees and shrubs) adjacent to the barrier along the freeway should be required to further soften the impact of the barrier.

Figure 3.6

Visual Impact of Noise Barrier

D. Schools

Impact:

Appendix C consists of information submitted by the Conejo Valley Unified School District relating to the adequacy of schools to serve Tract 2876. As it indicates, elementary and intermediate pupils cannot be accommodated at their normal school of attendance if already approved tracts within their attendance area develop out. High school pupils can be accommodated with the opening of Westlake High School next school year.

Mitigation:

The response from the Board of Education recommends imposition of a condition on the tract to require the developer to enter into a binding agreement with the District to mitigate adverse impact. The City is now imposing a condition on all residential projects to require the developer to make arrangements for providing adequate school facilities for children expected to be generated by the tract.

E. Energy Consumption

Impact:

Energy will be consumed both during and after the construction phase of the project. This will increase energy demands on off-site power generating facilities and will result in increased petroleum consumption due to increased vehicular traffic to and from the site. Energy consumed on the site will be from the use of natural gas and electricity to heat, cool, light and maintain the individual homes.

Mitigation:

1. Encourage pedestrian and bicycle traffic by providing bicycle lanes and pedestrian access to adjacent park site.

2. Design and orientation of the structures with respect to sun movement.

   During the summer the heaviest sun radiation loads will be on the roof and the east and west exposures of the homes. The sun bakes the east and west walls longer and with greater intensity than the south wall, which intercepts solar rays at a less direct angle. Southern exposures permit more significant heat gains during winter months

because the sun is lower on the horizon. Whereas openings (such as doors and windows) in the east and west walls are subject to direct radiation year round. Thus, buildings are generally best so that major openings are oriented toward the north and south, with reduced east/west exposure.

3. Where ideal orientation of the structure is not feasible, the use of overhangs, movable external shading on windows (to deflect sunlight or allow it to enter), and heat reflective glass, particularly on east and west exposures, can moderate seasonal increases in temperature.

4. Use of appropriate and well-placed landscaping to moderate temperature. For example, deciduous trees located on the south and west provide shade during the summer yet allow light and heat to enter during the winter months.

5. Use of fluorescent lighting rather than less efficient types of lighting.

6. Installation of attic fans or other ventilation devices for use during summer.

7. Two-zone heating system to promote separate heating of living areas compared to sleeping areas.

8. Insulation from heat loss or gain in walls, ceilings, floors, windows and hot water lines.

9. Use of solar energy for water and space heating.

F. Air Quality

1. Short Term Impact

Preparing the site for construction will produce two temporary air pollutant emissions - exhaust from construction equipment and dust generated as a result of soil movement.

2. Long Term Impact

The long term air quality impact of this project must be viewed in light of its effect upon air quality in Thousand Oaks and the larger South Central Coast Air Basin. Thousand Oaks already suffers from high photochemical oxidant pollution concentrations during parts of the year. Natural gas emissions from this development will be minimal. The largest single contributor to the oxidant air pollution problem is the motor vehicle. Any development which generates increased

vehicular traffic within Thousand Oaks increases the number of air pollution sources in the area.

As yet, no reliable model has been developed which can accurately predict the change in air quality as a result of an increase in oxidant-forming auto emissions. The difficulty of assessment is compounded by the very mobility of automobiles and the effect that varying topographical and meteorological conditions have upon the emitted pollutants themselves. These variables, coupled with the delayed reaction time of photochemical oxidants once they are emitted (2-4 hours), make it difficult to evaluate the impact of a given project upon local and regional air quality. It can be concluded that the project will cause a marginal deterioration in air quality as a result of the increased auto emissions associated with the project. The quantification of this "marginal change," however, can only be evaluated when a reliable model is developed which can accurately relate auto emissions under varying meteorological and geographical conditions to predictable changes in local and regional air quality.

The location of the project, particularly the northerly units in close proximity to the freeway, will expose those units to increasing levels of freeway-associated emissions, particularly carbon monoxide (CO). At the present time CO is not a problem, especially with prevailing westerly winds. However, future increases in traffic on the Ventura Freeway may have a significant effect. As an example, the current traffic flow is 54,000 vehicles per day (between Rancho Conejo Boulevard and Wendy Drive) and in five years the traffic flow is expected to be 64,135 vehicles per day.

Mitigation:

1. While several oxidant air pollution models are under review by the Environmental Protection Agency, none is being promoted by the agency as entirely reliable with regard to forecasting photochemical oxidant pollution. Mitigation measures must be oriented toward the automobile, which is the major source of local air pollution emissions. A reduction in vehicular emissions, however, is beyond the scope of any practical project-oriented modification. Future reductions in auto-related pollution will ultimately hinge upon an effective automobile emission control program, and an expanded multi-mode transportation system. This would reduce the dependence upon the automobile as the sole means of travel.

2. One aspect of air pollution control in which the City can exert some positive effort is in the area of land use planning itself. In this regard, Thousand Oaks is working closely with Ventura County and the County APCD during 1977 in County-wide land use and growth planning, which will ultimately be the backbone of a County Air Quality Maintenance Plan.

G. Hydrology

Impact:

A portion of the site of Tract 2790 is within the 100-year flood plain of the South Branch of the Arroyo Conejo, which borders the subject property on the south. Figure 3.7 depicts the present location of the 100-year flood hazard area.

The applicant is proposing to fill the lower portions of the subject property (up to 3 feet) in order to raise its elevation above the 100-year flood hazard level. Flooding of homes within Tract 2790 would therefore be avoided.

The applicant proposes to obtain the earth for this fill operation from the vacant land to the east, which is also within the 100-year flood hazard area. If this is done, total storage volumes for flood waters in this area will not be decreased, and flood hazard to existing residential areas will not be increased.

However, any future development of the area east of Tract 2790 (the "cut" area) would have to be conditioned to control a 100-year flood in the South Branch of the Arroyo Conejo. Most likely this would depend upon the completion of a major flood control project to reduce flood hazard throughout the 100-year flood plain of the South Branch. The Flood Control District has provided input and recommendations regarding Tract 2790, as well as the total flood control situation relating to the South Branch. This information is contained in Appendix D.

Mitigation:

The applicant's plans will avoid increased flood hazard to existing residences as well as homes in proposed Tract 2790. Development of the area easterly of Tract 2790 could not take place until and unless a flood control project is completed for the South Branch of the Arroyo Conejo, per the Flood Control District's letter.

FIGURE 3.7

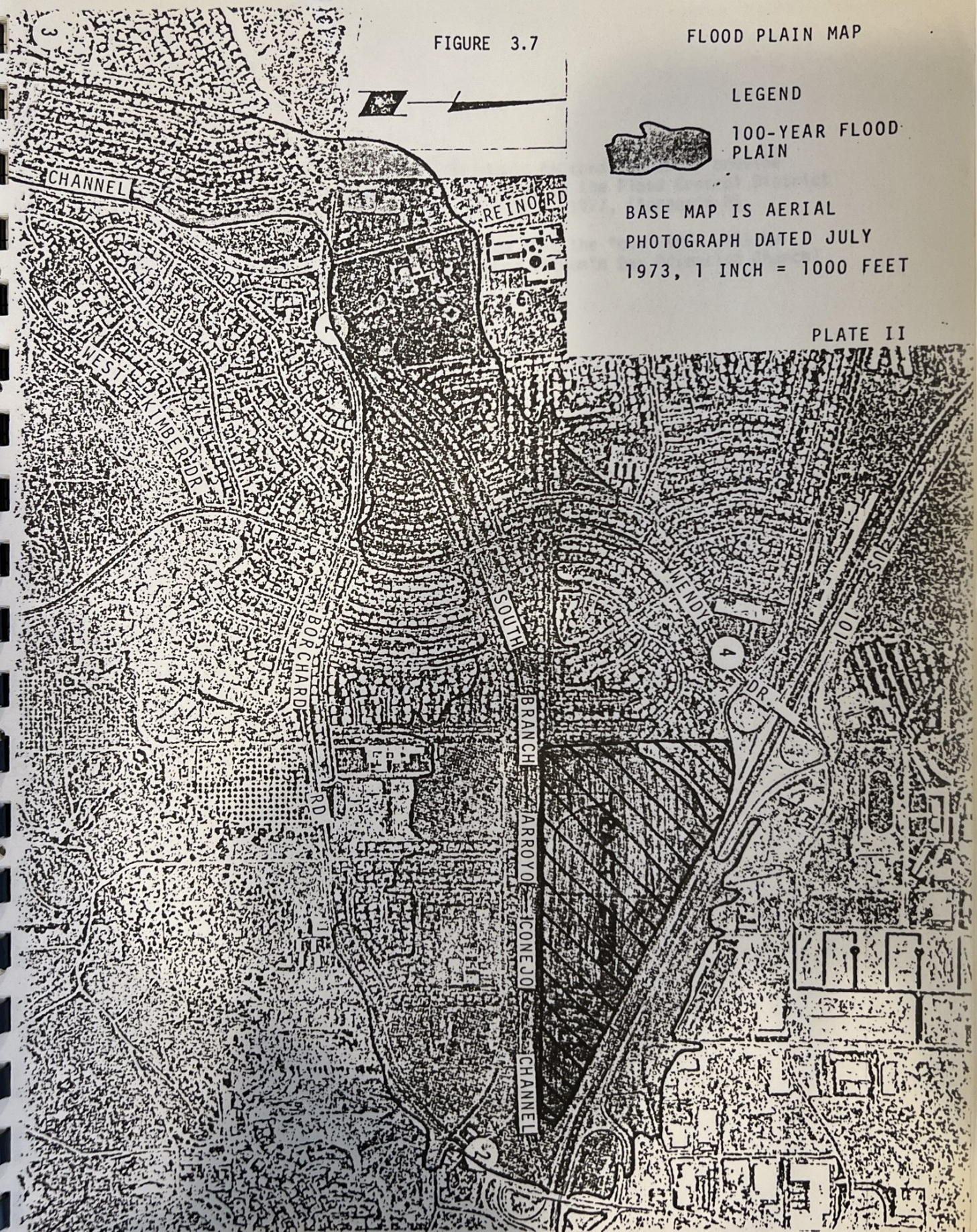
FLOOD PLAIN MAP

LEGEND

100-YEAR FLOOD PLAIN

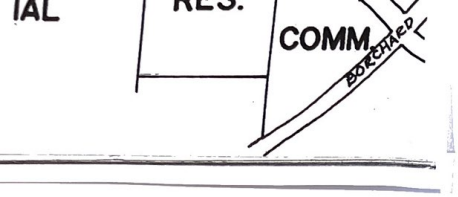
BASE MAP IS AERIAL PHOTOGRAPH DATED JULY 1973, 1 INCH = 1000 FEET

PLATE II



Approval of Tract 2790 should be conditioned to provide the flowage easement requested by the Flood Control District in Mr. Frank's letter of July 8, 1977, (Appendix D).

The applicant has indicated that the "cut" area will be farmed by the property owner (Seventh Day Adventist Church) or their agent.



IV. SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROPOSAL IS IMPLEMENTED

A. Visual

Homes and the barrier proposed along the Ventura Freeway will impact the views from the freeway. The Ventura Freeway is an adopted City and County Scenic Highway.

B. Schools

The project will add 88 elementary, 29 intermediate, and 44 high school pupils to an already overburdened school system.

C. Air Quality

A short-term impact of dust generated by construction activities will occur. The increased vehicular traffic associated with this project will add to the deterioration in air quality in the Conejo Valley.

D. Traffic

Traffic impact as discussed above is an unavoidable impact. Even if an additional access route to Michael Drive from Tract 2790 could be provided, it would only partially mitigate increased traffic flows on residential streets west of Tract 2790.

V. ALTERNATIVES TO THE PROPOSED PROJECT

A. No Project

The alternative of no project would eliminate all the significant environmental impacts noted in Sections III and IV above. The land would be retained for future land use options and proposals.

B. Modified Tentative Tract

Another alternative would be a modified tract map which showed a lesser number of lots and/or an additional access route to the tract. Such an alternative would mitigate traffic impact to a greater degree than the project proposal.

VI. GROWTH INDUCING IMPACT

An estimated 535 people will live in the 147 housing units. The cumulative growth inducing effects of this project and other projects will require the creation of new jobs to provide the residents with the services they need. The induced jobs will include teachers, mechanics, bank clerks, store clerks, etc. People will move to the Conejo Valley to fill these jobs.

The cumulative effects of the development of this parcel and the additional 30-acre undeveloped parcel to the east will have a significant impact on traffic and flood control.

APPENDIX A

Study of Ventura Freeway Noise for Thousand Oaks T.T. 2790 Newbury Park

Griffin Construction Company

Envicom Corporation
May 19, 1977

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I. INTRODUCTION

A. PURPOSE AND SCOPE

This report is an evaluation of the impact of present and future highway noise from the Ventura Freeway (Route 101) on Tentative Tract 2790 in Newbury Park (Figure 1). Of particular interest is the ability of a 12-foot acoustic barrier between the freeway and the property to mitigate the excessive noise emitted by vehicular traffic.

B. TOPOGRAPHY OF SITE

The project site (see Tract Map) is essentially level along the north property line where it adjoins the freeway right-of-way. There is a slight increase in elevation in the northwestern corner of the property where the northern boundary adjoins the Wendy Dr. eastbound on-ramp for the freeway. The on-ramp already serves as a partial barrier to noise emitted by the freeway for the eight lots (100-108) in the northwest corner.

C. METHODOLOGY

Guidelines set out by the U.S. Department of Housing and Urban Development (1) were used for the assessment of noise impact at this site because this procedure is the only one used by the City of Thousand Oaks (2), which has jurisdiction over this property. Peak hour traffic data was used or estimated at 10% of ADT (Average Daily Traffic Volume) so that a worse case condition would be evaluated.

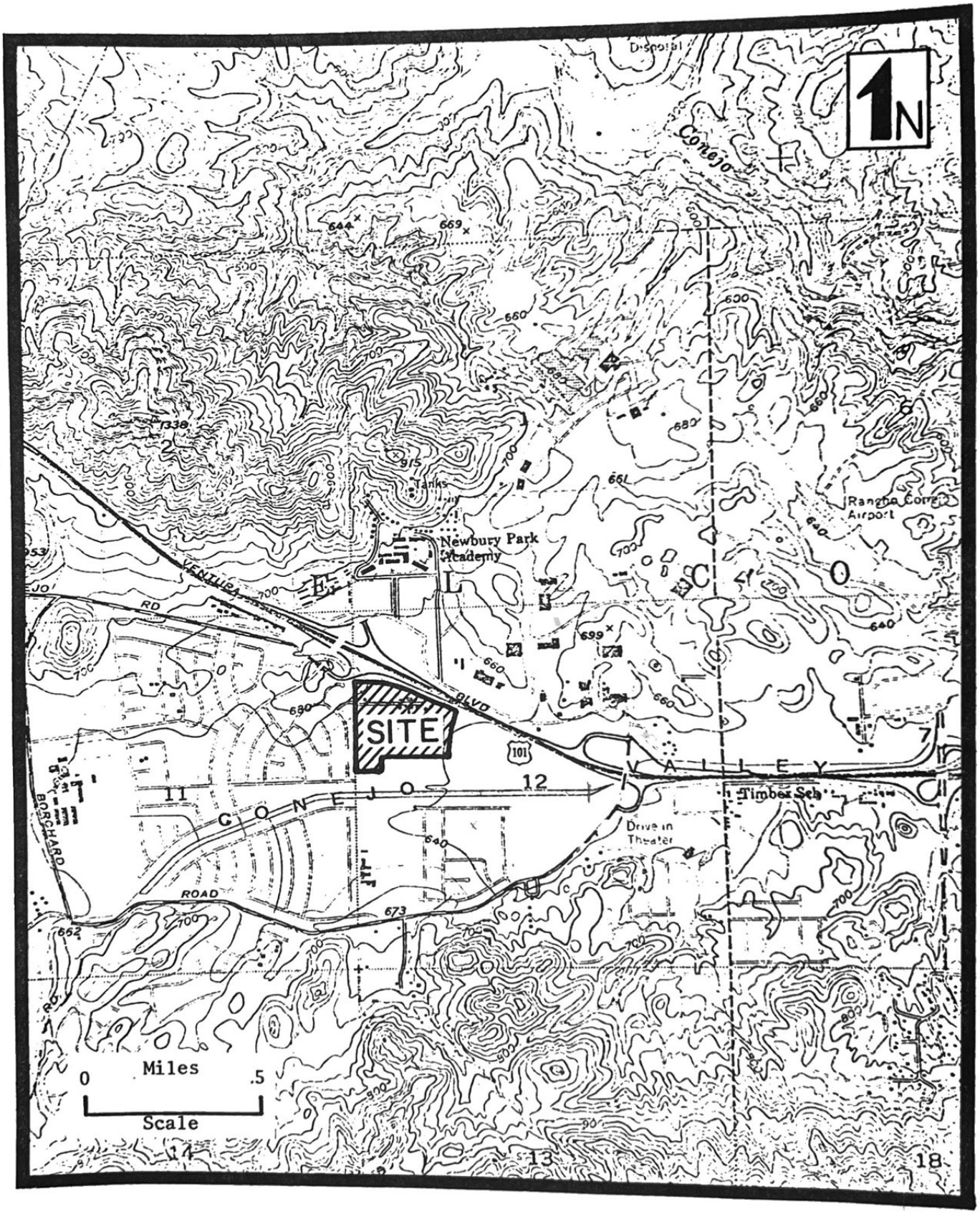


Figure 1. Project site location map.

II. RESULTS OF THE INVESTIGATION

Traffic data (Table 1) used in calculating noise impact at the project site were received from Caltrans and was estimated to increase 5.5% per year. This data was used to complete the worksheet (Figure 2) for two lots adjacent to the freeway, Lots #73 and #96. The effect of a proposed twelve foot barrier was derived from the barrier nomograph used by HUD (Figure 3) and included in the calculations. The following assumptions were used for the calculations:

1. The houses are located at 20 feet from the back (north) property line.
2. The effective height of the noise source is five feet above the pavement.
3. The effective height of the receiver for a one-story house is five feet above the pad elevation.
4. The vehicles travel at 55 mph.
5. The proposed barrier is 12 feet above the pad elevations along the north property boundary line.

The impact of Ventura Freeway automobile noise on the project site is illustrated in Figure 4 with truck noise illustrated in Figure 5. As seen in these figures, present noise emissions from the freeway will be adequately mitigated by the 12-foot barrier. However, future truck noise at both lots and automobile noise at Lot #96 would be normally unacceptable according to HUD guidelines.

Table 1

Traffic Flows in the Site Vicinity

	No. of Vehicles	
	Present	Future 5 Years
Ventura Freeway, between Rancho Conejo Blvd. and Wendy Drive		
Average Daily Traffic Flow	54,000	64,135[1]
Peak Hourly Flow	4,800	6,400
Wendy Drive - Onramp Eastbound		
Average Daily Traffic Flow	7,420	8,810[1]
Peak Hourly Flow		
AM	440	880
PM	240	--

[1]Based on an annual growth rate of 3½%

Source: Personal communication with Al Wheelock, Caltrans, Traffic Branch, Los Angeles Office, May 4, 1977.

	Current Case		Future Case (5 yrs.)	
	Fwy. at Lot 73	Fwy. at Lot 96	Fwy. at Lot 73	Fwy.at Lot 96
1. The distance in feet from the site to the centerline of				
a. nearest lane:	120'	130'	120'	130'
b. farthest lane:	185'	190'	185'	190'
2. The total number of automobiles per hour in both directions:	4512	4512	6016	6016
3. The number of trucks per hour				
a. uphill direction:	n/a	n/a	n/a	n/a
b. downhill direction:	n/a	n/a	n/a	n/a
c. both directions:	288	288	384	384
4. Effective distance from site to road:	149	157	149	157
Adjustments for Automobile Traffic				
5. Stop-and-go:	None	None	None	None
6. Mean speed:	3835	3835	5114	5114
Adjustments for Truck Traffic				
7. Road gradient:	None	None	None	None
8. Stop-and-go:	None	None	None	None
9. Mean speed:	164	164	219	219
Barrier Adjustment				
10. Distance from site to barrier:	20'	20'	20'	20'
11. Distance from center of road to barrier:	130'	140'	130'	140'
12. Effective elevation of road:	649.5	653	649.5	653
13. Effective elevation of site: one-story	653.2	653.2	653.2	653.2
14. Effective elevation of barrier:	660.2	660.2	660.2	660.2
15. Difference in elevation between site and road:	3.7	.2	3.7	.2
16. Difference in elevation between barrier and road:	10.7	7.2	10.7	7.2
17. Adjusted distance:	641	550	641	550

Figure 2. Roadway Noise Worksheet.

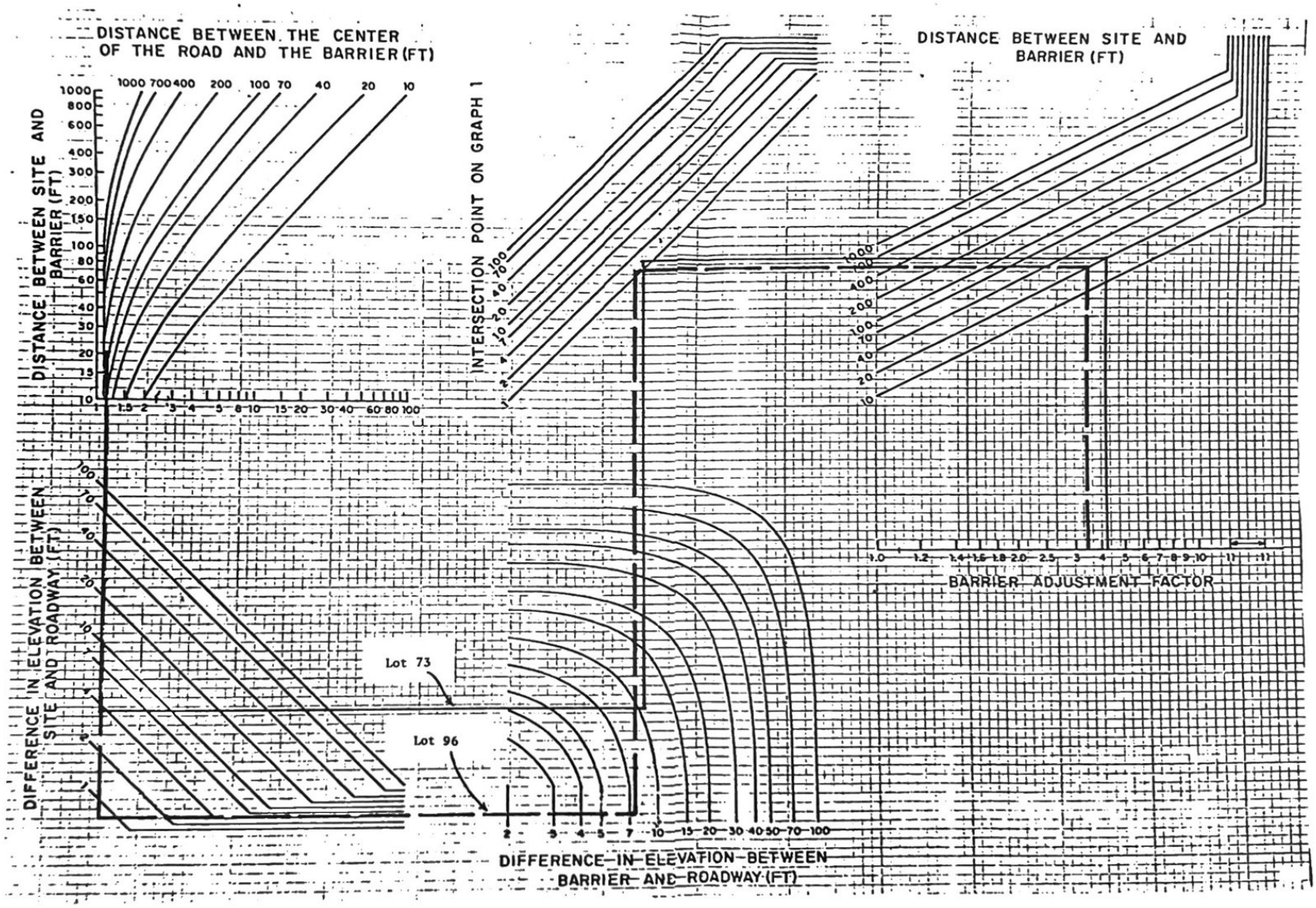


Figure 3. Barrier Nomograph

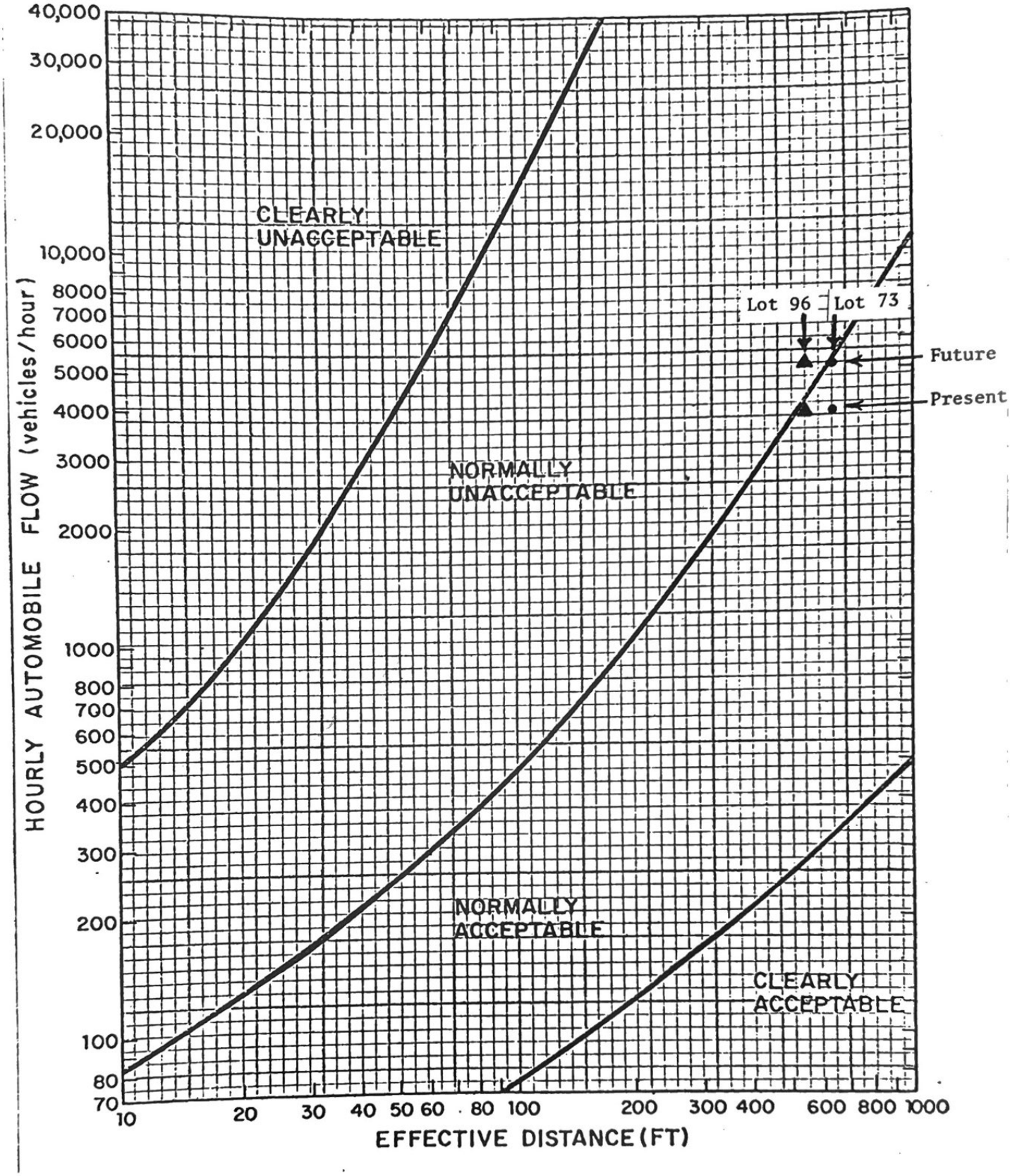


Figure 4. Impact from automobile noise.

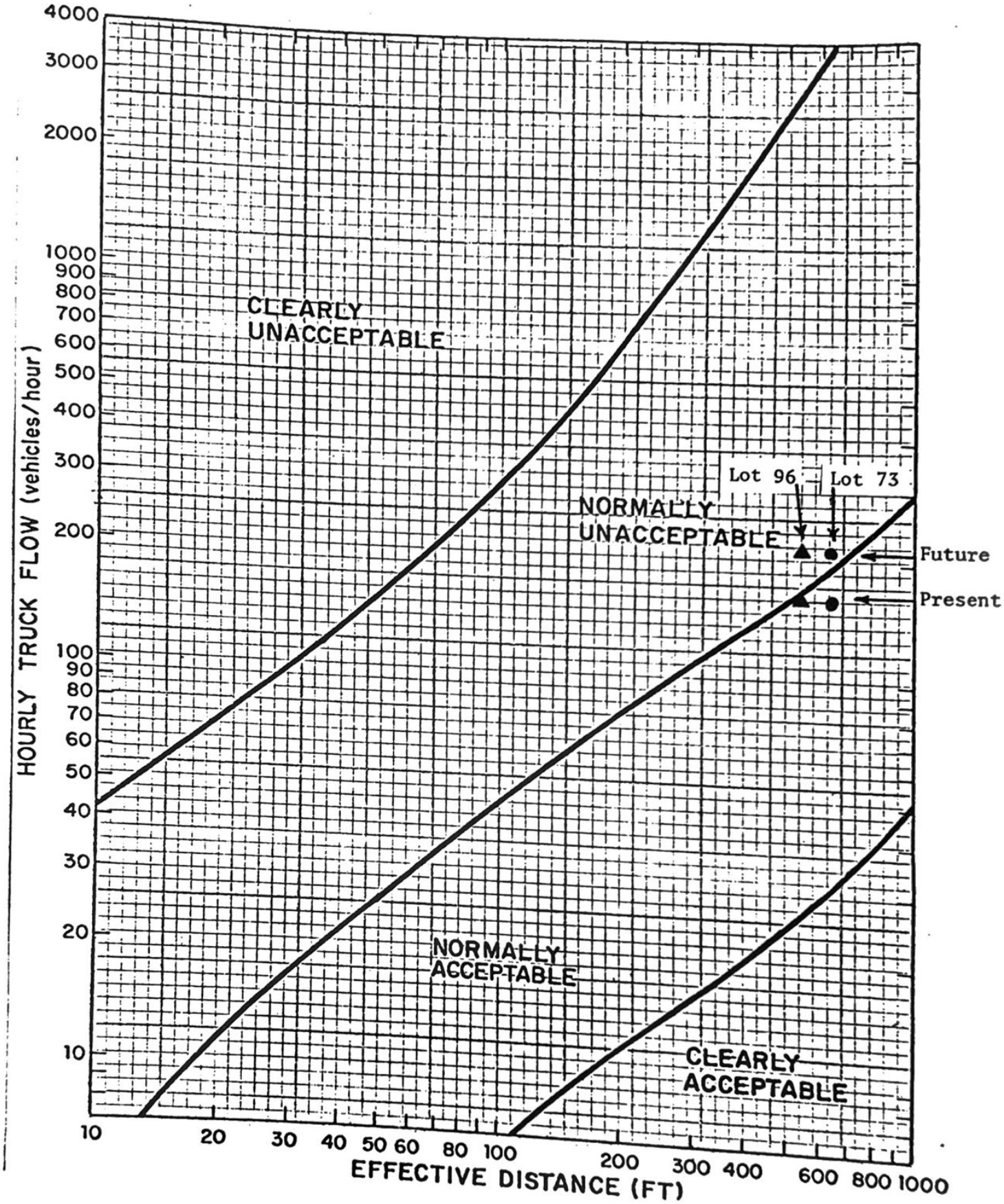


Figure 5. Impact from truck noise.

III. DISCUSSION

The proposed 12-foot barrier is high enough to mitigate current noise arising from the Ventura Freeway, but the projected noise, especially truck noise, would still exceed normally acceptable limits, according to HUD guidelines. However, the guidelines do not take into effect recent legislation to reduce noise emissions from vehicles, especially heavy trucks. This legislation is already causing reductions in noise levels along freeways and these levels will continue to decrease as new, quieter vehicles replace old ones. If this general noise reduction is taken into account, the future noise levels at the site would meet normally acceptable criteria.

If, however, the analysis must follow all aspects of the HUD guidelines, it will be necessary to increase the wall height one foot from Lots 72 to 80 and 93-99. This would provide normally acceptable levels for the project site according to HUD guidelines and criteria. A slightly greater height increase, 1.5 feet, would be necessary if the back yards are increased from 20 feet to 40 feet.

Because the freeway curves away from the property in the northwest corner, the barrier wall needed to provide acceptable noise levels on the project site can gradually decrease in height from 13 feet at Lot 99 to 6 feet in the northwest corner of Lot 103 A six foot wall at the north property line of Lot 103 will reduce noise to acceptable levels from both the freeway and the Wendy Dr. on-ramp, but aesthetic impacts may be increased by a decreasing wall height.

To adequately protect Lot 72 from high noise levels, it will be necessary to extend the barrier wall approximately 50 feet south along the east boundary line, or continue it approximately 150 feet along the freeway right-of-way. It is assumed the latter option would be by some arrangement with the developer of the adjacent "future subdivision."

The construction of two-story homes was not considered in the analysis as it would be economically unfeasible to construct a

barrier high enough to attenuate freeway noise at the second story level. The barrier wall needed for attenuation at this level would need to be at least 20 feet high. However, two-story construction might be allowed if there are either no windows for the second story facing the freeway, or such windows as face the freeway would be double-glazed and sealed.

IV. CONCLUSIONS

1. A 12 foot high barrier along the north property line with a 50 foot southerly extension from the northeast corner will provide normally acceptable (HUD) noise levels for the project site for present traffic conditions.

2. Increased future traffic will result in a corresponding increase in noise levels. However, individual vehicular noise is expected to decrease 3dB in the future because of legal constraints imposed by the California Vehicle Code, Section 27160, "Motor Vehicle Noise Standards" (3). This will mitigate the expected increase in noise from increased traffic. As present, the HUD Guidelines (under revision) do not take this into account. This results in calculations which correspond to an increase in barrier height of some 1 - 1.5 feet to attenuate future noise levels. As stated earlier, such an increase in height, however, is not considered necessary.

References

1. U.S. Dept. of HUD; 1971; Noise Assessment Guidelines; U.S. Government Printing Office.

2. Personnal communication with Larry Marquart, Associate City Planner for Thousand Oaks; May 5, 1977.

3. Wyle Laboratories, Dec., 1973; Development of Ground Transportation Systems Noise Contours for the San Diego Region; Wyle Research Report WCR 73-8.

APPENDIX B

TRAFFIC STUDY
OF
TRACT 2790

for GRIFFIN DEVELOPMENT

WEBER ASSOCIATES

2363 Windward Circle
Westlake Village, CA 91361

A. Weber, P. E.

May 6, 1977

INTRODUCTION

The Griffin Development Company is proposing to construct 147 single family dwelling units, Tract 2790, on 31 acres located immediately south of the Ventura Freeway and approximately one-half mile east of Wendy Drive (see Figure 1).

This is a study to determine the traffic volumes which will be generated by this tract and what impact such traffic will have on the surrounding street system.

ENVIRONMENT

The access to Tract 2790 will be via Alice Street, a collector street, and Shirley Drive, a local street. Both of these streets provide a route to Wendy Drive, a free access secondary highway interchanging with the Ventura Freeway.

No access is available to the north because of the Ventura Freeway. No access is available to the east or south because of the Arroyo Conejo, a storm drain channel approximately 60 feet wide.

Alice Street and Shirley Drive are streets in an existing 182 unit subdivision. This existing subdivision has not been incorporated into the City of Thousand Oaks. The proposed Tract 2790 is located in the City of Thousand Oaks.

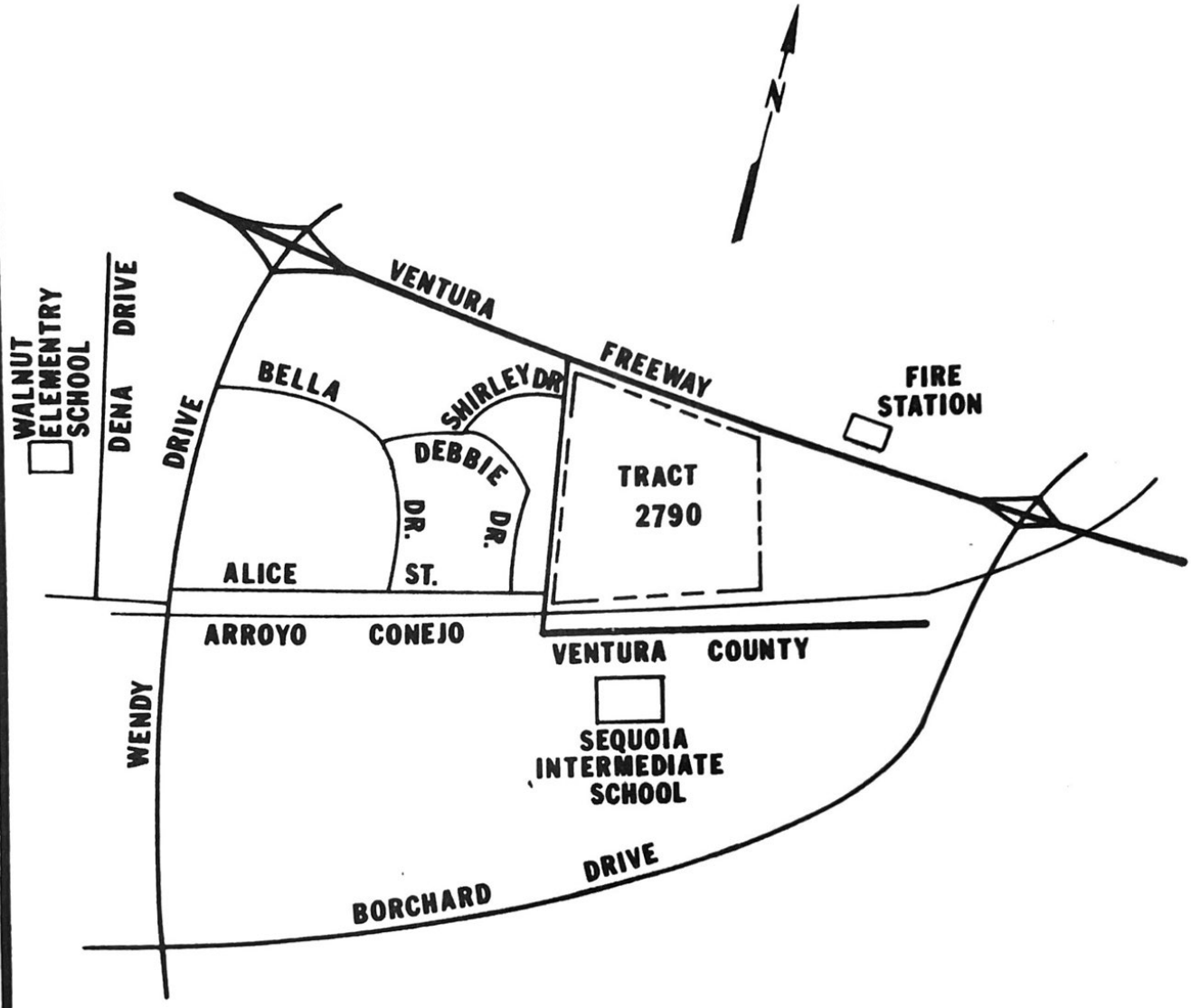

N
VENTURA
FREEWAY
FIRE
STATION
WALNUT
ELEMENTRY
SCHOOL
DENA
DRIVE
DRIVE
BELLA
SHIRLEY DR
DEBBIE
DR.
DR.
TRACT
2790
ALICE
ST.
ARROYO
CONEJO
VENTURA
COUNTY
WENDY
SEQUOIA
INTERMEDIATE
SCHOOL
BORCHARD
DRIVE

FIGURE 1

The existing traffic volume on Wendy Drive is 6850 for 24 hours with a p.m. peak hour of 645.

Traffic counts taken on Alice Street and Bella Street entering Wendy Drive disclosed traffic volumes during the p.m. peak hour as indicated in Figures 2 and 3. The existing traffic is oriented 57% toward the Ventura Freeway.

The Walnut Elementary School located on Dena Drive and the Sequoia Intermediate School located south of the Conejo Arroyo will serve Tract 2790.

IMPACT

Tract 2790 with 147 units will generate approximately 150 trips* during the peak p.m. hour. These trips were distributed to Alice Street and Shirley Drive depending upon the number of units served by each street. The number of units which will be served by each street was determined by selecting the mid point of "B" Street (see Figure 4) and assigning the traffic from all units north of this point to Shirley Drive and all units to the south to Alice Street.

This method indicates that Shirley Drive will serve 32 units and Alice Street 115 units.

---

* See Appendix A.

Director
Arthur E. Goulet

Deputy Directors
John C. Crowley
Resources/Development
Al F. Knuth
Transportation
Quinn

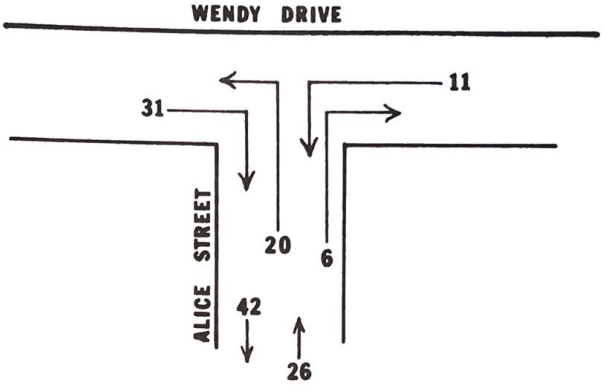


FIGURE 2

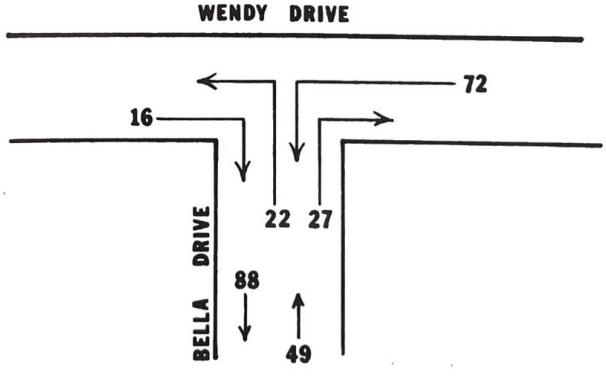
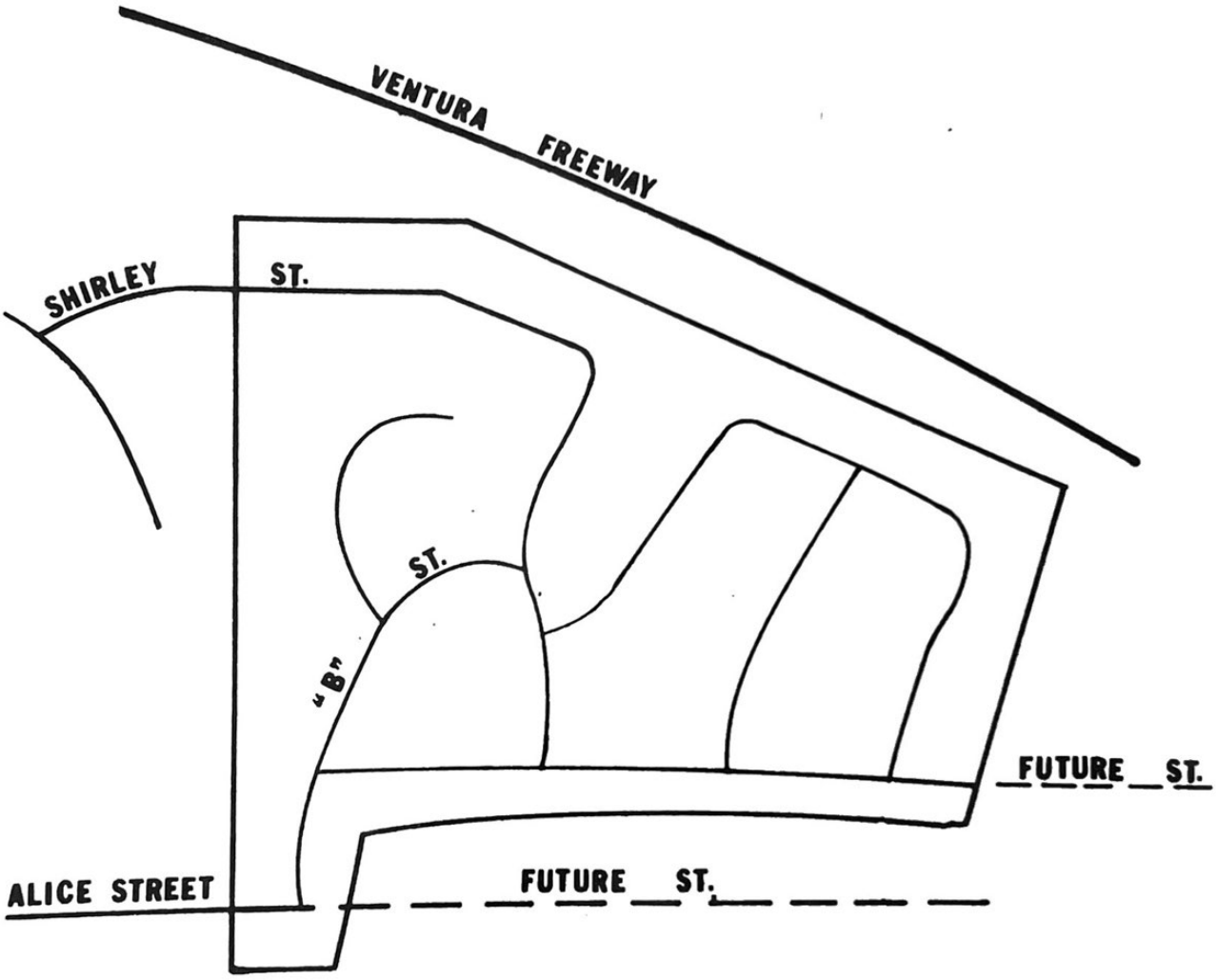


FIGURE 3

P.M. PEAK HOUR TRAFFIC VOLUMES



TRACT 2790

FIGURE 4

The traffic generated by Tract 2790 based upon this distribution is indicated in Figure 5.

Fifty-seven percent of the newly generated traffic was assigned toward the Ventura Freeway.

By adding these volumes to the existing volumes on Alice Street and Bella Drive, the traffic volumes which will exist on these two streets after construction of Tract 2790 can be determined. These traffic volumes are indicated in Figure 6.

Traffic volumes of 185 on Alice Street and 170 on Bella Drive are considerably below the Residential Access Policy for the County of Ventura* which allows a maximum of 300 vehicles per hour on a collector street with fronting lots.

Tract 2790 is also in conformance with the access policy of the City of Thousand Oaks. This policy** allows a collector street such as Alice Street to serve 250 dwelling units and a local street such as Shirley Drive to serve 39 units. Within Tract 2790, these two streets will serve 115 and 32 dwelling units respectively.

Tract 2790 will generate approximately 88 elementary school children who will use the Walnut Elementary School located west of Wendy Drive on Dena Drive. This school is approximately 0.91 miles from the most easterly point of Tract 2790. This distance exceeds

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* See Appendix B.

** See Appendix C.

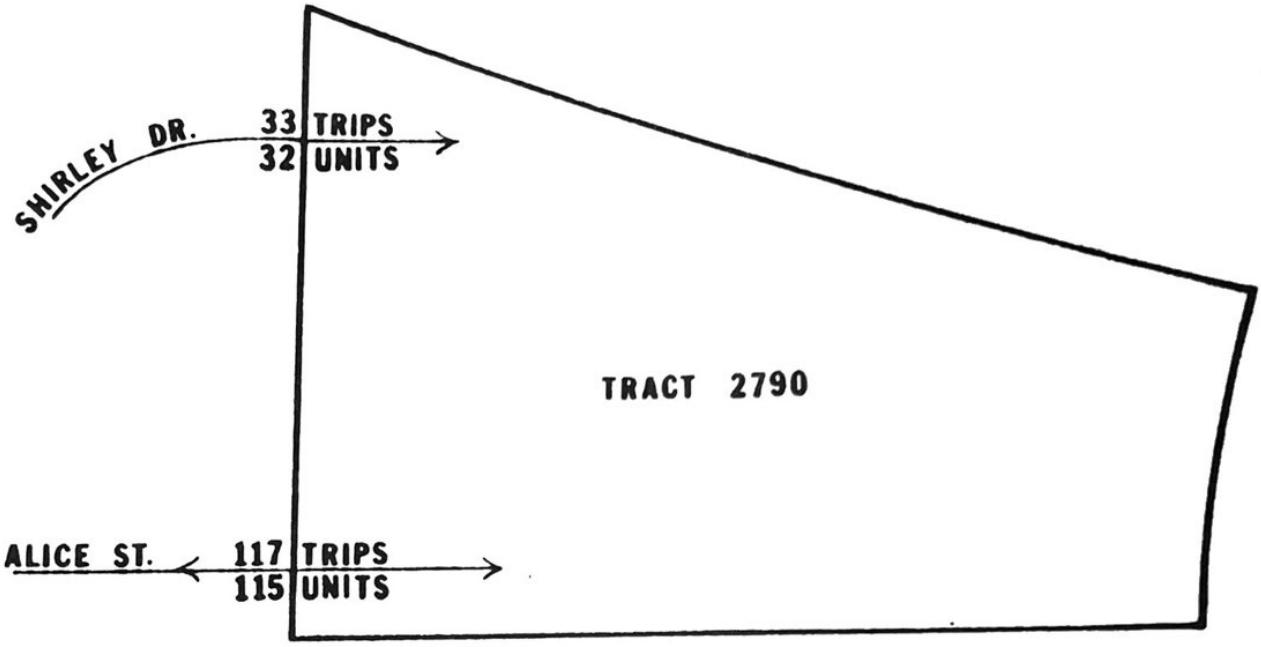


FIGURE 5

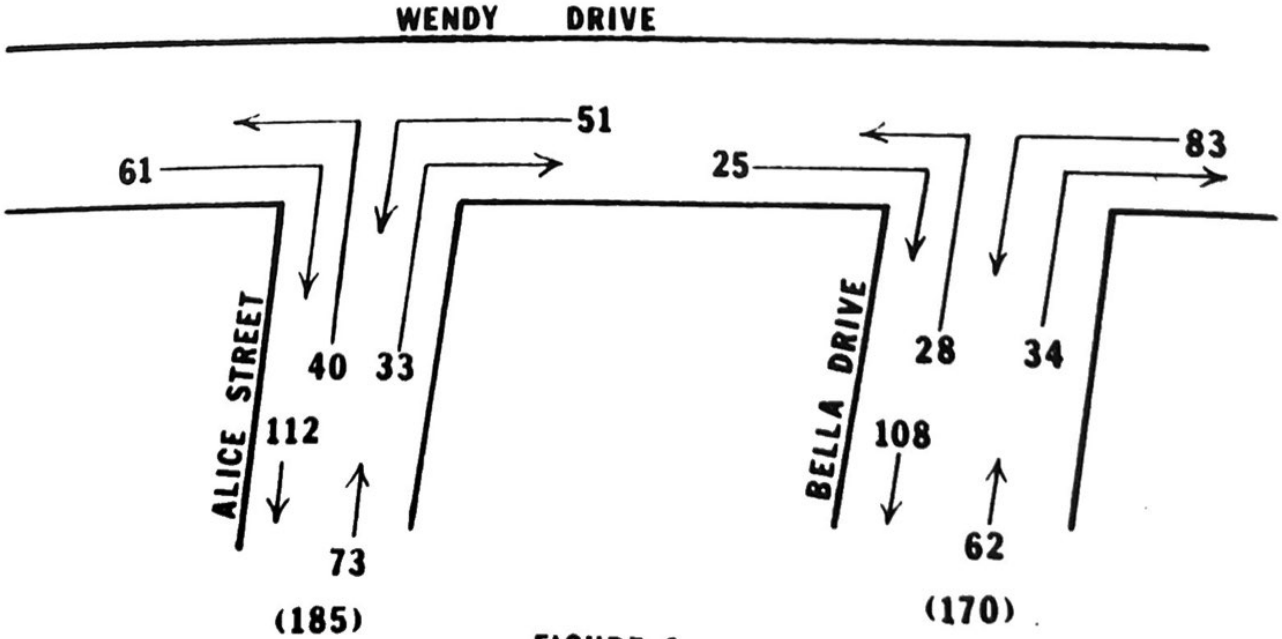


FIGURE 6

the 0.75 miles maximum walking distance for elementary school children as set forth by the Conejo Unified School District* by approximately 800 feet.

Tract 2790 will also generate approximately 20 school children in the intermediate grades. They would attend the Sequoia Intermediate School located south of the Arroyo Conejo.

The maximum walking distance for intermediate school children as set forth by the Conejo Unified School District is 2.0 miles. All portions of Tract 2790 are within this distance of the Sequoia Intermediate School. The maximum walking distance would be approximately 1.2 miles.

Inspector Cronk of the City of Thousand Oaks Fire Department was contacted with respect to emergency access requirements concerning Tract 2790. The two points of access, Alice Street and Shirley Drive meet the Department's minimum requirements.

CONCLUSION

The traffic volumes generated by Tract 2790 are quite light. No operational or safety problems will be created by the proposed development.

Traffic volumes will increase on Alice Street and Shirley Street however, the increase anticipated will be well within the limits set forth by policies of the County of Ventura and the City of Thousand Oaks.

---

* There is an existing school crossing guard to assist elementary school children across Wendy Drive.

Traffic signals will not be warranted at the intersection of Wendy Drive and Bella Drive nor does it appear that they will be warranted in the foreseeable future.

Traffic signals are not warranted at the intersection of Wendy Drive and Alice Street nor will they be warranted after the construction of Tract 2790. It is apparent, however, that if additional development takes place that would utilize Alice Street as an access*, traffic signals would, in all probability, be required. If such is the case, a portion of the cost of installing traffic signals at this intersection would be attributable to Tract 2790**.

As for the elementary school children, approximately 36 will live beyond the maximum 3/4 mile walking distance. All of the intermediate school children will live within the maximum walking distances as set forth by policy of the Conejo Unified School District.

In addition, none of these school children will be exposed to any unsafe street crossing. The elementary school children must cross Wendy Drive, however, this is the present pattern and they are adequately protected by a crossing guard. The intermediate school children will not be required to cross any arterial highway.

To conclude, no adverse impact will be created with respect to vehicular traffic or school child pedestrians.

The only note of caution with respect to Tract 2790 would concern the development of 30 acres immediately to the east. This has been covered in Appendix D.

---

* See Appendix D

** See Appendix E

APPENDIX A

The traffic generation factors used in this study were obtained from J. Clement, Traffic Engineer for the City of Thousand Oaks.

TRIP GENERATION FACTORS

BUILDING TYPE	FACILITIES STUDIED	TRIP UNITS	A.D.T. / TRIP UNIT	RANGE of A.D.T.'s	A.M. PEAK			P.M. PEAK		
					A.M. / TRIP UNIT	IN %	OUT %	P.M. / TRIP UNIT	IN %	OUT %
SINGLE FAMILY RESIDENCES	152	D.U.	8.76	6.81-12.2	0.88	30	70	1.02	60	40
MULTIPLE FAMILY RESIDENCES	36	D.U.	6.64	3.0-8.88	0.59	40	60	0.73	50	50
MOBILE HOME PARKS	11	D.U.	6.77	3.8-10.4						
MOTELS	11	D.U.	9.56	4.7-13.4	0.85	60	40	0.76	50	50
RESTAURANTS - DRIVE IN	3	1000 □'	2210	1160-3260				135	50	50
RESTAURANTS - SIT DOWN	4	1000 □'			71.0	50	50	24.9	50	50
SERVICE STATIONS	29	EACH			22	50	50	23	50	50
CAR WASH	2	EACH						66	50	50
BOOK STORES	2	1000 □'	67.4	31.6-103.2						
LIBRARY	4	1000 □'	55.8	28.7-75.4				8.2		
BANKS	23	1000 □'	61.45	5.8-188.4						
BANK DRIVE IN	3	EACH						313.3	50	50
MEDICAL OFFICES	8	DOCTOR	63.2	31-128.36						
HOSPITALS	20	BED	8.78	3-19	0.80	60	30	0.92		
GENERAL OFFICES	36	1000 □'	9.33	1.6-43.6	1.62	70	30	5.30	30	70
GROCERY STORES	7	1000 □'	30.5	17.6-43.4	1.00	65	35	13.0	50	50
DRUG STORES	5	1000 □'	43.9	19.0-97.8						
CLOTHING STORES	13	1000 □'	31.3	10.4-55.0						
HARDWARE STORES	2	1000 □'	29.5	21.6-37.4						
DEPARTMENT STORES	18	1000 □'	25.5	6.2-56.2						
VARIETY STORES	5	1000 □'	14.4	9.8-18.4						
FURNITURE STORES	8	1000 □'	5.6	0.6-13.4						
NEIGHBORHOOD SHOP CTRS.	9	1000 □'	143.5	84-216	1.85	55	45	15.41	50	50
COMMUNITY SHOP CTRS.	17	1000 □'	64.78	40-93.42				6.61	50	50
REGIONAL SHOP CTRS.	19	1000 □'	40.88	17.28-91.82	0.63	70	30	3.28	40	60
INDUSTRIAL PARKS	6	1000 □'	10.78	3.7-25.24				1.15		
HIGH SCHOOLS	5	STUDENT	1.42	1.1-2.1	0.34	70	30			
COLLEGES	20	STUDENT	2.06	0.9-3.9	0.19	90	10	0.17	30	70

SOURCES

for TRIP GENERATION FACTORS

A1 CITY OF L.A., TRAFFIC DEPT., 1968

A1 WEBTERITE, JUNE-JULY, 1969

A2 TRIP GENERATION, ITE WESTERN SECTION, JAN, 1967.

B TRAFFIC STUDY FOR WESTLAKE TOWER, A. WEBER, 1975

C WOODLAKE TOWNHOUSE APTS, A. WEBER, OCT., 1969

D WESTLAKE VILLAGE TRAFFIC GEN. REPORT #1, A. WEBER, OCT, 1969

E TOWNE HOUSE DEVELOP, UNIT 3, WESTLAKE, A. WEBER, JULY, 1969

F 7TH PROGRESS REPORT, TRIP ENDS GEN. RESEARCH COUNTS, CAL TRANS, SAN FRANCISCO, DEC., 1971

G TRAFFIC GENERATORS, SAN DIEGO, DEC., 1972

H TRAFFIC GENERATORS, SAN DIEGO, DEC., 1971

J TRAFFIC QUARTERLY, ENO, APRIL, 1963

K TRAFFIC ENGINEERING, JAN., 1973

APPENDIX B

Ventura County Access Policy

APPENDIX B

BOARD OF SUPERVISORS, COUNTY OF VENTURA, STATE OF CALIFORNIA

TUESDAY, MARCH 11, 1969, AT 9:00 O'CLOCK A.M.

* * * * *

20/800
RESOLUTION ESTABLISHING A RESIDENTIAL ACCESS POLICY FOR THE COUNTY OF VENTURA

It is the desire of the Board to establish a policy to provide reasonable access into and out of residential types of development; and

It is desirable to encourage the design of a logical street system so that local streets flow into collector streets, with collector streets combining to join the major highway network; and

It is not the intent of this policy to require excessive road development; and

It is recognized that certain off-site development may be required in order to provide adequate access to a proposed development; and

Required road sections should be established by examining peak hour loadings, as determined by traffic engineering; and

Numerous studies have indicated that roadway design should consider an average of 1.45 trips generated during the design hour for each dwelling unit served, with 67 percent of the trips traveling in one direction; and

It is desired to correlate the width of access roadways with the volume of traffic to be carried on the roadway, and to recognize that no policy statement can substitute for an engineering analysis of traffic flow:

NOW, THEREFORE, BE IT RESOLVED that the roadway sections to be used within or leading to any residential development within the unincorporated areas of Ventura County will be determined by assuming the number of trips generated by each dwelling unit to be 1.45 trips during the design hour, with 67 percent of the generated trips flowing in one direction; and

BE IT FURTHER RESOLVED that roads leading from the development shall be constructed or widened to carry the traffic from that development in addition to any existing traffic on those roads; and

Rev. 3/11/69

BE IT FURTHER RESOLVED that such roads leading from a particular development must connect with a public road adequate to carry the total anticipated traffic upon completion of the development; and

BE IT FURTHER RESOLVED that the Director of Public Works may, on the basis of an engineering report, permit deviations from the trip generation and road capacity figures established in this policy and may additionally recommend to the Planning Commission and/or the Board of Supervisors certain other deviations from this policy; however, approval of said deviations other than trip generation and road capacity figures may be granted only by the Board of Supervisors; and

BE IT FURTHER RESOLVED that a traffic engineering report is recommended for all developments and may be required by the Director of Public Works in developments of sufficient size to warrant such a report; and

BE IT FURTHER RESOLVED that the total anticipated volume of traffic upon any roadway shall not exceed the capacity of that roadway, and that the total volume of traffic upon any road in a residential area shall not exceed the following capacities hereby assigned to each of the Ventura County Roadway Sections:

ROAD CAPACITIES

Plate	Type	Peak Hour Capacity	No. Avg. Dwelling Units**
B-1	Primary	3000 VPH* one direction	
B-2	Secondary (Cont. Access)	2000 VPH* one direction	
B-3	Secondary (Free Access)	1300 VPH* one direction	
B-5	Standard Collector (Side Lots)	800 VPH* two directions	550
B-5	Standard Collector (Front Lots)	300 VPH* two directions	200
B-6 & B-7	Local Roads	200 VPH* two directions	140
B-8	Hillside Collector	250 VPH* two directions	170
B-9 & B-10	Hillside Local Roads	150 VPH* two directions	100
B-11 & B-12	Rural Roads	850 VPH* two directions	

Rev. 3/11/69

* VPH = Vehicles Per Hour

** The number of average dwelling units shown is to be used as a guide only. All determinations of roadway adequacy must be based upon the generation factors and the indicated roadway capacities.

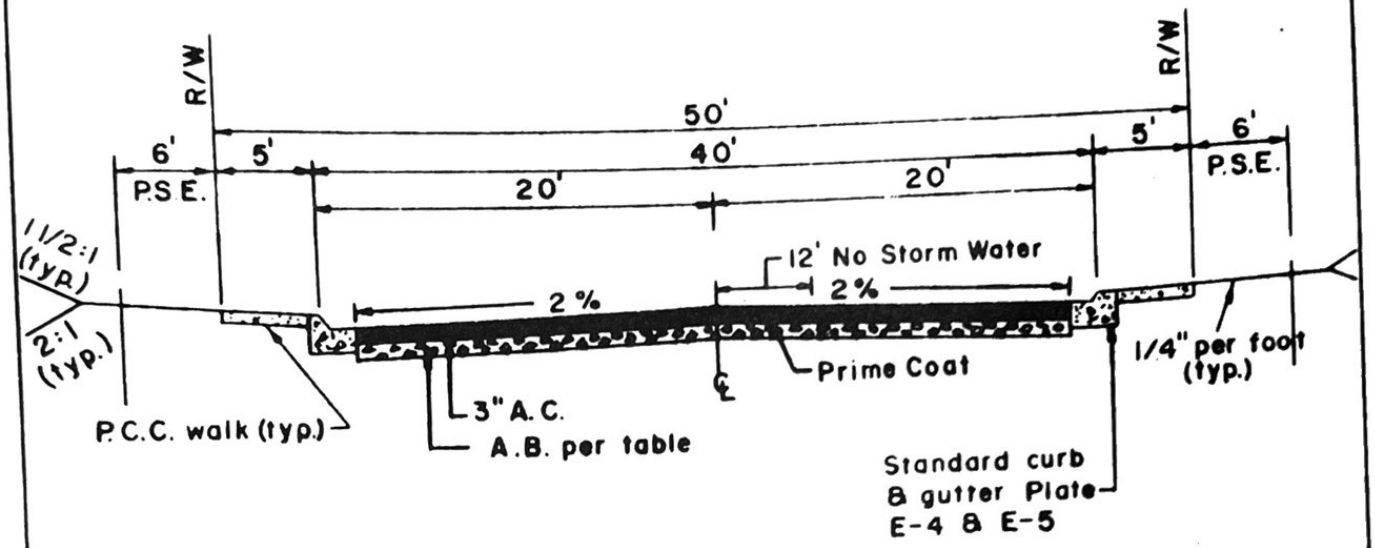
PASSED, APPROVED AND ADOPTED this 11th day of March, 1969.

APPENDIX C

City of Thousand Oaks
Access Requirements

PLATE B-5

REVISION _____ DATE



DESIGN CRITERIA:

DESIGN SPEED	30 M.P.H.
CURVE RADIUS	380' MIN.
GRADIENT	0.4% MIN - 12% MAX OR AS DETERMINED BY THE DIRECTOR OF PUBLIC WORKS
STOPPING SIGHT DISTANCE	200' MIN.
SUPERELEVATION	NONE
CURB RETURN RADIUS	25' MIN., 35' AT INT. W/PRI. & SEC. ROADS
TRAFFIC INDEX	6 OR AS DETERMINED BY THE DIRECTOR OF PUBLIC WORKS
DRAINAGE	SEE "A" SERIES PLATE

NOTES:

1 Pavement width measured from top inside face of opposing curbs.
2 Street trees shall be required.
3 Collector road providing access to 250 dwelling units or less.
4 Length of vertical curve: See Plates D-2, D-3.

CBR	ELASTICITY %	EXPANSION	A.B.	ALTERNATE SECTION A.B. + A.S.B. R=40	REMARKS
		NOT REQ.	6"		
≥ 30	NOT REQ.	NOT REQ.	6"	4" + 4"	
12-29	NOT REQ	NOT REQ.	8"	4" + 6"	
<12	≤ 2.5	< 30	8"	4" + 6"	
<12	1.8-2.5	≥ 30	10"	4" + 8"	SEE PLATE E-4
<12	< 1.8	≥ 30	10"	4" + 8"	
<12	> 2.5	NOT REQ.			

SUBMITTED A C Johnson 12-20-76 DATE

APPROVED [illegible] 12-21-76 DIRECTOR OF PUBLIC WORKS DATE

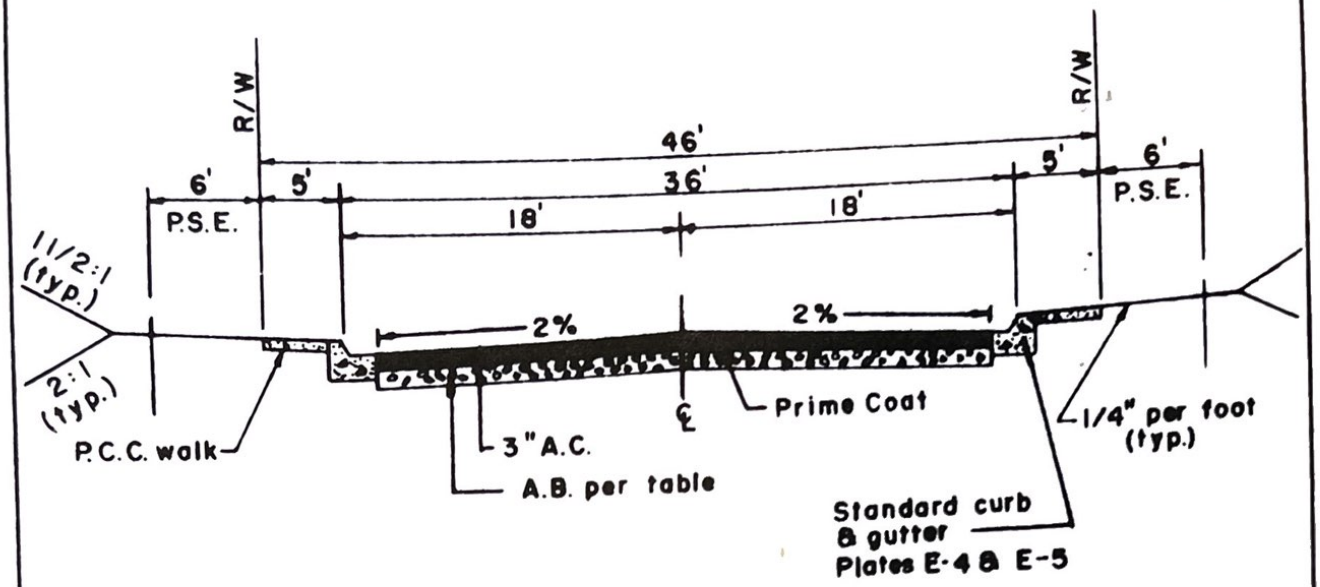
ADOPTED BY CITY COUNCIL 12-21-76
BY RESOLUTION NO. 76-391

CITY OF THOUSAND OAKS
DEPARTMENT OF PUBLIC WORKS

STANDARD
COLLECTOR ROAD

PLATE B-6

REVISION _____ DATE



DESIGN CRITERIA:

DESIGN SPEED	25 M.P.H.
CURVE RADIUS	300' MIN.
GRADIENT	0.4% MIN.-12% MAX. OR AS DETERMINED BY THE DIRECTOR OF PUBLIC WORKS
STOPPING SIGHT DISTANCE	165' MIN.
SUPERELEVATION	NONE
CURB RETURN RADIUS	25' MIN.
TRAFFIC INDEX	5 OR AS DETERMINED BY THE DIRECTOR OF PUBLIC WORKS
DRAINAGE	SEE "A" SERIES PLATES

NOTES:

1 Pavement width measured from top inside face of opposing curbs.
2 Street trees shall be required.
3 Local purpose road providing access to 39 dwelling units or less.
4 Length of vertical curve: See Plates D-2, D-3.

C.B.R.	ELASTICITY %	EXPANSION	A.B.	ALTERNATE SECTION A.B. + A.S.B. R=40	REMARKS
≥ 30	NOT REQ.	NOT REQ.	6"		SEE PLATE E-4
12-29	NOT REQ.	NOT REQ.	6"	4" + 4"	
<12	<2.5	< 30	8"	4" + 6"	
<12	1.8-2.5	≥ 30	8"	4" + 6"	
<12	<1.8	≥ 30	10"	4" + 8"	
<12	>2.5	NOT REQ.	10"	4" + 8"	

SUBMITTED [signature] 12-20-76 DATE

APPROVED [signature] 12-21-76 DIRECTOR OF PUBLIC WORKS DATE

ADOPTED BY CITY COUNCIL 12-21-76
BY RESOLUTION NO. 76-391

CITY OF THOUSAND OAKS
DEPARTMENT OF PUBLIC WORKS

STANDARD
RESIDENTIAL MINOR ROAD

APPENDIX D

Traffic Analysis of the Additional 30 Acres East of Tract 2790

There are approximately 30 acres of undeveloped land lying to the south and east of Tract 2790 which may be required to utilize the same access points as Tract 2790 (see Figure D-1). If it is assumed that such is the case, the number of dwelling units which can be constructed in this area will be restricted to the number of units which will not result in exceeding the limits as set forth by the policies of the Ventura County and the City of Thousand Oaks.

If it is assumed that Tract 2790 is constructed, the traffic volumes on Alice Street and on Bella Drive will be as shown in Figure 5. Alice Street will carry a volume of 185 during the peak hour. The County's Access Policy allows a peak hour volume of 300 vehicles per hour. Thus, an additional 115 vehicles could utilize this street during the peak period. The number of dwelling units which would generate 115 trips is 113. Because of the alignment of the internal street system in this area, no additional traffic would be placed on Bella Drive.

The number of units served by the portion of Alice Street in the City of Thousand Oaks would be 228. The policy of the City of Thousand Oaks allows a collector street such as Alice Street to serve 250 dwelling units.

The 113 additional dwelling units would generate 68 elementary school children and 23 intermediate school children. Of the 68 elementary school children, 56 would live beyond the 3/4 mile maximum walking distance limit and thus require bussing.

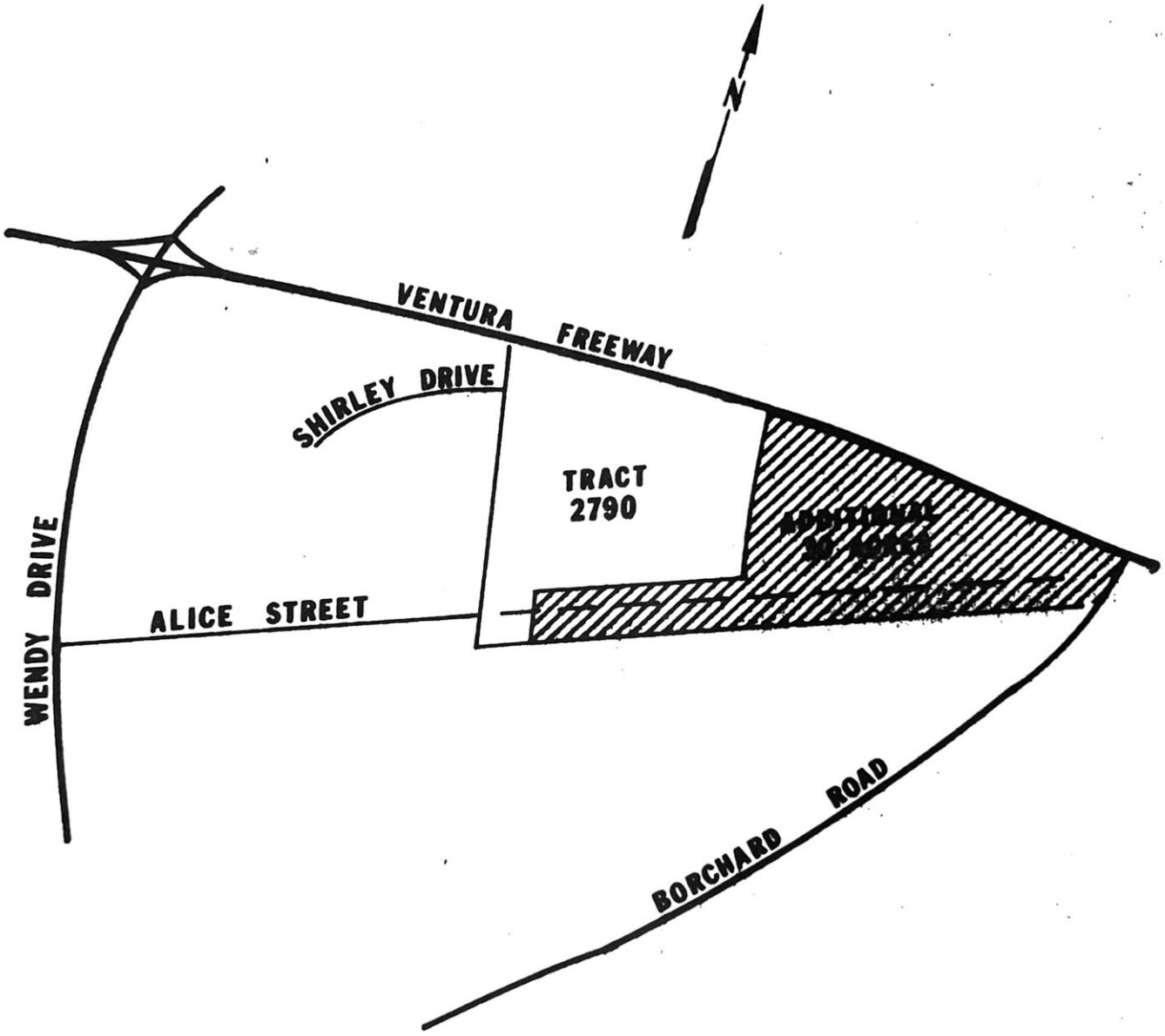

N
VENTURA FREEWAY
SHIRLEY DRIVE
TRACT
2790
WENDY DRIVE
ALICE STREET
BORCHARD ROAD

FIGURE D-1

With respect to the intermediate school children, the maximum distance they would have to walk is 1.76 miles. This is within the 2.0 mile maximum walking distance range established by the Conejo Unified School District, thus none of the children would have to be bussed.

Two points of access will be available to this area, thus the minimum requirement of the Fire Department will have been met.

In conclusion, the maximum number of dwelling units which can be constructed in this area is 113 if County policies are respected. Units in excess of 113 will result in exceeding County policies and as a result, require an additional access point.

APPENDIX E

Traffic Signal Cost

If traffic signals are installed at the intersection of Wendy Drive and Alice Street, the governing traffic signal warrant would be the Interruption of Continuous Traffic Warrant. In other words, the reason for installing the traffic signals is to interrupt the main street through traffic to allow the side street traffic to enter or cross the main street. The burden of the signal cost should therefore be borne by the development which generates the traffic requiring the interruption.

The existing P.M. peak hour traffic volume on Alice Street entering Wendy Drive is 26. Tract 2790 will generate approximately 47 vehicles during the P.M. peak hour which will enter Wendy Drive from Alice Street. The full development of the 30 acres east of Tract 2790 will generate approximately 45 P.M. peak trips which will use Alice Street to enter Wendy Drive.

Based upon these volumes and an anticipated signal cost of $50,000, 40% or $20,000 of the signal cost would be attributed to Tract 2790. Thirty-eight percent or $19,000 would be attributable to the area east of Tract 2790 upon its development.

---

* See Appendix D

APPENDIX C

City of Thousand Oaks
PLANNING DEPARTMENT

Board of Education
Conejo Valley Unified School District
1400 East Janss Road
Thousand Oaks, CA 91360

Re: Tract 2790

Dear Board:

The Thousand Oaks Planning Department has received an application to allow construction 147 (No. of D.U.) single family homes (Type of Housing) located at easterly terminus of Alice Drive, s. of Ventura Fwy in your study area 219.

The Thousand Oaks Planning Commission is requesting information regarding the impact of this development on the schools of the District at each school level, taking into account other developments approved by the City within the District, as well as existing housing.

It is requested that the impact summary include:

Impact Data:

1) Projected number of pupils at each level from the subject proposed development.

2) Current enrollment and capacities at each affected school.

3) A tabulation of already approved projects which would be tributary to these schools, their projected pupil populations, and anticipated phasing of pupils into the school system.

4) A statement whether the projected impact can or cannot be accommodated at the normal schools of attendance, without additional mitigation measures.

If the students which would be generated by this development cannot be accommodated at the normal schools of attendance, please advise at what school, if any, they can be accommodated, and what measures, if any, will have to be undertaken to permit their accommodation at the schools named.

Based on the above information, the Conejo Valley Unified School District informs the Planning Commission that it:

☐	can	☑	cannot	accommodate elementary level pupils from the proposed development.
☐	can	☑	cannot	accommodate intermediate level pupils from the proposed development.
☑	can	☐	cannot	accommodate high school level pupils from the proposed development.

Please return this completed form, with attachments, to the Thousand Oaks Planning Department by Oct 10.

Submitted by: _____
Conejo Valley Unified
School District

Very truly yours,

Philip E. Gatch

Philip E. Gatch, Planning Director
for the Thousand Oaks Planning Commission

Conejo Valley Unified School District

BUSINESS SERVICES

1400 E. Janss Road, Thousand Oaks, California 91360

(805) 497-9511

Wayne L. Burcibaugh, Ed.D.
Superintendent of Schools

7 October 1977

Philip E. Gatch, Planning Director
City of Thousand Oaks Planning Department
401 West Hillcrest Drive
Thousand Oaks, California 91360

Dear Mr. Gatch:

The following information is offered in response to a request for impact data on the schools of the District relative to the proposed subdivisions indicated.

Tract 2790

These homes are located in the vicinity of Walnut Elementary School and Sequoia Intermediate School and these are the probable schools of attendance for these tracts. Assuming that the proposed high school attendance boundaries will be adopted, the high school pupils will attend Newbury Park High School. The following is a summary of projected pupil population data for Walnut Elementary School and Sequoia Intermediate School.

School	1977 Pupils	Addn'l. Pupils from apvd. Trs.	Tot. Existing & Addn'l. Trs.	Addn'l. Pupils Subject Tract	* Perm. Plant Capacity
Walnut	522	-0-	522	73	606
Sequoia	930	341	1271	29	1068

* Net Capacity 77/78 based on program utilization: Walnut 461
Sequoia 993

PREVIOUSLY APPROVED PROJECTS

TRACT	K-6	7-8	YEAR PROJECTED
2767		5	77/78 (2nd ½)
2682		8	78/79
2491		60	78/79
2549		10	77/78 (2nd ½)
2549		23	78/79
2751		4	78/79
2540		11	77/78 (2nd ½)
2503		18	77/78 (2nd ½)
2673		3	77/78 (2nd ½)
2488		9	77/78 (2nd ½)
2488		22	78/79
2799		2	78/79
2645		14	78/79
2480		74	78/79
2612		17	78/79
2174-2		10	77/78 (2nd ½)
2177-78-79		9	77/78 (2nd ½)
2498		15	78/79
2498		16	78/79
2438		11	77/78 (2nd ½)
TOTALS	-0-	341	

Pupils projected to be generated by these additional dwelling units cannot be accommodated at their normal schools of attendance indicated above without some impact mitigating measures and the Board of Education has found that the only satisfactory mitigating measures presently available is in the form of additional classroom construction satisfactory to the Board of Education.

The projected added enrollment shown above from previously approved projects assumes that 100% of these approved projects will be developed, sold and occupied. Additional pupils to be generated by the tract under consideration in this report would have a further adverse affect on the District's ability to house its K-8 pupils.

It is requested that, if this tract is to be approved, a condition be imposed requiring the Developer to arrange a binding Agreement to assist on a prorata basis in the funding to provide additions at schools which will be impacted by the growth projected to be generated from this development and, further, that this Agreement be acceptable to the Board of Education on or before filing and recording the final tract map.

Information contained herein was reviewed and acted upon by the Board of Education at its meeting on October 12, 1977.

Yours truly,

A.H. Fuller
Director of Planning

AHF:bm
Enc.

APPENDIX D

PUBLIC WORKS AGENCY

county of ventura

Director

D. B. Perry

Deputy Directors
D. A. Betlach
Roads & Surveyor
E. D. Shinavar
Field Operations
G. J. Nowak
Flood Control & Drainage
H. P. Nilmeier
Water & Sanitation
T. M. Morgan
Special Projects
D. B. Perry
Management Services

July 8, 1977

JUN 1977
PLANNING DEPT.
CITY OF
THOUSAND OAKS

Mr. Jeffery C. Baird, Assistant Planner
City of Thousand Oaks, Planning Department
401 West Hillcrest Drive
Thousand Oaks, CA 91360

Subject: Tentative Map Tract 2790, South Branch Arroyo Conejo, Thousand Oaks, Flood Zone III

Dear Mr. Baird:

On June 28, 1977, this office received your letter requesting assistance in determining the flood hazard to the subject tract as shown on the tentative map for preparation of an Environmental Impact Report.

The Flood Control District furnished your office copies of a "Status Report, Flood Control Planning for South Branch Arroyo Conejo in the Vicinity of Newbury Park, October 1976". Enclosed for your information is a copy of this report which has been marked up to emphasize portions which speak to the subject proposed development.

The engineers for the developer have contacted Flood Control staff engineers for advice in solving flood hazard problems associated with developing the subject property.

The proposed grading as shown on the subject tentative map indicates that the initial unit of the development will be filled to raise the first floor of residential structures above the 100-year flood elevation. The fill material is to be generated by cutting from adjacent land such that storage for potential flood water remains unchanged by the development. Development of the subject tract in the manner proposed would satisfy the basic intent of the National Flood Insurance Program; however, any future development in the "cut" area must be conditioned to controlling the 100-year flood in South Branch Arroyo Conejo. The Flood Control District is actively pursuing a flood control project, but exact scheduling of project completion cannot be assured at this time.

597 East Main Street, Ventura, CA 93001 (805) 648-6131

Subject: Tentative Map Tract 2790, South Branch Arroyo Conejo, Thousand Oaks, Flood Zone III

The Flood Control District would request that the "cut" area be encumbered by a flowage easement until such time as the flood control project is completed.

A watercourse permit would be required for constructing the pipe under the dike which would drain the "cut" area into the channel of South Branch Arroyo Conejo.

The "cut" area may present problems in the immediate area due to poor drainage. Stagnant pools may form which could create mosquito problems. A question arises regarding land-use in the interim before future development occurs and also with respect to the future grading for development of the "hole" after it is created. Who will maintain the area?

Please feel free to call if you need any additional information.

Very truly yours,

G. J. Nowak, Deputy Director
Flood Control and Drainage Department

By W. G. Frank
W. G. Frank
Division Engineer

JGW:cv

Enclosure

FLOOD PLAIN MAP

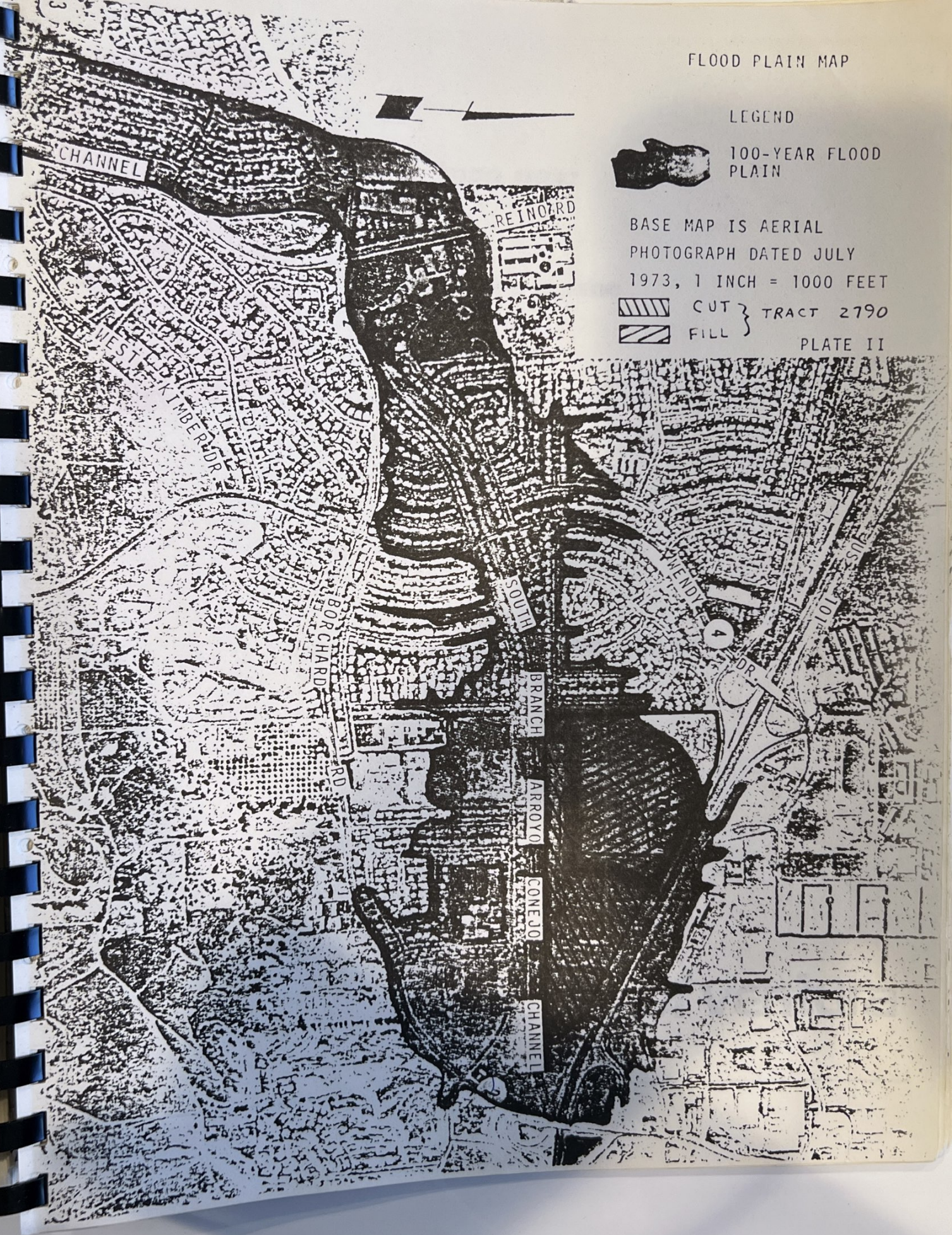
LEGEND

100-YEAR FLOOD PLAIN

BASE MAP IS AERIAL PHOTOGRAPH DATED JULY 1973, 1 INCH = 1000 FEET

CUT
FILL
} TRACT 2790

PLATE II



STATUS REPORT

FLOOD CONTROL PLANNING
FOR
SOUTH BRANCH ARROYO CONEJO
IN THE
VICINITY OF NEWBURY PARK

VENTURA COUNTY FLOOD CONTROL DISTRICT
PLANNING DIVISION

OCTOBER 1976

PUBLIC WORKS AGENCY
county of ventura

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PLATE II - FLOOD PLAIN MAP	Follows	2
PLATE III - WATERSHED LAND-USE MAP	Follows	3
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PLATE V - ALTERNATIVE SOLUTION "A"	Follows	5
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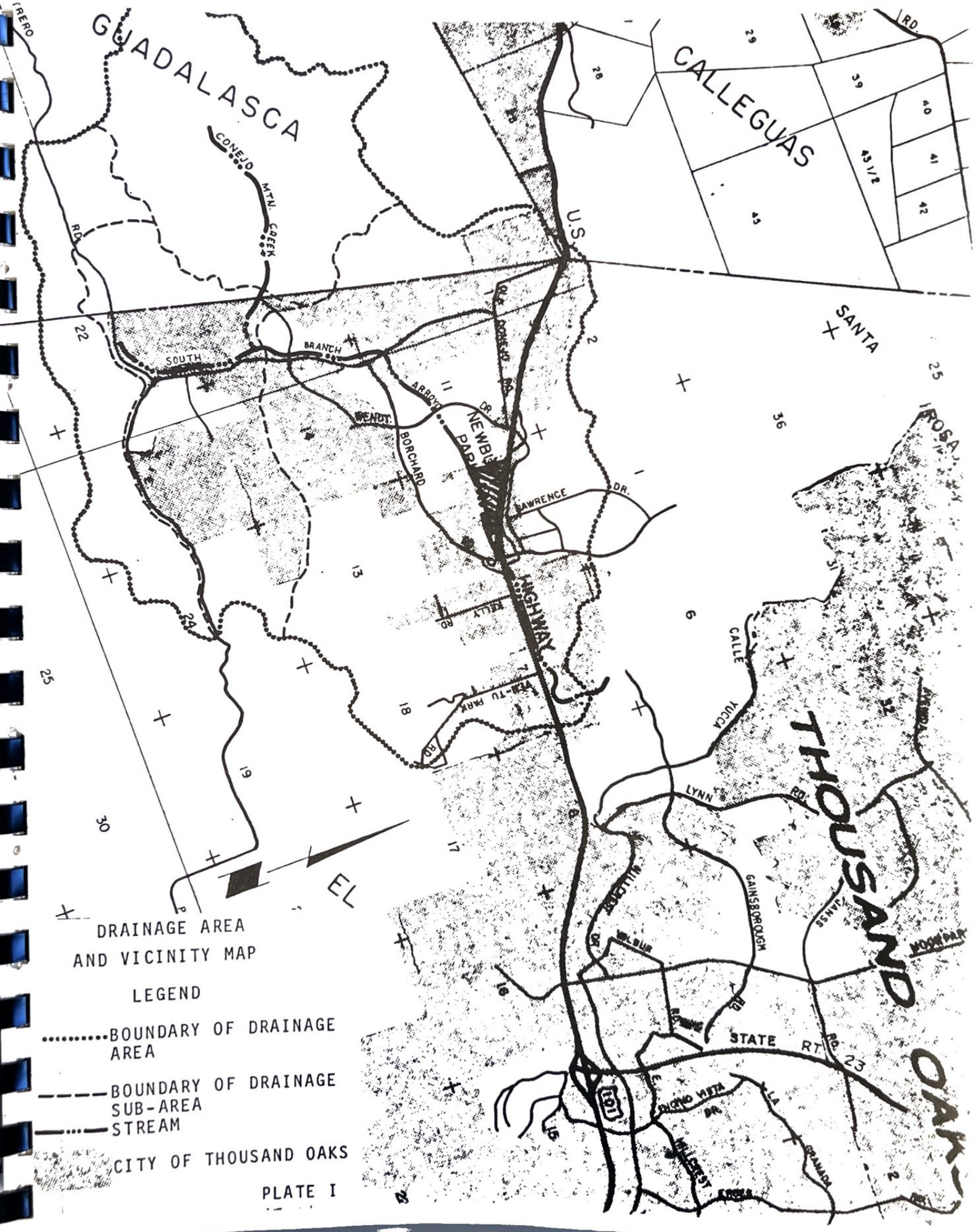
PURPOSE

The purpose of this report is to identify the flood problem and solutions proposed for further study so that the City of Thousand Oaks, other agencies, and private interests are aware of the District's concerns, interests, and plans and can take appropriate action to insure that the information is reflected in their planning activities relative to the South Branch Arroyo Conejo watershed.

BACKGROUND

The South Branch Arroyo Conejo drains 8,614 acres of watershed into Arroyo Conejo. (See Plate I, Drainage Area Map.) The flatter valley areas of the watershed known as Newbury Park have been subjected to rapid urbanization within the last 20 years. Historical evidence of major flooding from this stream is not available, largely because prior to development, the watershed was mostly native vegetation with some agricultural use in the valleys and there was little to be seriously damaged by floodwaters. Farmers and ranchers often considered flooding of their fields to be a benefit.

The Ventura County Flood Control District bond program approved in 1967 included a channel improvement project for the South Branch Arroyo Conejo. In October 1975, the staff began a detailed engineering analysis of the flood control problems of the South Branch Arroyo Conejo; since that time the District has performed comprehensive studies of the hydrology and hydraulics. The Federal Insurance Administration (FIA), under the Department of Housing and Urban Development, and the Ventura County Flood Control District recognize the South Branch Arroyo Conejo to be one of the major flood hazard areas in Ventura County with respect to potential for urban property damage.



DRAINAGE AREA
AND VICINITY MAP

LEGEND

.....BOUNDARY OF DRAINAGE AREA

- - - -BOUNDARY OF DRAINAGE SUB-AREA

—..—STREAM

CITY OF THOUSAND OAKS

PLATE I

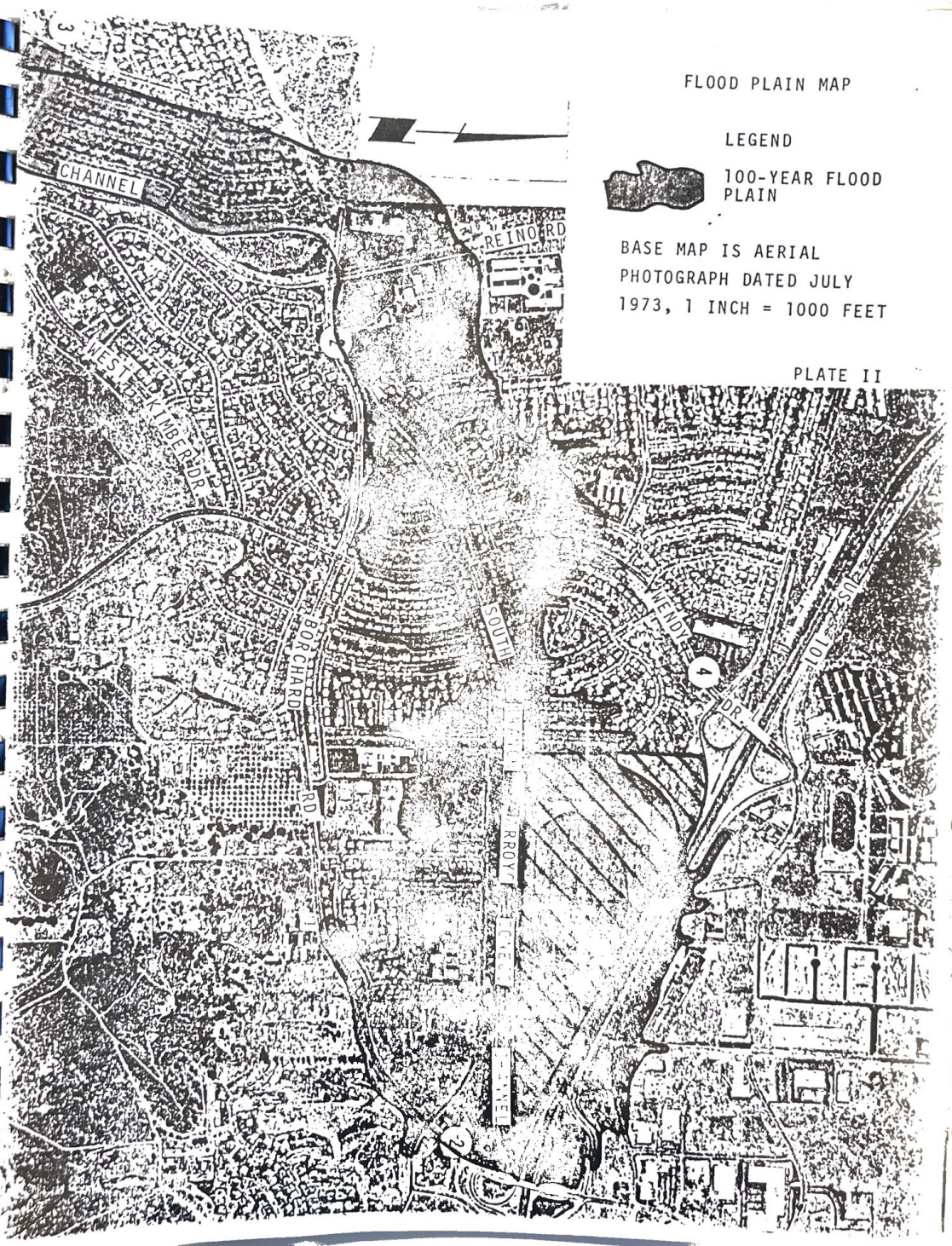
In 1968, the Federal Government enacted laws providing subsidized flood insurance and requiring special precautions in the use of land areas subject to flooding up to the level of the 100-year flood. In 1973, the law was modified to make the land-use restrictions mandatory as a condition for obtaining any Federally subsidized funds.

THE FLOOD HAZARD

The District's flood plain maps and the FIA Flood Hazard Boundary Maps indicate an estimated 650 residences are within the 100-year flood plain between U. S. Highway 101 and Reino Road, and an estimated 200 residences are within the 100-year flood plain between Reino Road and Kimber Drive. (See Plate II, Flood Plain Map.) The 100-year flood plain of South Branch Arroyo Conejo covers approximately 550 acres, 70 percent of which is single family residential development, condominiums, shopping centers, schools and parks. Residents in the flood plain risk hazards to life and health as well as the risk of serious property loss. In the near future the Federal Insurance Administration will sponsor a new flood insurance study for the City of Thousand Oaks that will more accurately define overflow limits and elevations of floods.

Federal flood insurance is now required to obtain any Federally assisted financing in the 100-year flood hazard areas. When existing property in the flood plain is sold, the buyer will be required to purchase flood insurance covering full value of the structure that is financed. Presently, under Federally subsidized rates, a home financed for $35,000 may require $100 per year in flood insurance premiums. In the near future, when more detailed engineering studies specifically define the risk, rates* could increase tremendously as premiums would be based on the actuarial rates without Federal subsidy. The total money paid out by homeowners for flood insurance premiums could add up to tremendous sums in a few years without doing anything to reduce the potential for flood damages.

*(Actuarial rates will apply to new construction.



FLOOD PLAIN MAP

LEGEND

100-YEAR FLOOD PLAIN

BASE MAP IS AERIAL PHOTOGRAPH DATED JULY 1973, 1 INCH = 1000 FEET

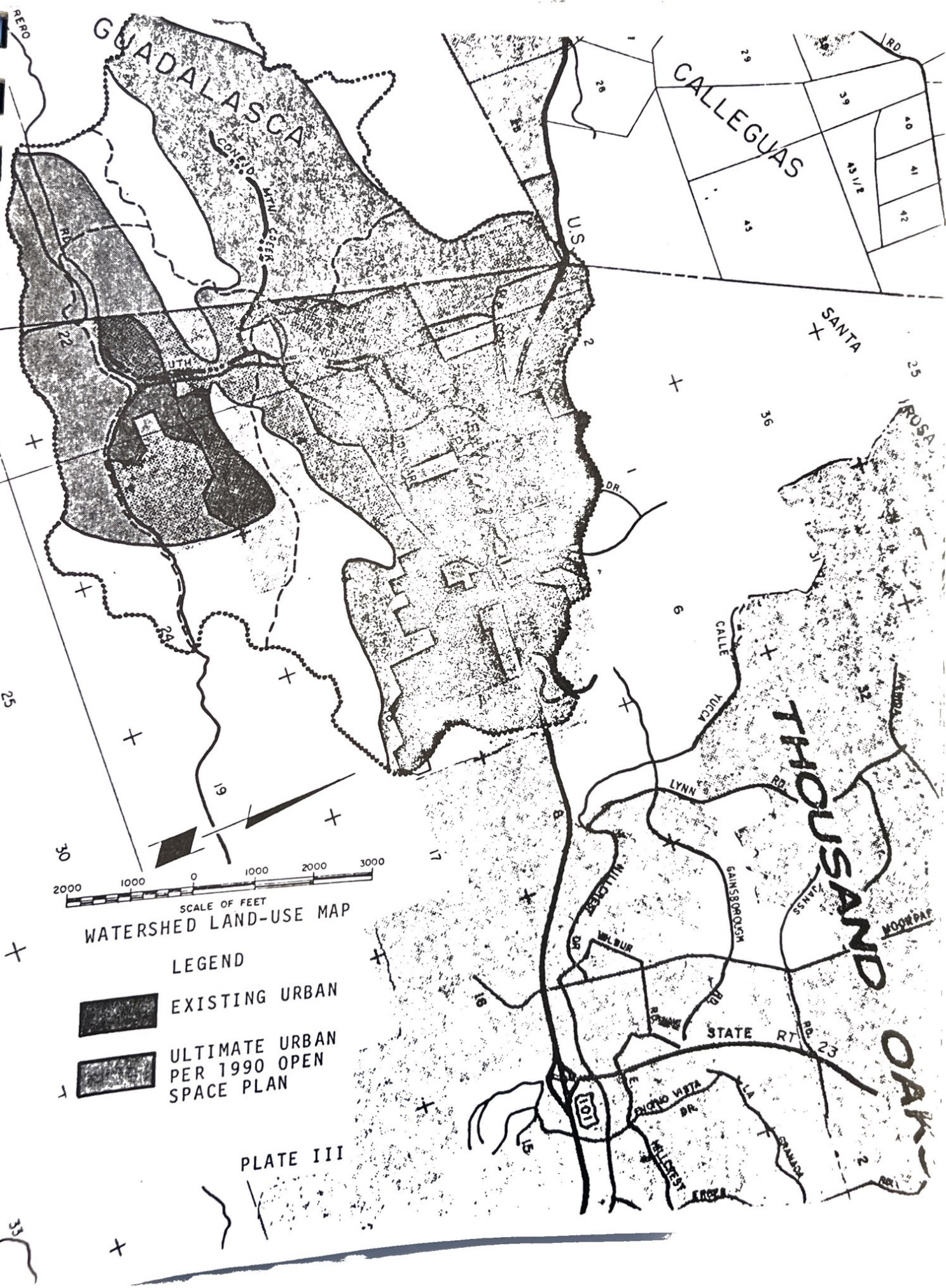
PLATE II

Like many other communities throughout the nation, the City of Thousand Oaks had, until recently, followed the policy of permitting urban development of land using drainage facilities with maximum hydraulic efficiency. In other words, facilities were designed to "drain the runoff away from the development as quickly as possible". The problems with this policy are numerous:

1. Downstream lands are subject to increased flood hazard from increased amounts of runoff for any given amount of rainfall.
2. Previously constructed channels often prove to be inadequate because previous projections of future watershed development were underestimated, and new technology may be developed and more conservative design standards may be adopted.
3. Concrete-lined improved channels may be undesirable from the standpoint of aesthetics and preservation of a natural stream environment.

Within the past year, at the request of the Flood Control District, the City now requires developers to provide storm water detention where possible, to prevent new development in the watershed of South Branch Arroyo Conejo from causing increased runoff.

Another problem caused by development in the flood plain is the reduction of flood plain storage. Between Wendy Drive and Highway 101 at Borchard Road, the occurrence of the 100-year flood would, in effect, create a pond approximately 4000 feet long by 3000 feet wide as shown on Plate II. Without an adequate flood control project, continued encroachment of imported land fill in this ponding area would cause increased depths of water on existing property. (A simple analogy would be to consider the ponding area equivalent to a tub and the encroaching land fill equivalent to bricks; say a given quantity of water will have a depth of 10 inches in the tub which contains no bricks. Placing a single brick in the tub causes the depth of water to increase by such a small amount, we cannot measure it; however, placing 50 bricks into the tub causes the depth of water to rise to 15 inches.)


GUADALASCA
CONEJO MTN. CREEK
CALLEGUAS
SANTA ROSA
U.S.
UTM
DR.
CALLE YUCCA
LYNN RD.
THOUSAND OAKS
WILCOX
WILBUR DR.
GAINSBOROUGH
JANSS
WOODPAR
STATE RT. 23
RICHMOND VISTA DR.
LA GRANADA
HILLCREST
101
SCALE OF FEET
2000 1000 0 1000 2000 3000
WATERSHED LAND-USE MAP
LEGEND
EXISTING URBAN
ULTIMATE URBAN PER 1990 OPEN SPACE PLAN
PLATE III

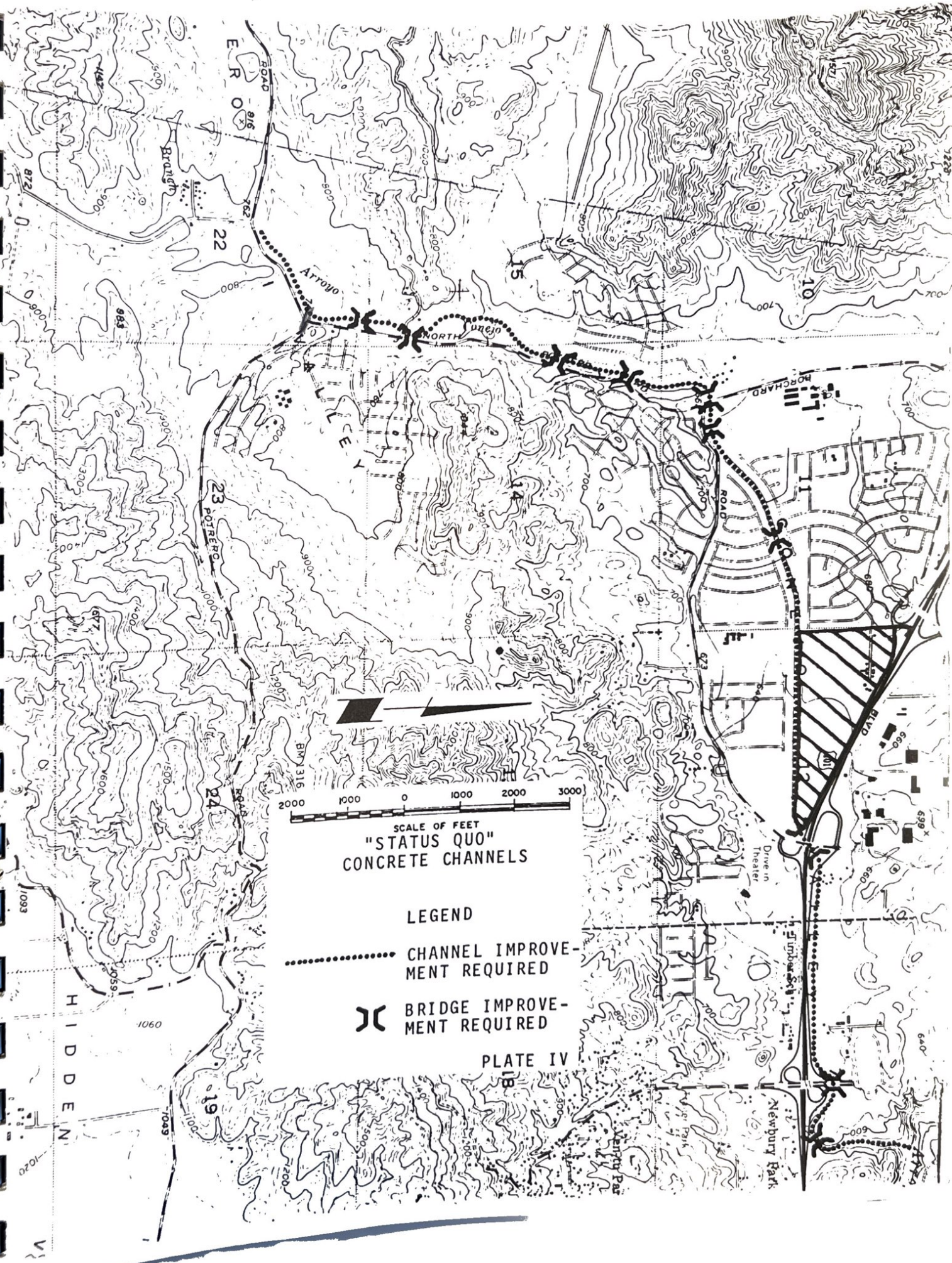
The Rules and Regulations for the National Flood Insurance Program which have been published in the Federal Register elaborate the specific details relative to development within special flood hazard areas (100-year flood plain). Basically, the law requires that all new construction must be adequately protected from the 100-year flood and that the new construction (when taken together with all similar construction in the immediate area) will not cause a significant increase in the flood hazard to existing development.

The City of Thousand Oaks is required to regulate new construction in accordance with the intent of the National Flood Insurance Program. Due to the complexities of the hydrology and hydraulics of major flooding on South Branch Arroyo Conejo, the full extent of the problem was not previously understood. Evaluation of flood hazards on a tract by tract basis has been like looking at the individual pieces of a jigsaw puzzle. Recent studies by the Soil Conservation Service, 1972; Kobig and Kobig, 1974; and Ventura County Flood Control District, 1976; have been an attempt at better understanding the potential flood hazard from the perspective of the total watershed.

The District, in an advisory capacity to the City, has been furnishing technical information relative to development in areas which have any impact on flood hazard from South Branch Arroyo Conejo. Every effort should be made to minimize the adverse impact of new development until the District's bond project is constructed.

"STATUS QUO" - IMPROVED CONCRETE CHANNELS

Presently, the improved channels of South Branch Arroyo Conejo do not have the capacity to convey the runoff from a 50-year frequency storm, and projected urban development in the 1990 Open Space Plan as shown in Plate III will cause the flood hazard to increase. All 23,760 feet of flood control channel would need to be enlarged to provide adequate flow capacity according to present District design criteria. (See Plate IV.) In most locations, total reconstruction would be required. The cost of rebuilding all inadequate channels


SCALE OF FEET
2000 1000 0 1000 2000 3000
"STATUS QUO"
CONCRETE CHANNELS
LEGEND
CHANNEL IMPROVEMENT REQUIRED
BRIDGE IMPROVEMENT REQUIRED
PLATE IV
Arroyo
NORTH
Branch
POTRERO
ROAD
BORCHARD
BLVD
Drive in Theater
Newbury Park
Lynn Park
Verdugo Park
BM 316
HIDDEN
VALLEY

in the near future would probably be prohibitive; however, preliminary cost estimates will be made for purposes of economic comparison with other alternative solutions to the problem. Many alternatives were considered; only the two apparently most feasible alternatives to the concrete channel are presented as follows:

ALTERNATIVE SOLUTION - PLAN "A"

In order to eliminate the major flood hazard to existing property along the South Branch Arroyo Conejo, and avoid the expense of constructing new channels and reconstructing existing flood control channels, a retention dam located below the confluence of Conejo Mountain Creek and South Branch Arroyo Conejo would appear to be the most effective alternative. (See Plate V.) A dam at this location could temporarily store the runoff from 4,208 acres, thereby greatly reducing the rate of outflow to be safely within the capacity of existing channels located downstream of the dam. A dam at this location would require relocating about 3,600 feet of Reino Road. Replacement of 2,700 feet of inadequate existing improved channel upstream of the dam may still be needed to provide protection within the study area. The size of the dam required to provide needed flood control benefits would necessitate meeting State Division of Dam Safety requirements. Much of the 46 acre area required for temporary ponding of floodwaters could be left in its natural state thereby preserving a significant area of valuable wildlife habitat. The City of Thousand Oaks should take appropriate planning actions to preclude development of the area which may be required as right-of-way for this alternative. It is understood that this area is zoned for future urban development.

ALTERNATIVE SOLUTION - PLAN "B"

Preliminary planning studies indicate that another alternative incorporating retention of floodwaters may be feasible. This alternative involves 3 dams located further upstream than the dam in Alternative "A" and would store runoff from 3,066 acres of watershed.

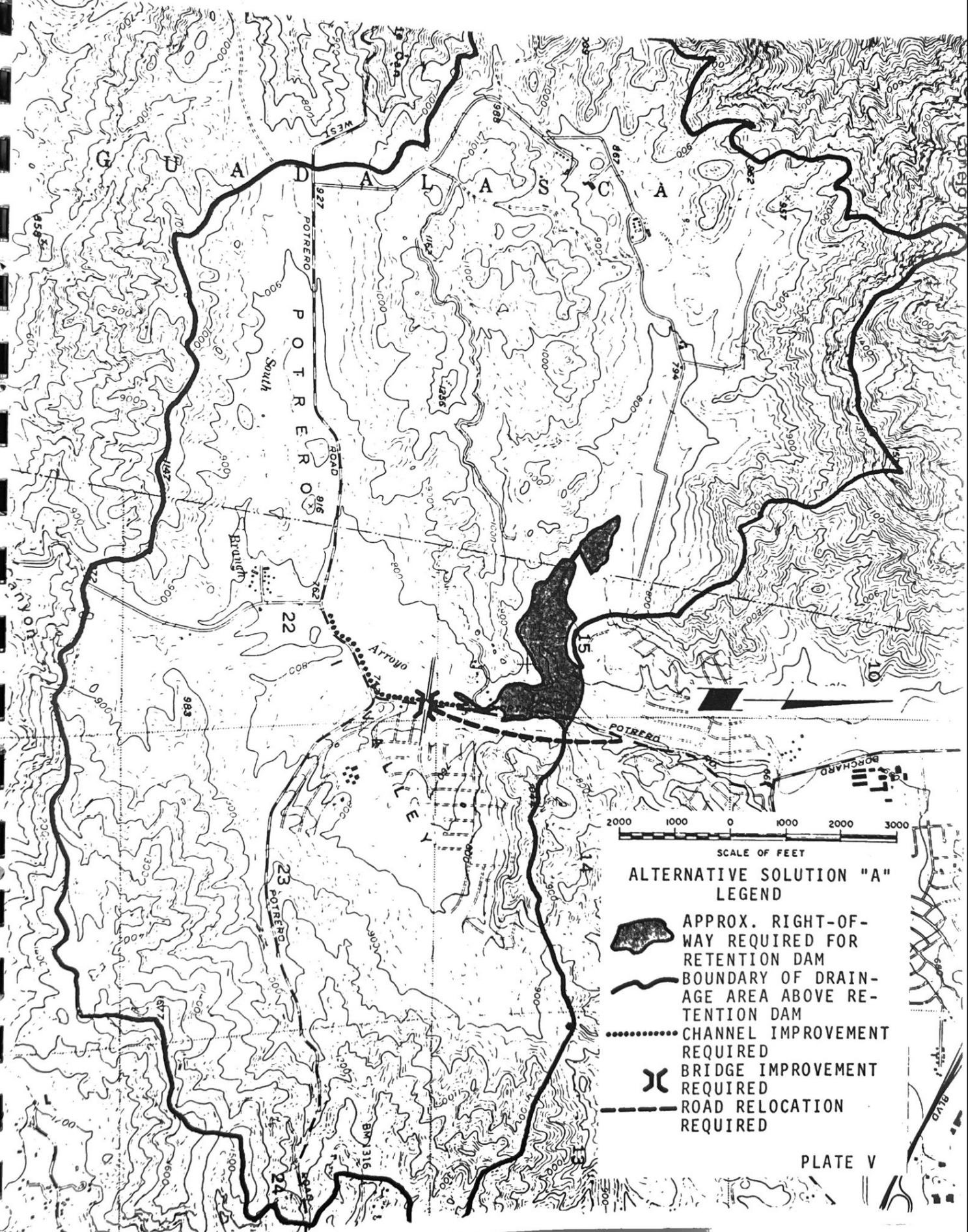

GUADALASCA
POTRERO
South
Branch
Arroyo
POTRERO
ROAD
POTRERO
POTRERO
VALLEY
BORCHARD
BM 316
22
23
24
15
14
13
2000 1000 0 1000 2000 3000
SCALE OF FEET
ALTERNATIVE SOLUTION "A"
LEGEND
APPROX. RIGHT-OF-WAY REQUIRED FOR RETENTION DAM
BOUNDARY OF DRAINAGE AREA ABOVE RETENTION DAM
CHANNEL IMPROVEMENT REQUIRED
BRIDGE IMPROVEMENT REQUIRED
ROAD RELOCATION REQUIRED

PLATE V

Downstream of the dams, the reduced peak flows at some locations would still exceed existing channel capacity requiring construction of 2,260 feet of channel, and enlarging the floodway beneath 4 bridges. About 80 acres of area behind the 3 dams would be available for open space wildlife habitat or environmentally popular land use. The dams of Alternative "B" are presently outside the corporate limits of the City of Thousand Oaks. (See Plate VI.)

The above mentioned solutions to flood control problems are presently being evaluated by the Ventura County Flood Control District staff. A preliminary design report to evaluate the engineering and economic factors is in progress and scheduled for completion by about January 1977. (See Table I, Basic Data Comparison.)

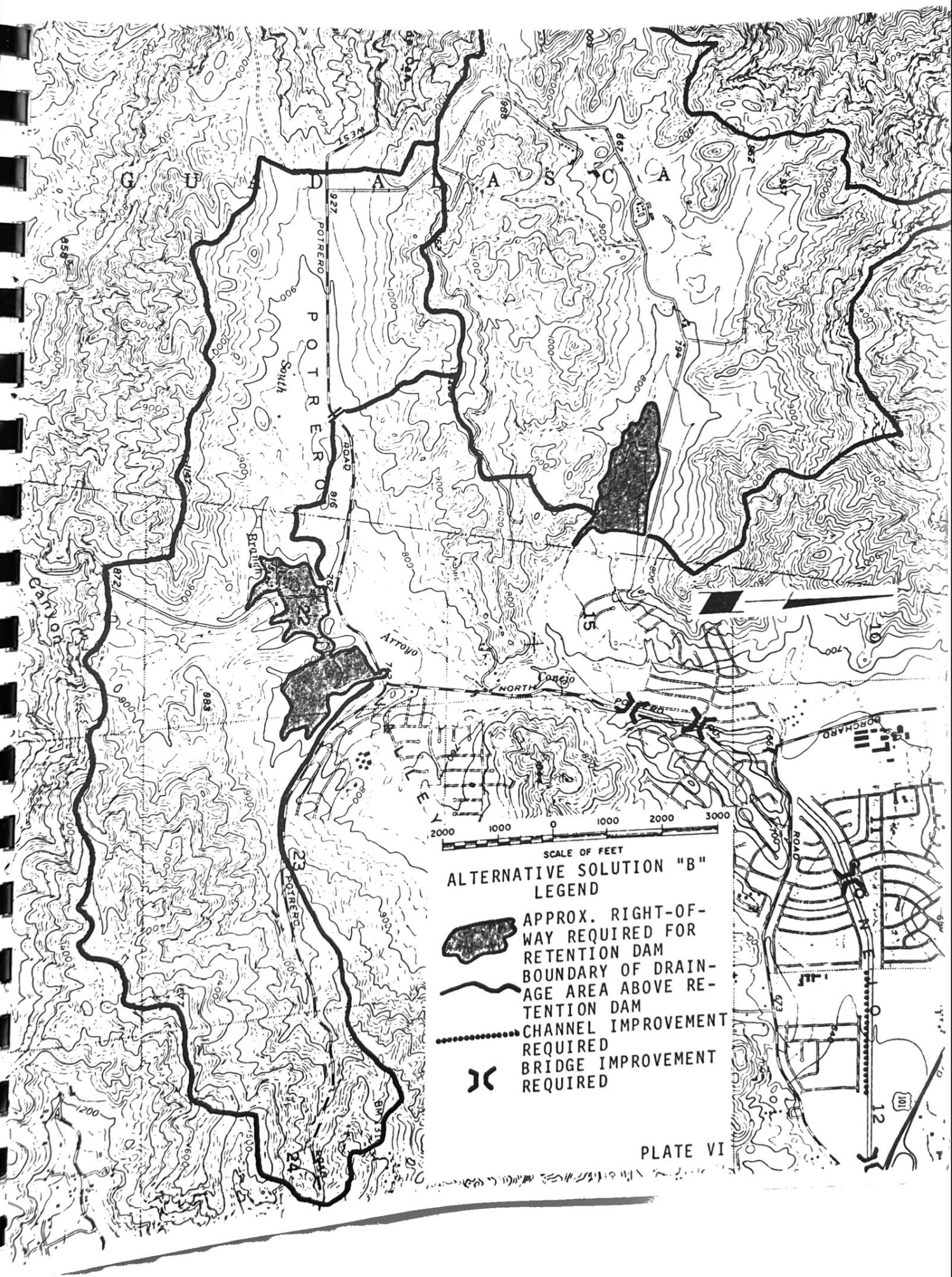

G U A D A L A S C A
POTRERO
South
POTRERO
ROAD
Canyon
Arroyo
NORTH
Conejo
VALLEY
POTRERO
ROAD
BORCHARD
ROAD
SCALE OF FEET
2000 1000 0 1000 2000 3000
ALTERNATIVE SOLUTION "B"
LEGEND
APPROX. RIGHT-OF-WAY REQUIRED FOR RETENTION DAM
BOUNDARY OF DRAINAGE AREA ABOVE RETENTION DAM
CHANNEL IMPROVEMENT REQUIRED
BRIDGE IMPROVEMENT REQUIRED

PLATE VI

TABLE I

BASIC DATA COMPARISON

Item	No Retention All Concrete Channels	Alternative "A" 2 - Dams	Alternative "B" 3 - Dams
Length of Channel which needs Major Improvement: (Feet)	23,760	2,700	2,260
Bridges which need to be replaced to provide floodway (Number)	10	1	4
Tributary Drainage Area upstream of proposed dams (Acres)	0	4,208	3,066
Road Relocation Required (Feet)	0	3,600	0
Developed Area in Flood Plain (Acres)	385	0	0
Undeveloped Area in Flood Plain (Acres)	165	46	80

APPENDIX E

TEXT OF COMMENTS RECEIVED

PUBLIC WORKS AGENCY

county of ventura

Director
Arthur E. Goulet

Deputy Directors
D. A. Betlach
Roads & Surveyor
T. M. Morgan
Special Projects
G. J. Nowak
Flood Control & Drainage
D. B. Perry
Management Services
E. D. Shinavar
Field Operations

November 14, 1977

NOV 1977
PLANNING DEPT.
CITY OF
THOUSAND OAKS

Mr. John C. Prescott, Senior Planner
City of Thousand Oaks
401 West Hillcrest Drive
Thousand Oaks, California 91360

Subject: DRAFT EIR - TRACT 2790, THOUSAND OAKS, SOUTH BRANCH ARROYO CONEJO, FLOOD ZONE III

Dear Mr. Prescott:

The subject draft EIR has been reviewed by Flood Control staff engineers and the following comments are offered:

1. In the first paragraph of Section G, Hydrology, reference is made to "Figure 3.7 .... 100-year flood hazard area." Figure 3.7 was missing from our copy of the report.

2. It is suggested that Section G, Hydrology, third paragraph, second sentence, be reworded: "If this is done, total storage volumes available for flood waters in this area will not be decreased, and flood hazard to existing residential areas will not be increased.

Please feel free to call if you need any additional information.

Very truly yours,

G. J. Nowak, Deputy Director
Flood Control & Drainage Department

By W. Frank
W. G. Frank
Division Engineer

JGW/tb

6J4 4000

597 East Main Street, Ventura, CA 93009 (805) ~~648-6131~~

Conejo Valley Unified School District

BUSINESS SERVICES

1400 E. Janss Road, Thousand Oaks, California 91360

(805) 497-9511

Wayne L. Butterbaugh, Ed.D.
Superintendent of Schools

NOV 1977
PLANNING DEPT.
CITY OF
THOUSAND OAKS

27 October 1977

City of Thousand Oaks Planning Department
401 West Hillcrest Drive
Thousand Oaks, California 91360

ATTENTION: Mr. John Prescott, Senior Planner

RE: Draft Environmental Impact Report - Tract 2790
Griffin Development Company

Dear John:

Subject Environmental Impact Report has been reviewed by this office and it is noted that Appendix "C" contains appropriate correspondence and response relative to the impact on the schools for this development.

Your attention is drawn particularly to the request that, if this tract is approved, a condition be imposed requiring the Developer to arrange a binding agreement to assist in the funding to provide additions at schools which will be impacted, etc. Your attention is further directed to Appendix "D", page 1, last paragraph and page 3, first paragraph dealing with the pupils who would be walking to school or require transportation. The information contained in these paragraphs should be updated to reflect the walking distances established by the Board of Education in June 1977 which are as follows: Kindergarten, 1¼ miles; grades 1-3, 1½ miles; grades 4-6, 2¼ miles; grades 7-8, 2½ miles; and grades 9-12, 2 3/4 miles.

of Appendix B, the Traffic Study

Yours truly,

A.H. Fuller
Director of Planning

AHF:dkz

"WE ARE AN AFFIRMATIVE ACTION EQUAL OPPORTUNITY EMPLOYER"

GRIFFIN Development Co.

MAILING ADDRESS
P. O. Box. 827

19436 VENTURA BOULEVARD / TARZANA, CALIFORNIA 91356
Tel. 881-5200 / 873-2753

December 2, 1977

DEC 1977
PLANNING DEPT.
CITY OF
THOUSAND OAKS

City of Thousand Oaks
401 West Hillcrest Drive
Thousand Oaks, CA 91360

Attention: John Prescott

Reference: Tract 2790 EIR

Dear Mr. Prescott:

This letter is written to inform you that should Griffin Development Company develop the property directly east and south of the above tentative tract, we would propose to develop only the number of lots that could be accommodated on Alice Street per the County of Ventura Access Policy.

My understanding is that 115 lots could be developed on the approximate 30 acres assuming that Tract 2790 developed with the 145 proposed lots.

Very truly yours,

GRIFFIN DEVELOPMENT COMPANY

Gilbert O. Nielsen
Vice President

GON: sml

cc: Joel Silverman
Al Webber

APPENDIX F

TRAFFIC ENGINEER'S MEMO

DEC 1977
PLANNING DEPT.
CITY OF
THOUSAND OAKS

MEMORANDUM

TO: MR. JOHN PRESCOTT, SENIOR PLANNER

FROM: MR. JOHN P. CLEMENT, SENIOR TRAFFIC ENGINEER

DATE: DECEMBER 1, 1977

SUBJECT: TRACT NO. 2790 (Reference your Memo of November 23rd attached)

The vehicular bridge across the flood control channel connecting Tract 2790 to Michael Drive should be constructed at some time due to the desirable benefits derived from same.

Elementary school children in Tract 2790 will attend Walnut School which is west of Wendy. If a bridge were constructed these children could attend Manzanita School south of Michael. This would reduce walking distances and the hazards associated with crossing Wendy Drive.

Traffic would gain access to Michael Drive providing in essence a new front door to the tract where most of the traffic would be oriented. This would significantly reduce the traffic and impact on the existing westerly tract. There would be no impact to any residences on Michael Drive.

This possible bridge is in Bridge Policy Area 21 for which 5 previous developments have contributed $18,408.24 (see attachment). Tract 2790 would normally contribute approximately $14,080 to this Bridge Policy Area (40 acres @ $352/acre). It is estimated that the actual bridge may cost about $150,000.

If the bridge can be built, it is very desirable to construct it.

JP Clement

John P. Clement
Senior Traffic Engineer

JPC/kjk
Attachments

CITY OF THOUSAND OAKS, CALIFORNIA

INTER-OFFICE MEMORANDUM

NOV 28 1977

Date November 23, 1977

To John Clement, Traffic Engineer From John C. Prescott, Senior Planner

Subject Tract 2790 (Griffin Development)

I am preparing the Final EIR for Tract 2790 and would like to add some information regarding circulation. You have a copy of the Draft EIR and, as you may recall, access is a problem with the subject property. (See attached map for location.)

I have discovered that there is a 60-foot wide access easement (benefiting the subject property of T-2790) in the westerly portion of the shopping center under construction at the northwest corner of Borchard and Michael, extending the depth of that property, from Michael Drive to the Flood Control Channel. According to the Flood Control District, this easement does not cross their right-of-way, but one could be obtained from the District to provide a bridge crossing.

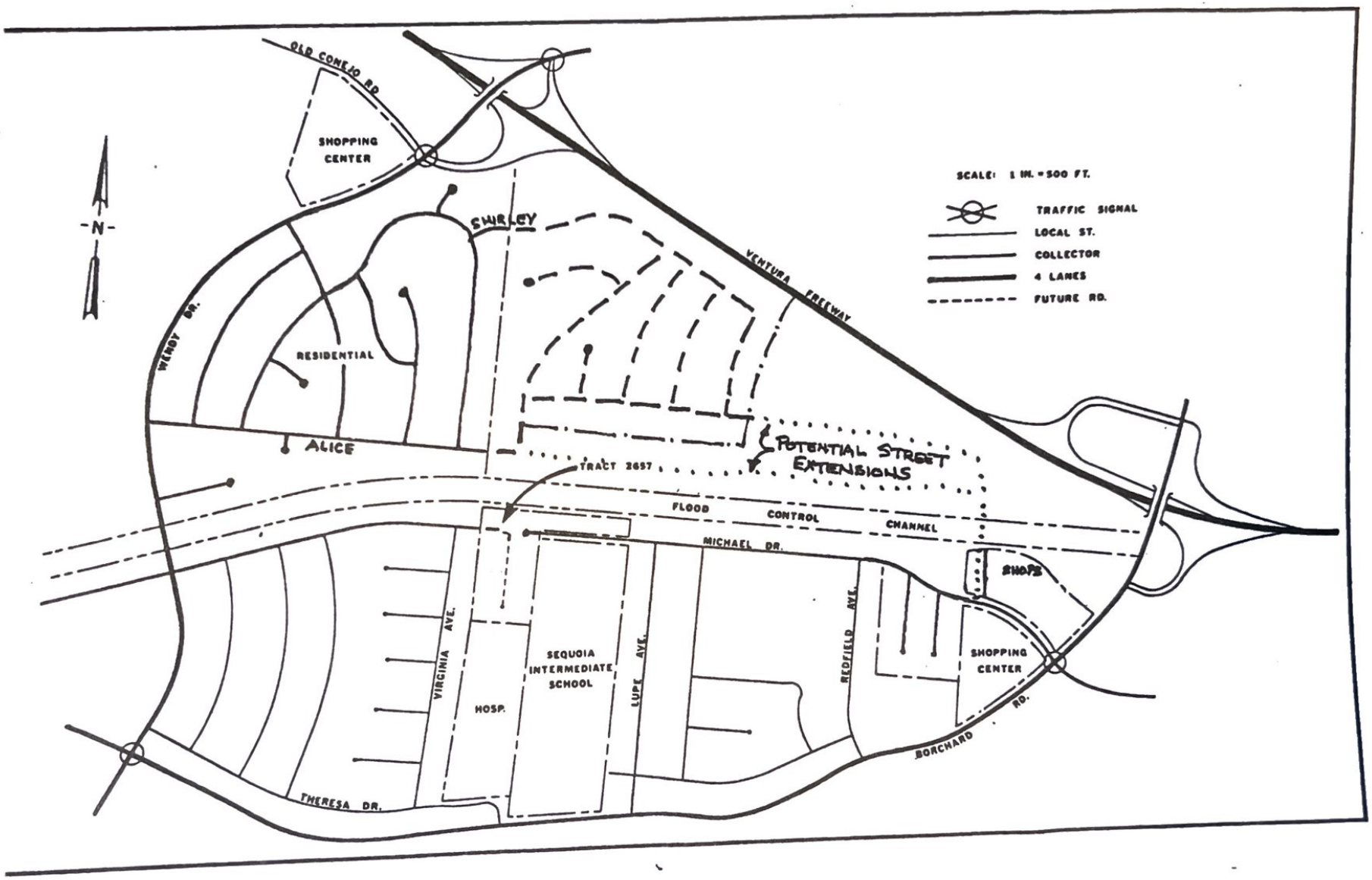
From your standpoint, would the connection to Michael Drive, as shown on the attached map, be desirable if it could be achieved?

JCP:jm

Copies: Bill Frank, Flood Control Dist.

Signed John C. Prescott

Title Senior Planner


OLD CONEJO RD.
SHOPPING CENTER
N
SHIRLEY
WENDY DR.
RESIDENTIAL
ALICE
VENTURA FREEWAY
SCALE: 1 IN. = 500 FT.
TRAFFIC SIGNAL
LOCAL ST.
COLLECTOR
4 LANES
FUTURE RD.
POTENTIAL STREET EXTENSIONS
TRACT 2657
FLOOD CONTROL CHANNEL
MICHAEL DR.
SHOPS
VIRGINIA AVE.
HOSP.
SEQUOIA INTERMEDIATE SCHOOL
LUPE AVE.
REDFIELD AVE.
SHOPPING CENTER
BORCHARD RD.
THERESA DR.

BRIDGE POLICY DEPOSITS

DATE	TRACT	AREA	BRIDGE	DEVELOPER	AMOUNT	COMMENT
2/16/68	LD 45 & 62	21		Potrero Homes	1,995.84	
7/9/71	SUP 70-112	21		St. Julie Billiart	1,910.00	
3/30/77	DP 76-318	21		Rinker Company	1,232.00	
2/01/77	Tr. 2503	21		Warmington Development, Inc.	7,990.40	
8/4/77	Tr. 2517	21		A. B. Homes, Inc.	5,280.00	