

# **AMGEN Center**

**City of Thousand Oaks**

**Specific Plan #16**  
March 1994

**Amendment #1**  
April 26, 2016

**Specific Plan #16**  
Adopted by the City Council of the City of  
Thousand Oaks by Ordinance 1204-NS  
on April 5, 1994

**Amendment #1**  
Adopted by the City Council of the City of  
Thousand Oaks by Ordinance 1617-NS  
on May 24, 2016

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## Chapter 1: Recitals

### Section 1.01. PURPOSE, AUTHORITY AND APPLICATION.

The Amgen Center Specific Plan establishes the long-term development plans for Amgen's complex of approximately 91 acres on a site north of the 101 (Ventura) Freeway and east of Rancho Conejo Boulevard, within the City of Thousand Oaks (see Exhibit 1A, page 4). The Specific Plan serves as a tool for implementing the policies of the City of Thousand Oaks General Plan within this area. One of the main purposes of the Specific Plan is to reduce the need for subsequent detailed planning and review procedures for future development within the Specific Plan area.

The Specific Plan is approved in accordance with, and is authorized by, Sections 65450 through 65457 of the California Government Code, and Sections 9-2.401 through 9-2.403 of the Thousand Oaks Municipal Code. The Specific Plan is consistent with the General Plan of the City of Thousand Oaks, and is intended to implement the General Plan.

Pursuant to Section 65451 of the California Government Code, the Specific Plan area's distribution, location, and extent and intensity of public and private infrastructure, including but not limited to, sewage, water, drainage, solid waste disposal, energy, and transportation, are either currently adequate to serve the anticipated future development or will be increased in capacity or service to satisfy future demands. (A more detailed discussion of existing conditions and future impacts relative to public and private infrastructure is contained within the EIR and is incorporated by reference hereto.) Financing of private development permitted by this Specific Plan, as well as public works projects necessary to serve the Specific Plan area, will be from revenue generated by business operations.

The Specific Plan augments the development regulations and standards of the City of Thousand Oaks Zoning Ordinance (Chapter 4 of Title 9 of the Municipal Code). Where the Zoning Ordinance contains standards or requirements relating to a particular subject matter, and the Specific Plan contains standards or requirements relating to the same subject matter (or expressly excludes any standards or requirements), the

Specific Plan shall be controlling. Where the Specific Plan is silent on a particular subject matter, the Zoning Ordinance shall be controlling. Provided, however, that any Physical Improvement legally constructed or entitled prior to the enactment of the Specific Plan shall be allowed to remain in the same configuration as when constructed regardless of whether such Physical Improvement is consistent with the Zoning Ordinance.

The Specific Plan shall be the controlling document for all existing and future development in the Specific Plan area.

This Specific Plan applies only to that property within the City of Thousand Oaks, the boundaries of which are shown in Exhibit 1B, page 5. Per the administrative procedures set forth in Chapter 6 of this document, the City shall review applications for future Individual Projects within the Specific Plan area to ensure that they are consistent with the Specific Plan.

#### **Section 1.02. BRIEF HISTORY OF AMGEN INC.**

Amgen Inc. (Amgen) is the largest independent biotechnology company in the world and is headquartered in Thousand Oaks, California. The company has a second research center in Boulder, Colorado, an upcoming third research facility in Toronto, Canada, and a manufacturing facility in Puerto Rico. Amgen also has an international distribution center in Louisville, Kentucky and a European regional headquarters in Lucerne, Switzerland. Other international offices are located in Australia, Belgium, Canada, China, France, Germany, Italy, the Netherlands, Spain, and the United Kingdom.

Amgen was founded in 1980 by a group of scientists and venture capitalists. Amgen was able to attract a prestigious scientific advisory board that included several members of the National Academy of Sciences.

Amgen commenced operation in early 1981. The company chose its Thousand Oaks location to be near such major research centers as the University of California at Los Angeles, the University of California at Santa Barbara, and the California

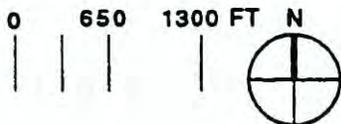
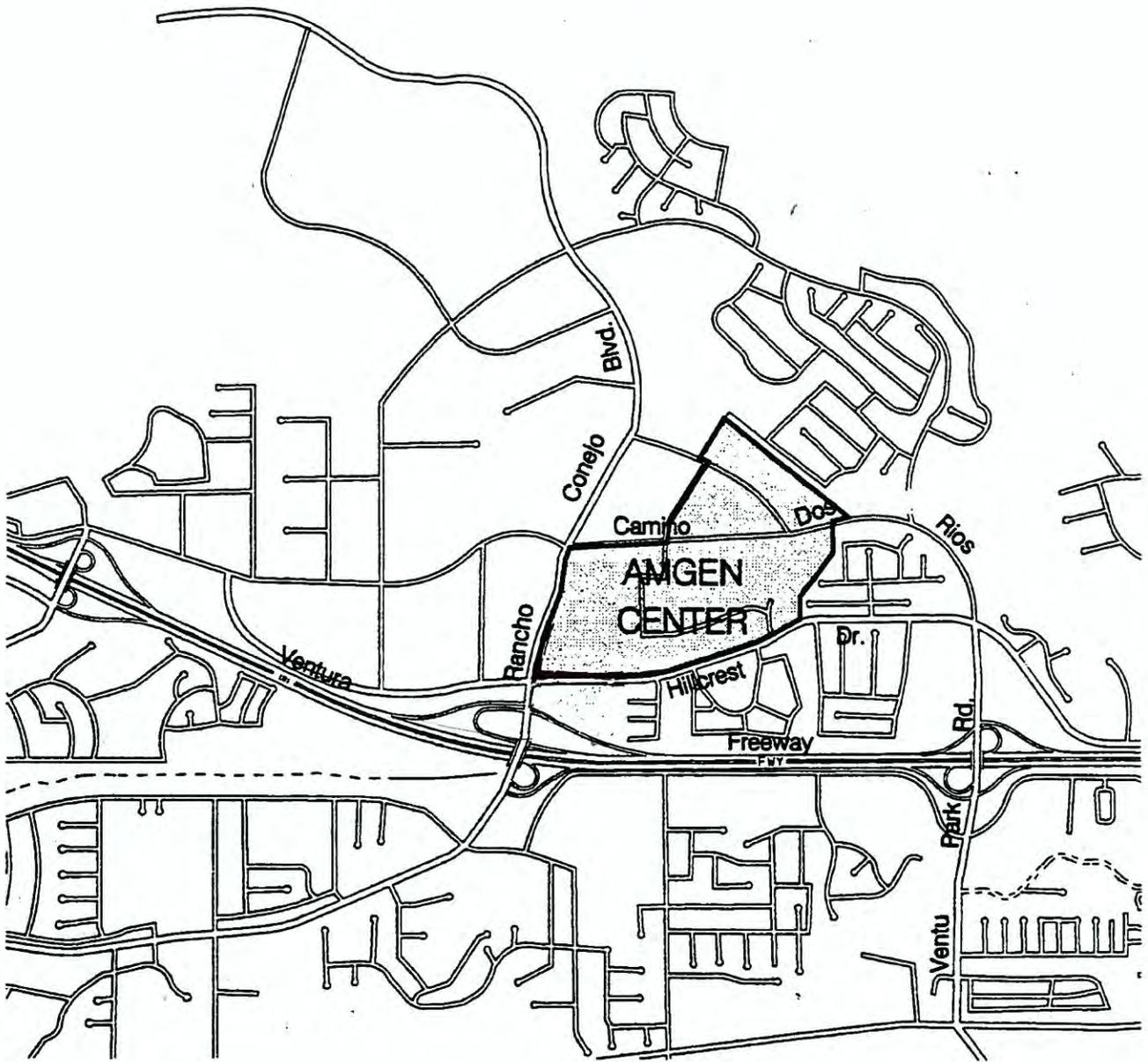
Institute of Technology.

As Amgen expanded its business operations, it acquired many of the adjacent properties for expansion of its physical facilities. Expansion projects included renovations of existing Buildings as well as construction of new Buildings which were designed and entitled individually. This piecemeal approach no longer meets the needs of either Amgen or the City of Thousand Oaks in terms of developing a coherent complex that satisfies Amgen's functional needs while being sensitive to the local community.

**Section 1.03. PLANNING GOALS.**

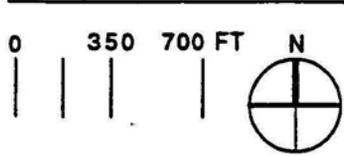
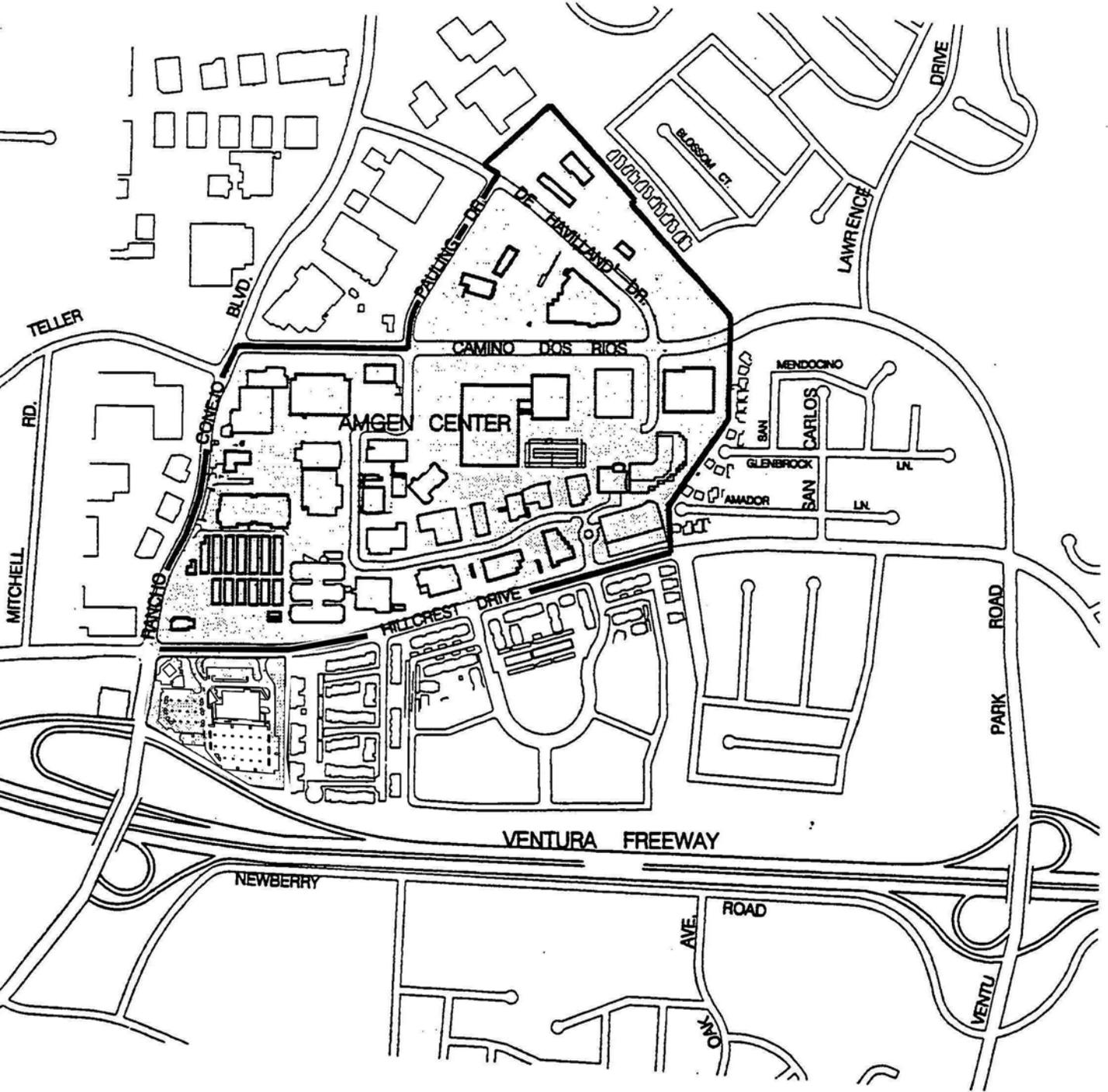
The primary planning goal of Amgen's Specific Plan is to provide a coordinated framework that will guide the on-going development of Amgen's complex in Thousand Oaks and accomplish its transformation from an industrial park to a campus-like environment while addressing the following planning issues:

- (a) The Specific Plan must properly coordinate the needs of both short-term and long-term development within Amgen Center.
- (b) The Specific Plan must accommodate the needs of the short-term development necessary to keep pace with Amgen's rapid expansion. This must be done in such a way as to not preclude future development opportunities.
- (c) In the long-term, the Specific Plan must create a vision of Amgen Center that identifies development opportunities for future growth; fosters an environment that allows for creative interaction among staff; promotes "walkability" and develops an appropriate corporate image for Amgen within the context of the City of Thousand Oaks.
- (d) The Specific Plan should also coordinate future development to ensure that it is compatible with the surrounding natural and built environment.



REGIONAL MAP City of Thousand Oaks  
Exhibit 1.A Page 4

Specific Plan # 16 Amgen Center



SPECIFIC PLAN BOUNDARIES  
 Exhibit 1.B Page 5

Specific Plan # 16 Amgen Center

## Chapter 2: Definitions

- Amgen Center:** Corporate headquarters for Amgen Inc. located within the Specific Plan area.
- Applicant:** A Property Owner applying for a permit to develop on a Parcel.
- Baseline Conditions:** Total of all existing Buildings and improvements (Existing Conditions) plus all Buildings which were entitled prior to the release of the Draft Environmental Impact Report for the Specific Plan on November 8, 1993 (referred to as Interim Improvements).
- Bicycle Lane:** Separately designated lane located within an established vehicular right-of-way.
- Bicycle Path:** Right-of-way designated for the exclusive use of bicycles and/or pedestrians.
- Bicycle Route:** A Bicycle Lane, Bicycle Path, or mixed use transportation facility designated by signs for bicycle use.
- Building:** Above grade, occupiable structure.
- Building Department:** The Department of Building and Safety of the City of Thousand Oaks, California.
- Building Face:** A Building Face is an individual wall plane at grade perpendicular to the line of view, plus any visible wall planes directly behind.
- Buildout:** Corresponds to the issuance of the final Certificate of Occupancy for the Project.
- Certificate of Occupancy:** A Certificate of Occupancy issued under the provisions of the Thousand Oaks Municipal Code.
- City:** The City of Thousand Oaks, California.
- City Council:** The City Council of the City of Thousand Oaks, California.
- Design and Development Guidelines (Guidelines):** Specific controls and limitations related to Buildings, landscape, and Physical Improvements within the Specific Plan area.
- Development Envelope:** A block of land within the Specific Plan area available for development, as provided

in Chapter 5, Article 2 of the Specific Plan.

- Director:** Director of Planning and Community Development for the City of Thousand Oaks, California.
- Driveway:** An opening which intersects a public roadway or Internal Roadway, if of relatively short length, and provides the most direct access to a parking facility.
- EIR:** Environmental Impact Report No. 295 as certified by the City of Thousand Oaks on March 1, 1994.
- Entitlement Zone:** A zone within the Specific Plan area for which a particular permitting procedure is specified by the Specific Plan, as provided in Chapter 7, Article 5 of the Specific Plan.
- Equivalency Table:** The schedule of vehicular trips resulting from various types of land uses within the Specific Plan area, shown as Exhibit 5.Q, page 114.
- Gross Floor Area : (Gross Square Feet)** The sum of the gross horizontal planes of the floors of a Building measured from the exterior face of exterior walls, or from the centerline of a wall separating two Buildings, but not including interior parking spaces, vehicular circulation areas, or loading space for motor vehicles.
- Individual Project:** A Physical Improvement commenced following the effective date of the Specific Plan.
- Internal Roadway:** A private roadway which is completely contained within the Specific Plan area and does not intersect with any roadway outside the Specific Plan area, as substantially depicted in Exhibit 4.B, page 24.
- Land Use District:** A district within the Specific Plan area for which specified land uses are planned as provided in Chapter 4, Article 2 of the Specific Plan.
- Major Access:** A portion of an Internal Roadway within the Specific Plan area which is at least 35 feet (35') wide and intersects with a public

roadway as indicated in Exhibit 5.R, page 130.

**Major Open Space:** Landscaped land area containing at least one contiguous acre.

**Net New Cumulative PM Peak Hour Trips:** The total Net New Trips occurring during the PM Peak Hour associated with all Individual Projects approved, or for which an active application is filed, since the effective date of the Specific Plan Ordinance.

**Net New Floor Area:** The occupiable floor area, excluding (Net New Square Feet) parking structures, added to the Specific Plan area by an Individual Project less any demolition of then existing floor area in conjunction with that Individual Project.

**Net New Trips:** The number of additional vehicular trips to be generated from the Specific Plan area, as calculated using the rates in Exhibit 5.Q, page 114, and considering all construction, demolition and changes of use associated with an Individual Project.

**Open Space:** Any area of land (including Major Open Spaces) within the Specific Plan area which is designed and intended for common use. Open Spaces may include landscaped setbacks, courtyards, lawns, recreational areas, landscaped corridors, pathways, and surface parking areas and may contain such complementary structures and improvements as are necessary and appropriate.

**Parcel:** A legal parcel within the Specific Plan area.

**Physical Improvement:** Any improvement to land or Buildings within the Specific Plan area, including, but not limited to, structures, roads, signage, landscaping and lighting.

**Pilot Plant:** A manufacturing development facility.

**Plan:** Specific Plan #16 Amgen Center.

**Planning Commission:** City of Thousand Oaks Planning Commission.

**Project:** Total new construction (less demolition) which is planned within the Specific Plan

area, exclusive of Baseline conditions, as more particularly described in Exhibit 4. I page 37.

- Property Owner: The owner of a Parcel.
- Public Works Department: The Public Works Department of the City of Thousand Oaks, California.
- Site: The portion of the Specific Plan area under the control of the Property Owner of a Parcel containing an Individual Project.
- Specialized Use Facility: Any Research Facility, Manufacturing Facility, Laboratory space or Pilot Plant.
- Specific Plan: The Amgen Center Specific Plan, Specific Plan # 16, Thousand Oaks, California, adopted by the City Council on April 5, 1994, as well as any subsequent amendments thereto.
- Specific Plan area: An area of approximately 91 acres, as more specifically described in Exhibit 11.B on page 5, which is located within the Newbury Park industrial section of Thousand Oaks, generally bounded by Rancho Conejo Boulevard to the west, Hillcrest Drive and the 101 (Ventura) Freeway to the south, and Camino Dos Rios, Pauling Drive and DeHavilland Drive to the north and east.
- TDM: Transportation Demand Management (TDM) means the alteration of travel behavior, usually on the part of commuters, through programs of incentives, services and policies. TDM addresses alternatives to single-occupant vehicles, such as carpooling and vanpooling, and changes in work schedules that move trips out of the peak period or eliminate them altogether (as in the case of telecommuting or compressed work weeks).
- Zoning Ordinance: Chapter 4 of Title 9 of the Thousand Oaks Municipal Code as of the effective date of the Specific Plan Ordinance.

## Chapter 3: Existing Conditions

### Section 3.01. LOCATION AND CONTEXT.

The Specific Plan area is located north of the 101 (Ventura) Freeway at the southeastern tip of a light industrial section of Thousand Oaks (see Exhibit 3.A, page 12). It is generally bounded by Rancho Conejo Boulevard to the west; Hillcrest Drive; Camino Dos Rios, Pauling Drive and DeHavilland Drive to the north and east; and extends to the center line of those public streets. The Specific Plan area also includes those portions referred to as the Thousand Oaks Municipal Service Center on DeHavilland Drive to the north, abutting a residential zone.

The Specific Plan area is characterized primarily by light industrial development. Except for recently constructed Buildings, these facilities can generally be characterized as one-story, tilt-up, warehouse style Buildings typical of a light industrial area.

### Section 3.02. DESCRIPTION OF EXISTING CONDITIONS.

As of the effective date of the Specific Plan Ordinance, Amgen has five categories of space use in 21 Buildings and several temporary trailers within the Specific Plan area. These categories are: 1) approximately 50 percent (50%) of the total space in office; 2) approximately 25 percent (25%) dedicated to research and 3) another 25 percent (25%) divided between manufacturing, warehouse and common use space (see Exhibit 3.B, page 13).

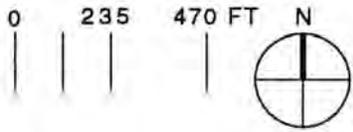
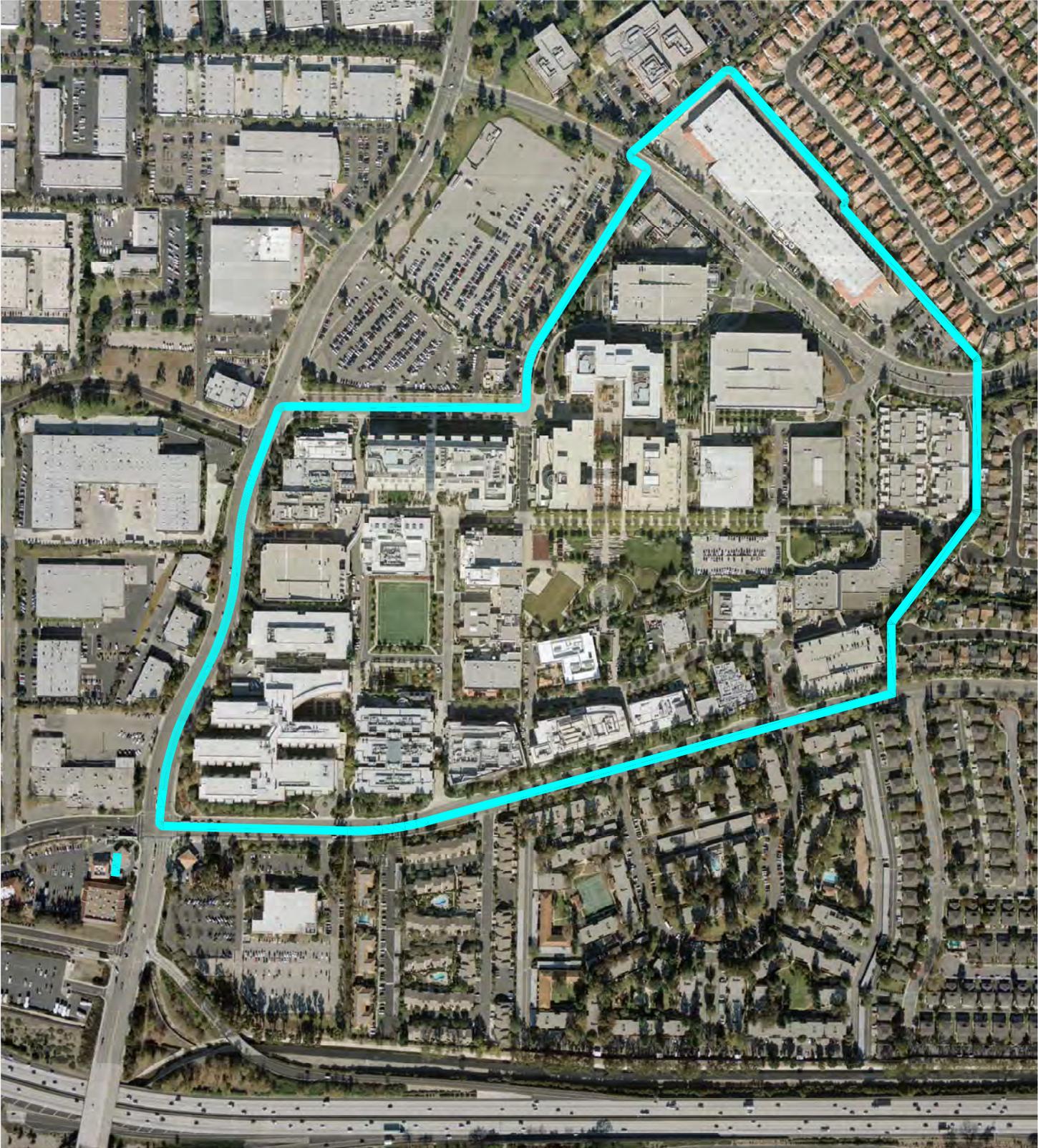
There is a two-and-a-half (2-112) level subterranean parking structure housing 447 spaces south of Buildings 10 and 17 and below grade parking at Buildings 14 and 15. The remaining 75 percent (75%) to 80 percent (80%) of Amgen's parking is located on surface parking lots adjacent to Buildings.

Amgen currently occupies 858,824 square feet, supplemented by an additional 22,968 square feet in temporary trailer space within the Specific Plan area. An additional 313,867 square feet is owned or occupied by others within the Specific Plan area bringing the total existing occupied building area within the Specific Plan area to 1,195,867 square feet (see Tabulations A & B, Exhibit 3.C, page 14).

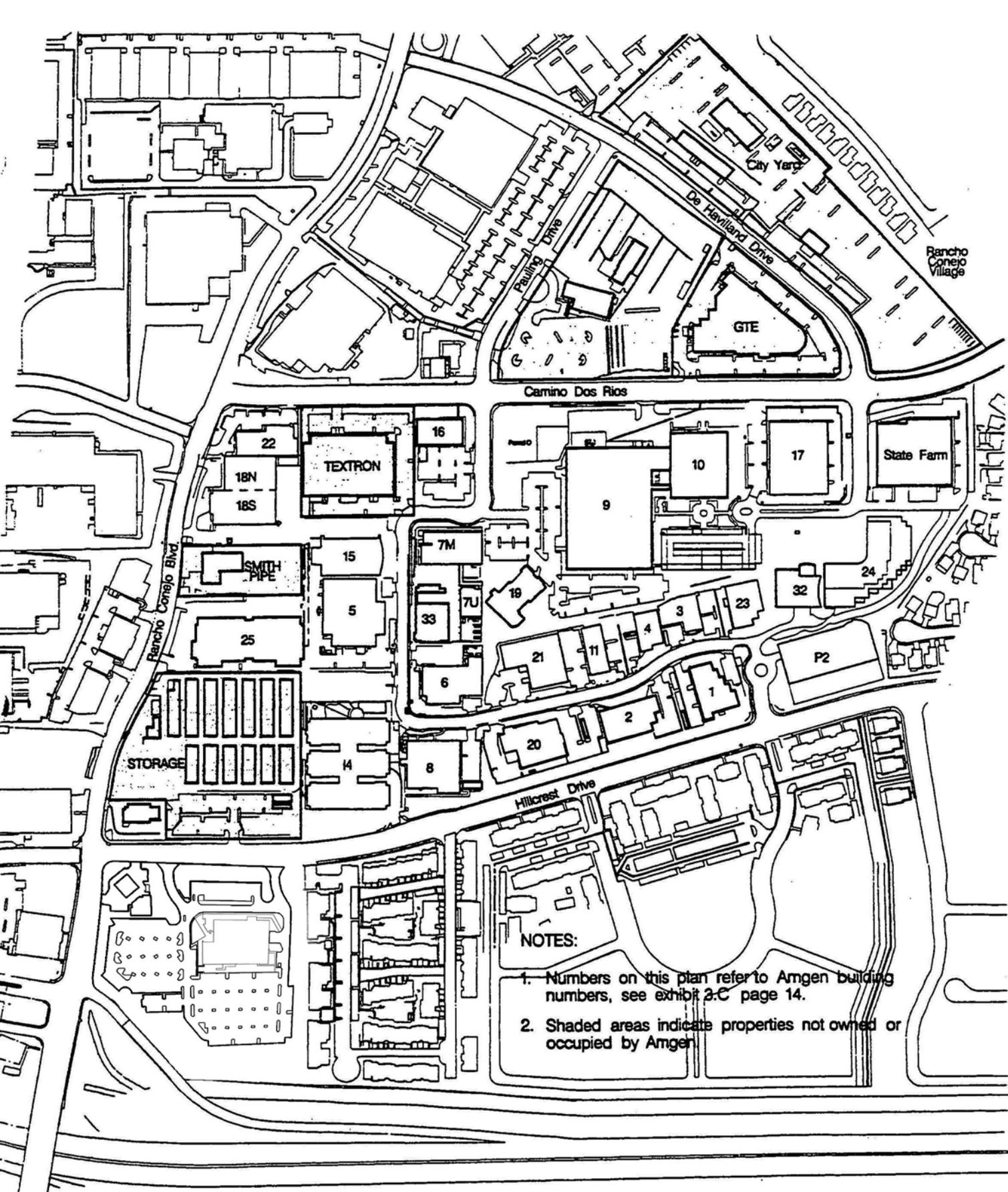
Those Buildings not owned or occupied by Amgen are identified in Exhibit 3.6, page 13 and include the following:

- Former City Yard- 1851 De Havilland Drive
- Smith Pipe -772 Rancho Conejo Boulevard
- Security UStore -700 Rancho Conejo Boulevard
- GTE Warehouse -942 Pauling Drive
- GTE Office -1845 Camino Dos Rios
- Textron -2100 Camino Dos Rios

The site generally slopes downward from north to south, with the highest point at the southwestern corner of Camino Dos Rios and Pauling Drive. The site topography has three plateaus with the lowest starting at Hillcrest Drive. Oak Terrace Lane is the next plateau approximately 20 feet (20') above Hillcrest Drive. The third and uppermost plateau, referred to as the 'Mesa, ranges from 15 feet (15) to 30 feet (30') above Oak Terrace Lane.

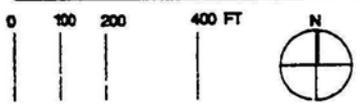


AERIAL PHOTO (12/2011)  
Exhibit 3.A Page 12



**NOTES:**

1. Numbers on this plan refer to Amgen building numbers, see exhibit 3.C page 14.
2. Shaded areas indicate properties not owned or occupied by Amgen.



**EXISTING SITE PLAN**  
Exhibit 3.B Page 13

Specific Plan # 16 Amgen Center

amgbase.dgn

**SPECIFIC PLAN EXISTING (1994) BUILDING AREA TABULATION**

**A. EXISTING BUILDINGS OCCUPIED BY AMGEN**

Building No.	Area (s.f.)	Bldg. Use	Date Occupied	Corresponding Lots
1	16,000	R	Jan-40	36
2	18,800	R	Jan-82	.
3	11,000	M	Jan-E2	.
4	9,300	M	Sep-82	30
5	61,000	R	6-Mar	21
6	21,000	M	Apr-86	32
7	18,000	M	Feb-91	22
7U	7,800	M	Oct-90	22
8	32,000	R	Sep-90	35
9	104,000	O,DC/W,M	Mar-89	12 and 25
10	76,000	O	Mar-89	14
11	13,100	R	Sep-89	31
14	185,453	R	Mar-93	34
15	72,500	R	9-Oct	20
16	10,600	O	Jan-91	10
17	74,000	O	May-92	15
18N	18,000	M	May-92	8
19	33,038	C	2-Nov	24
21	49,233	M	Apr-93	.
22	15,200	M	1-Jun	7
23	12,800	M,R	2-Mar	29
TRAILERS	22,968	O	Various	.
<b>TOTAL</b>	<b>881,792</b>	<b>(note 1)</b>		<b>(note 2)</b>
	square feet			

**B. EXISTING BUILDINGS OCCUPIED BY OTHERS**

Building No.	Area (s.f.)
Former City Yard	25,500
Smith Pipe	8,500
Security U Store	77,000
GTE Warehouse	17,000
GTE Office	77,000
Textron	50,000
<b>TOTAL</b>	<b>255,000</b>
	square feet

**TOTAL (A+B) 1,136,792 square feet of occupied area**

**NOTES**

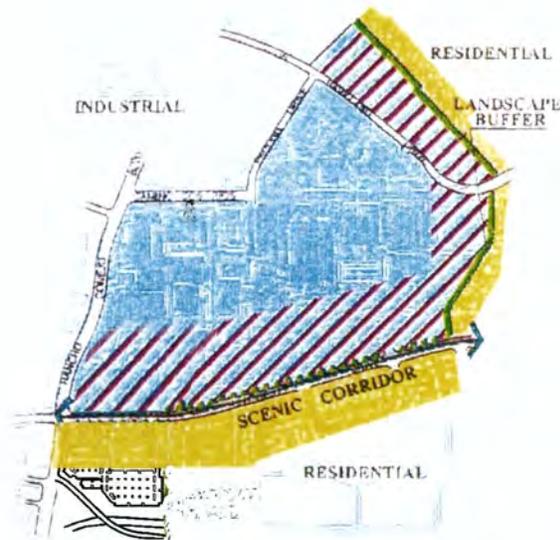
- The following are abbreviations for
  - O Office
  - R Research
  - M Manufacturing
  - DC/W Distribution Center/Warehouse
  - C Common Areas
- Lots created by Vesting Tentative Tract No. 4939

## Chapter 4: Specific Plan Concept

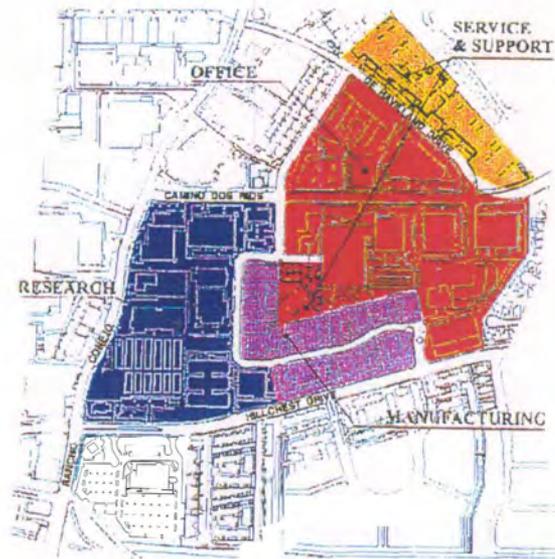
### Article 1. DEVELOPMENT CONCEPT

#### Section 4 101. DESIGN AND DEVELOPMENT PRINCIPLES.

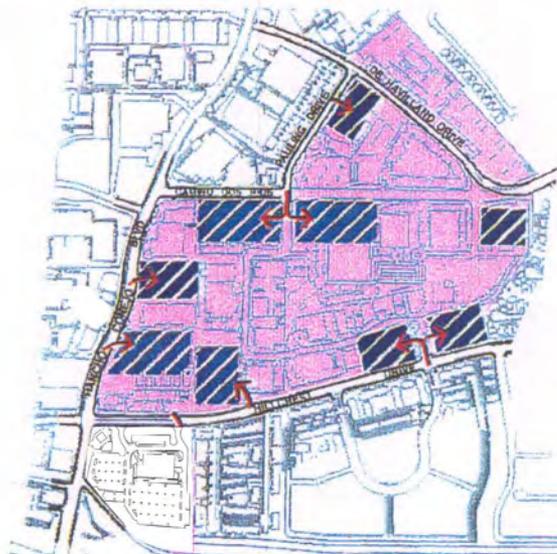
In order to accommodate projected corporate growth, implement relevant policies of the Thousand Oaks General Plan, and realize the vision for a campus-like environment for Amgen Center, the following ten principles have guided the preparation of the Specific Plan



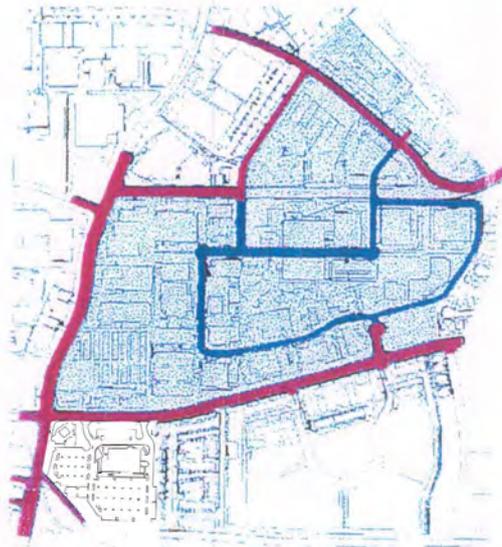
- (a) Development should be sensitive to adjoining neighborhoods, and in its larger sense, provide a range of community benefits by recognizing the relationship of development within the Specific Plan area with its external environment. This is achieved by enhancing the edges that abut adjacent properties and by mitigating potential impacts that result from future development within the Specific Plan area.



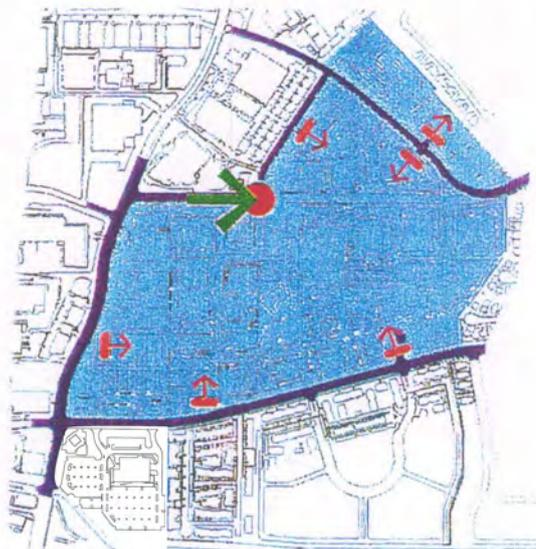
- (b) Land Use Districts have been developed as the elements for organizing the Specific Plan area. These Land Use Districts correspond to the major business activities. Office, research, manufacturing, as well as service and support are organized around Major Open Spaces.



- (c) An overall parking strategy has been developed that consolidates surface parking into structures (thereby creating new development opportunities), concentrates parking at the perimeter of the Specific Plan area and locates parking adjacent to major staff concentrations (within each Land Use District). The parking requirements of the Specific Plan are based upon the parking need for each type of Building.



- (d) An interior road system has been created for the movement of people (pedestrians, bicycles, autos, or trams) within the Specific Plan area to meet individual Building service requirements and provide emergency access.



- (e) A hierarchy of access points to the Specific Plan area has been developed to identify a clear public entrance (that creates and conveys the corporate image) and a limited number of staff entrances.



- (f) A pedestrian circulation network is planned to accommodate the movement within the Specific Plan area from Land Use District to Land Use District and from Building to Building. This system should be clear in its concept and inviting in its character (shade, topography and landscape design).
- (g) The Specific Plan provides a variety of Open Spaces that create the framework for the main infrastructure within the Specific Plan area. These spaces support the variety of uses which occur during the work day. They range from the Major Open Spaces that identify Land Use Districts to small gardens for impromptu meetings, building courtyards, paths and landscaped corridors that help people to move within the Specific Plan area.
- (h) The Specific Plan defines an appropriate set of compatible architectural styles that support the function of the Building and enhance the sense of cohesion for the Specific Plan area.
- Views from Buildings should orient to Open Spaces and reinforce the view corridors to hills beyond.

- **Main entries to Buildings should be located on the Major Open Spaces.**
  - **Service functions and support Buildings should be sited for easy access from the interior road system and should not impact the Open Space system.**
- (i) **The Specific Plan creates a secure environment for staff and visitors by controlling access to the Specific Plan area, securing the perimeter, siting Buildings to reinforce the notion of Land Use Districts, and the appropriate use of landscaping.**
- (j) **The Specific Plan provides for the development of a range of staff amenities in the Specific Plan area. These amenities should be sited to reinforce and encourage staff interaction, and help increase the desirability of the work environment.**

## **Article 2. MASTER PLAN CONCEPT**

The four elements of the Master Plan Concept discussed in this section form the basis of the overall design concepts for the Specific Plan area. They interpret the application of the design and development principles of the previous section and their interrelationships in the practical development of the Specific Plan design concept. The four elements are 1) Land Use Districts; 2) Open Space Development; 3) Circulation and Parking Consolidation; and 4) Height Districts. (See Exhibit 4.D, Page 26.)

### **Section 4.201. LAND USE DISTRICTS.**

The primary organizational concept for the land use planning of the Specific Plan area is based on common building uses organized around Major Open Spaces. These Land Use Districts represent a practical organizational approach that reflects and strengthens the efficient business operations within the Specific Plan area. Within each Land Use District new development opportunities are identified, providing a greater sense of identity for people working in the Specific Plan area. The Land Use Districts are organized around Major Open Spaces and are connected through a pedestrian and limited access vehicular circulation network, enhancing the interaction of employees within and between Land Use Districts (see Exhibit 4.A, page 23).

### **Section 4.202. OPEN SPACE DEVELOPMENT.**

Major Open Spaces range between one and five acres. Their locations are dictated by the existing Buildings located in the respective Land Use Districts. This Open Space Concept provides coherence to each Land Use District and allows each to fit into the whole of the Specific Plan area. The Major Open Spaces are intended to be themed landscaped areas providing each Land Use District with its own distinguishable identity and address. The overall Open Space Concept is predicated on the

notion of creating usable Open Space and is the foundation for the development of the Specific Plan area into a campus-like environment.

#### **Section 4.203. CIRCULATION AND PARKING CONSOLIDATION.**

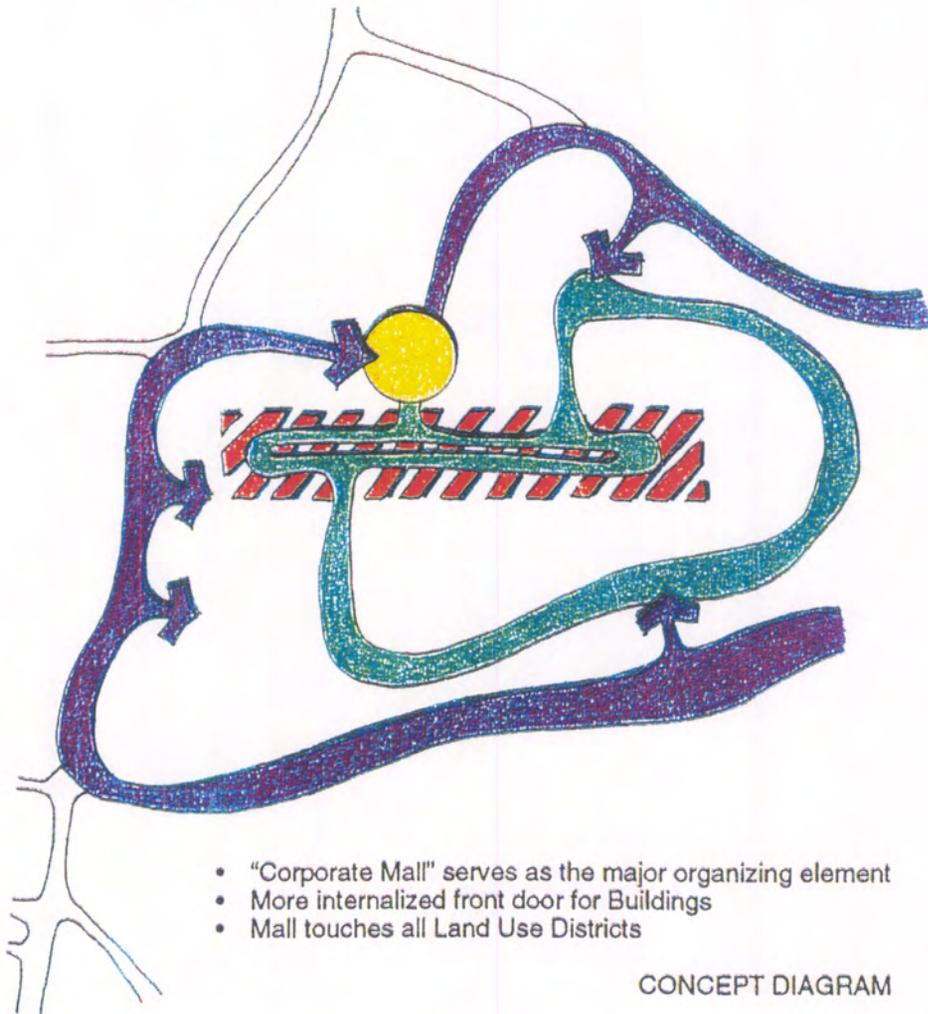
Another important organizing element for the Specific Plan area is the circulation system. It is based upon the concept of consolidating parking in structures around the perimeter of the Specific Plan area and linking the Land Use Districts via an interior private loop roadway for service, pedestrian and limited vehicular access. Major vehicular access to the Specific Plan area is from the existing peripheral public street network. This takes advantage of the existing capacity and efficiency of the public street system in accessing the Specific Plan area. The main entry to the Specific Plan area is located on Pauling Drive adjacent to the Office Land Use District, which accounts for the largest number of visitors to the Specific Plan area.

The consolidation of parking into structures is key to the conversion of the Specific Plan area from an industrial park dominated by the car to the campus-like, pedestrian oriented environment envisioned by the Specific Plan. The consolidation frees up land area for the development of Open Space as well as additional development sites within each Land Use District. The strategic location of the parking facilities allows easy access for cars from the public street system as well as convenient access for pedestrians and bicyclists to the internal circulation system and individual Buildings within the Specific Plan area. (See Exhibits 4.B and 4.C, page 24 and page 25.)

#### **Section 4.204. HEIGHT DISTRICTS.**

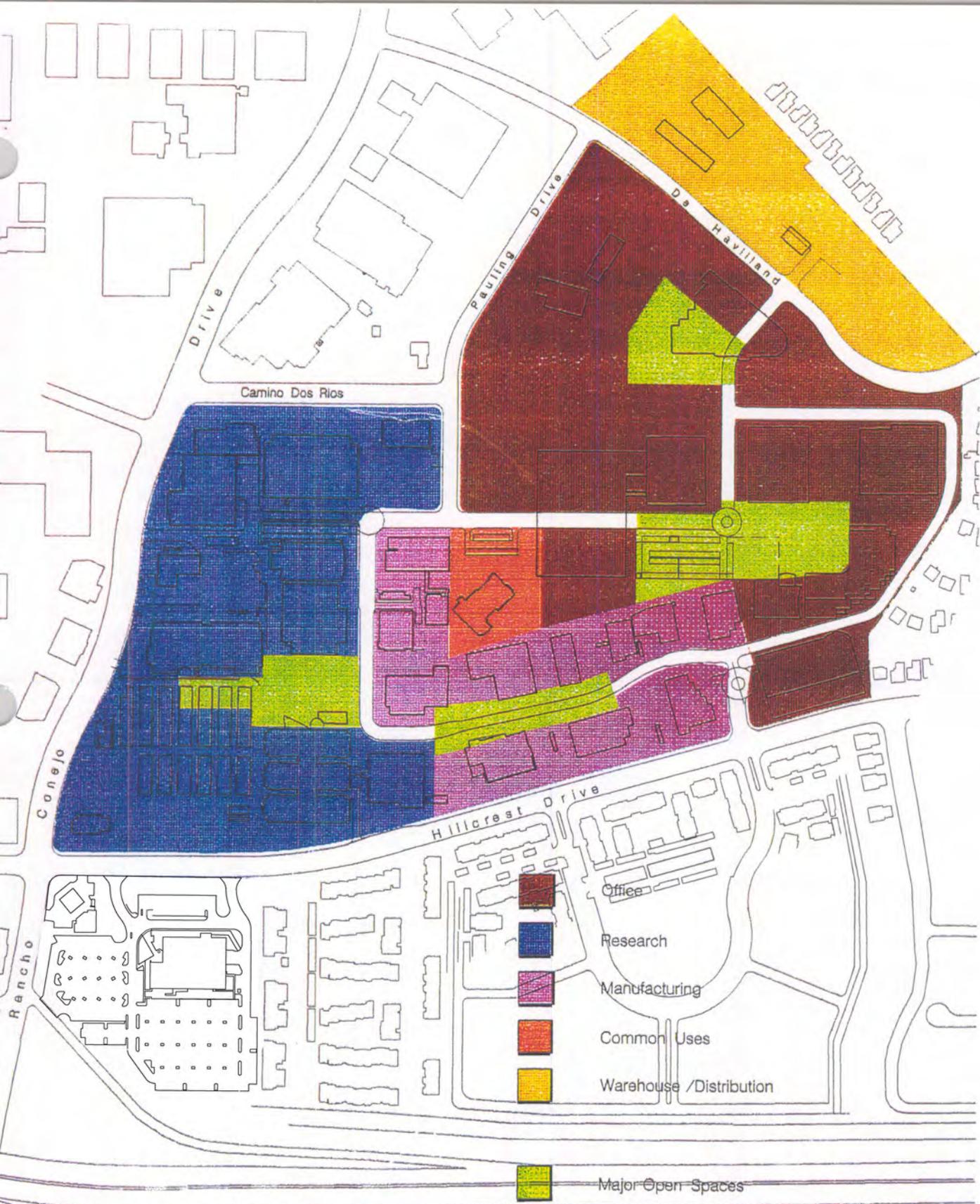
In order to accommodate Amgen's program requirements for projected long-term growth within the Specific Plan area, while creating and preserving the nature and quality of the campus-like environment (with a minimum of 50 percent (50%) Open Space), two Height Districts have been created that exceed the City's current 35 foot (35') height limit. The Height Districts proposed for the Specific Plan area include Height District 1, to preserve the City's current 35 foot (35') building height limit

adjacent to residential areas; Height District 2, not to exceed 55 feet (55') for portions of the Specific Plan area adjacent to other existing industrial development; and Height District 3, not to exceed 75 feet (75') in the interior of the Office Land Use District adjacent to the main entrance. The Height Districts are located in a manner that is sensitive to the adjacent residential neighborhoods, minimizes the impact of taller Buildings on view-sheds from adjoining areas, and concentrates the greatest density within the Office Land Use District, which accounts for the greatest anticipated program growth. This additional height also helps define the Amgen corporate address and visitor entry. (See Exhibit 5.L, page 57.)



- "Corporate Mall" serves as the major organizing element
- More internalized front door for Buildings
- Mall touches all Land Use Districts

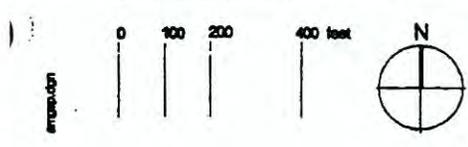
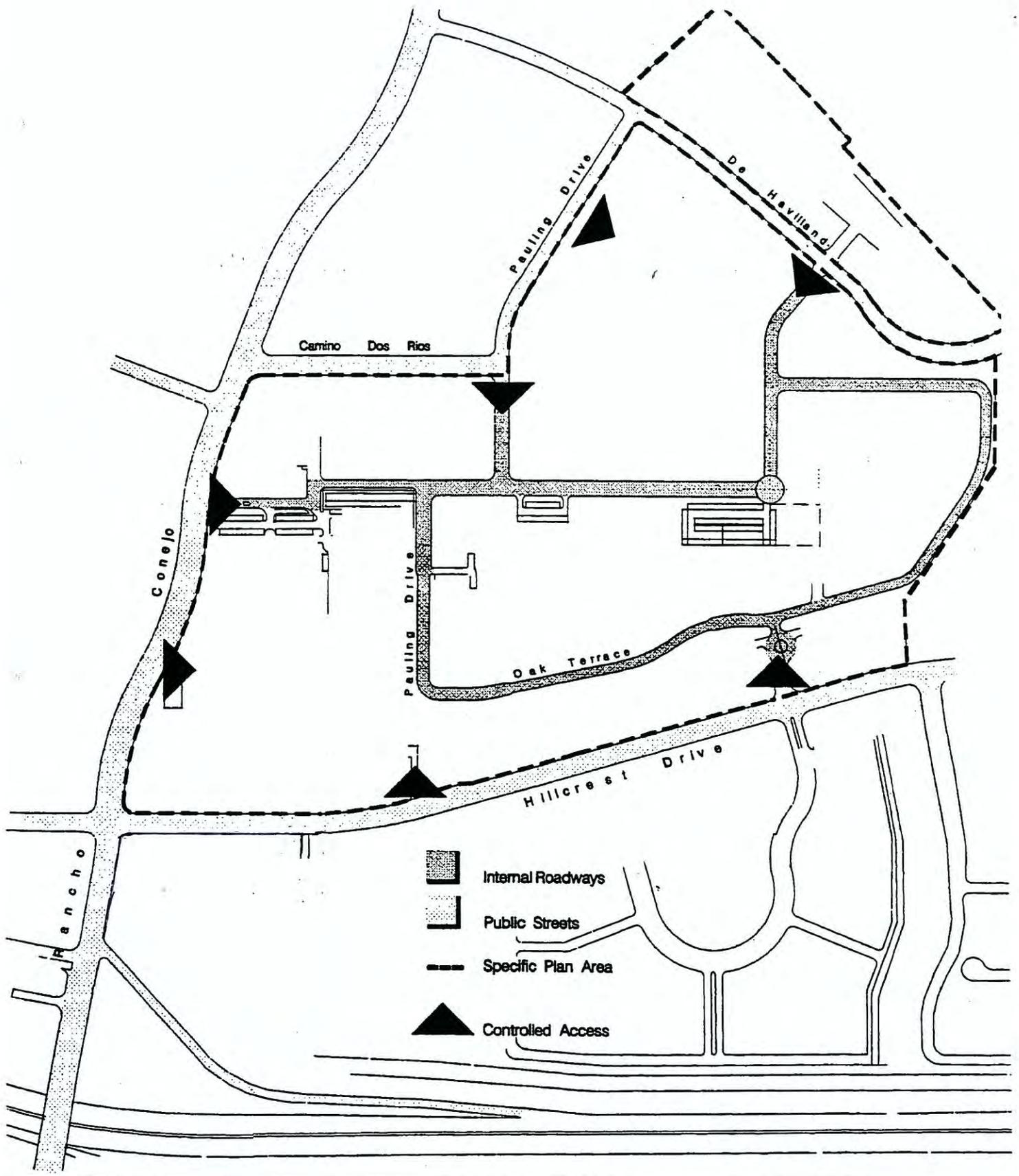
CONCEPT DIAGRAM



LAND USE DISTRICTS

Exhibit 4.A Page 23

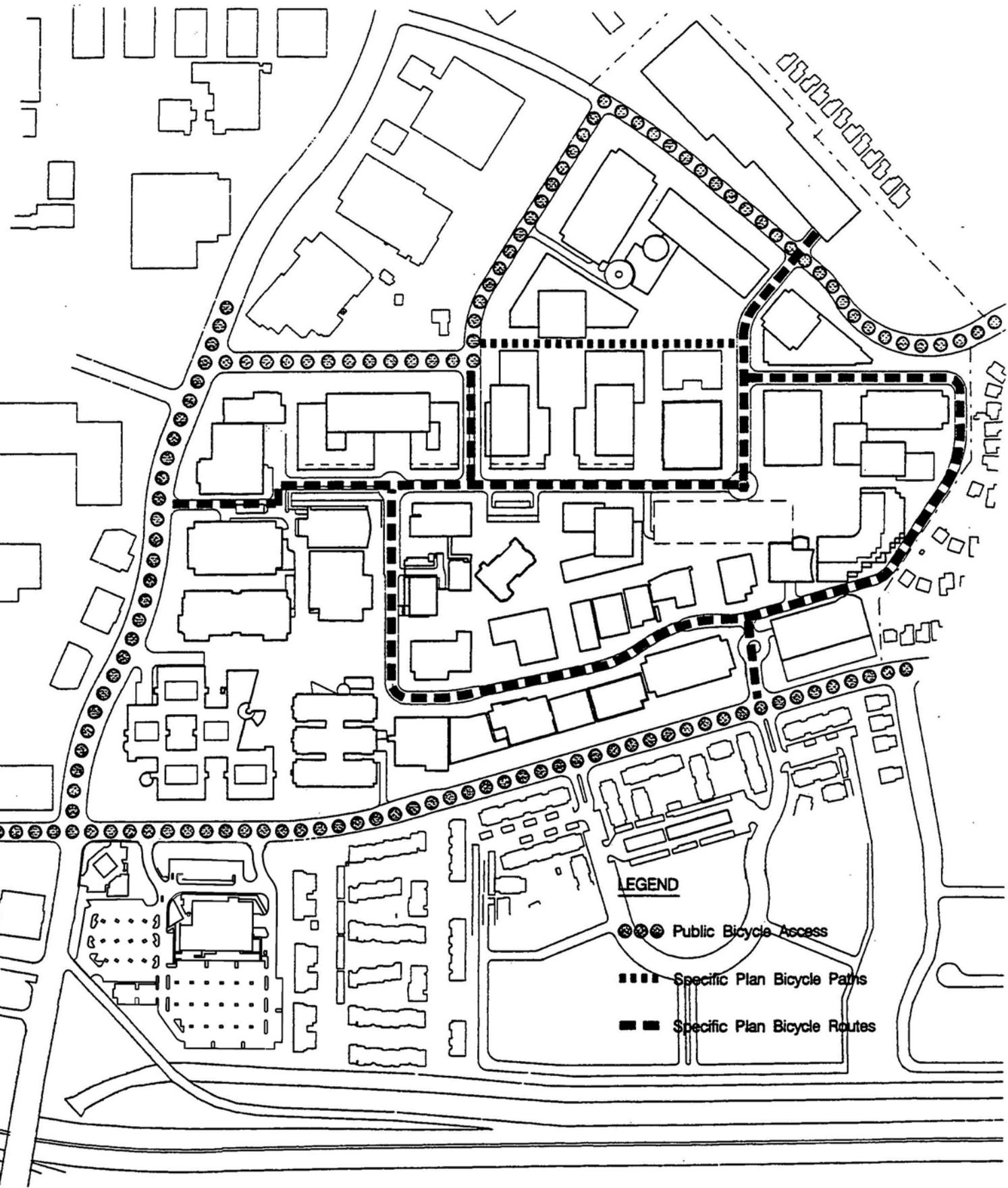
Specific Plan # 16 Amgen Center



**VEHICULAR CIRCULATION DIAGRAM**

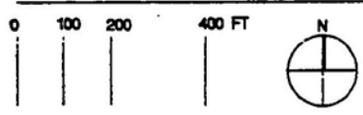
Exhibit 4.B Page 24

Specific Plan # 16 Argen Center



**LEGEND**

- Public Bicycle Access
- Specific Plan Bicycle Paths
- Specific Plan Bicycle Routes



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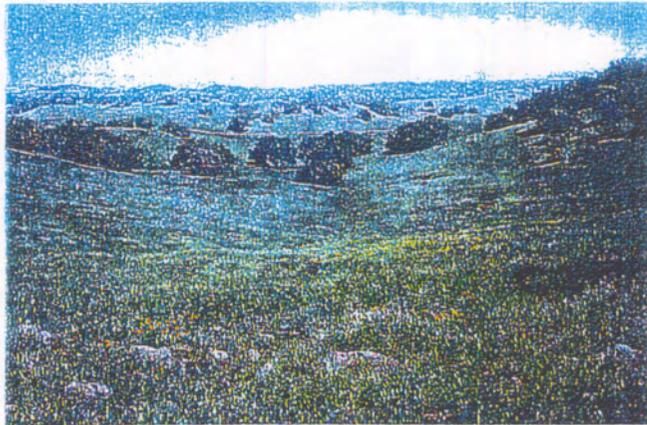


### Article 3. LANDSCAPE CONCEPT

#### Section 4.301. DESCRIPTION.

The Open Space / landscape design concept for the Specific Plan area promotes the objectives of:

- creating a campus-like environment;
- providing a pattern of spatial coherence to the Specific Plan area;
- creating open space amenities to facilitate ease and comfort for pedestrian movement and a wide array of activities; and
- increasing the sense of connection to the surrounding natural landscape.



These four objectives are mutually reinforcing and create a setting supportive of Amgen's corporate culture and goals.

The landscape concept builds upon the natural attributes of the region. Further, it builds upon the existing pattern of Specific Plan area development, reinforcing present building and roadway alignments while creating new opportunities for Open Space. The concept is also built upon fundamental features of

the image and identity of the area's landscape. In addition to visual linkages to the surrounding native landscape through view corridors, the original characteristic oak woodland arroyo and meadow landscape of the region is recalled, both through the organization of space and the use of native trees and other plants. Certain significant non-native trees, notably pines and flowering canopy tree species, are also used in the designs of the interior of the Specific Plan area.

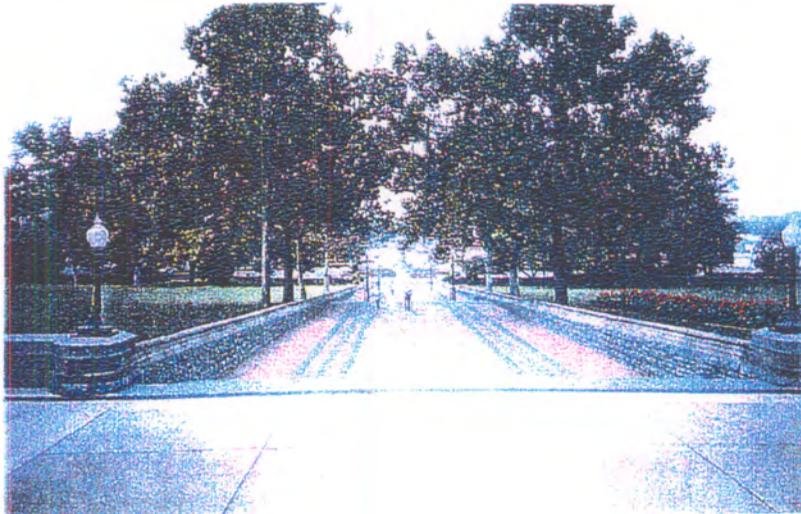


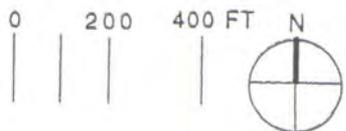
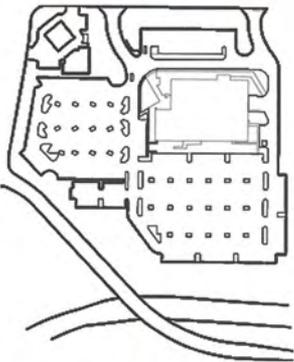
The landscape concept reinforces the perimeters of the Specific Plan area through the use of public right-of-way street trees that are consistent with the recommendations of the City of Thousand Oaks Forestry Master Plan.

In addition, the concept addresses mandated landscape design requirements related to water and energy conservation, use of

appropriate plant and site construction materials, public safety and security, and barrier-free access.

Spatially, the proposed landscape for the Specific Plan area is composed of a network of strongly defined, tree-lined corridors that open to distant mountain views, linking plazas and Open Spaces containing naturalistic groupings of trees. (See Exhibit 4.E, page 30.)





ILLUSTRATIVE PLAN  
Exhibit 4.E Page 30

Specific Plan # 16 Amgen Center

**Article 4. PROGRAM CAPACITY NEEDS**

**Section 4.401. DESCRIPTION.**

Amgen's current business plan indicates that staffing levels will increase by 15 percent (15%) to 20 percent (20%) per year from 1993 to 1998, and will continue to grow at a reduced rate into the next decade. Amgen will need additional space to accommodate this growth.

Today's business practices result in a need for office space to accommodate activities such as marketing, clerical, human resources and management information systems (M.I.S.) Accordingly, forecasted growth in office staff will be at a higher ratio in the future as compared to research and manufacturing.

The following table shows historic staffing levels and rate of growth:

<b>Year</b>	<b>Total Number of Employees</b>	<b>Percent Annual Increase</b>
1985	186	0 percent
1986	197	6 percent
1987	266	35 percent
1988	355	33 percent
1989	538	53 percent
1990	721	34 percent
1991	1,249	73 percent
1992	1,681	34 percent

Exhibit 4.F, page 32, shows the targeted Thousand Oaks employment level of 4,486 associated with Amgen's five year (1993-1998) business plan. For planning purposes, Amgen's ultimate Buildout is based on an approximate doubling to over 8,000 employees. Consequently, the overall building area growth can be estimated by the percent increase from today's space utilization.

A key purpose of the Specific Plan is to anticipate the facility needs required to accommodate corporate growth and to authorize facility expansion to meet these needs.

Amgen Targeted Growth

	Total Number of Employees	Building Area
1. Existing Conditions (1993)	2,000	881,792
2. Interim Improvements	949	471,637
3. Phase One	1,537	758,632
<b>4. Total at End of Phase One</b> (Five Year Business Plan)	<b>4,486</b>	<b>2,112,061</b>
5. Phase Two	3,751	1,525,233
<b>6. Projected Capacity at</b> <b>End of Phase Two</b> (Ultimate Buildout)	<b>8,237</b>	<b>3,637,294</b>

TARGETED STAFF LEVELS AND BUILDING AREA  
Exhibit 4.F Page 32

Specific Plan # 16 Amgen Center

## **Article 5. PHASING**

### Section 4.501. DESCRIPTION.

Phasing is critical for managing Amgen's growth in facilities and sequencing development.

There are three categories of future development addressed in the Specific Plan: Interim Improvements (Tabulation C, Exhibit 4.G, page 35); Phase One Construction (Tabulation D, Exhibit 4.G, page 35); and Phase Two Construction (Tabulation H, Exhibit 4.1, page 37).

Interim Improvements are those building projects slated for development by Amgen that have already been approved by the City, but have not been completed and occupied prior to the effective date of the Specific Plan Ordinance. As a group they consist of eight Buildings totaling approximately 471,000 square feet. Each of these projects has gone through a separate entitlement process outside that being proposed by the Specific Plan. The Interim Improvements, together with the existing facilities currently occupied at Amgen, make up the Baseline Conditions for the purposes of the Environmental Impact Report (EIR). (See Baseline Conditions, Exhibit 4.J, page 38.) The Baseline Conditions constitute the level of development already authorized for the Specific Plan area which would exist without the proposed Specific Plan, and comprises approximately 1,661,000 square feet of Gross Floor Area.

Phase One Construction represents the development targeted by Amgen through 1998. These projects are necessary to accommodate the growth identified in Amgen's current five year Long Range Plan (LRP). This phase results in a net increase of approximately 630,000 square feet, bringing the total facilities within the Specific Plan area at the end of the five year planning period to approximately 2.24 million Gross Square Feet. (See Exhibit 4.G, page 35.)

The first critical path in this phase of development involves the construction of the new Warehouse/Distribution Center (Building 31 / SUP 93-855) on the former City Municipal Service Center site to replace those functions currently being housed in Building 9. This will allow for the demolition of Building 9, and along with the construction of the new Internal Roadways in this area, will create three new Development Envelopes.

The final stage of development, Phase Two Construction, identifies the development necessary to complete Buildout in the Specific Plan area beyond the five year LRP to reach the target of approximately 8,000 employees. This phase includes the construction of an additional 1.56 million Gross Square Feet, bringing the building area to approximately 3.6 million Gross Square Feet, after accounting for planned demolition. (See Exhibit 4. 1, page 37.)

Notwithstanding any other provision of this Specific Plan, total building area at full development of the Specific Plan area shall not exceed 3,637,294 Gross Square Feet, as set forth in Exhibit 4.1, page 37.

The building program identified in this Specific Plan represents Amgen's current facilities and its best estimate of future program requirements (uses and square footage). The phasing strategy developed from this program is used for analysis and planning purposes only and is not a requirement of this Specific Plan. Building uses may move from phase to phase and individual Building square footage may be adjusted as detailed programs are developed. See Exhibit 4.1, page 37 for the Projected Total Building Area summary.

**AMGEN PROGRAM AREA TABULATION**

**C. INTERIM IMPROVEMENTS**

(Entitled prior to release of Draft EIR)

Building No.	Area (s.f.)	Bldg. Use	Tentative Occupancy Date	Corresponding Lots
18S	44,000	R	Jan-94	8
25	125,000	R	Mar-94	19
33	42,062	M/O	Jul-94	23
32	37,600	M	Jun-94	28
20	29,675	M	Jan-95	*
24	162,000	O/C	Jul-95	27
Conf Cntr	31,300	C	Jul-95	38 and 39
<b>TOTAL</b>	<b>471,637</b>	<b>square feet</b>		(note 2)

**PROJECT BASELINE CONDITIONS**  
(A+B+C) 1,610,629 square feet

**D. PHASE ONE CONSTRUCTION thru 1998**

Building No.	Area (s.f.)	Bldg. Use	Occupancy Date	Corresponding Lots
27	250,000	O	Jun-95	4
29	295,000	R	Jun-96	33
28	150,000	O	Oct-96	12
31	184,000	DC/W	Oct-94	1
5	30,000	R	Jan-97	21
<b>TOTAL</b>	<b>909,000</b>	<b>square feet</b>		(note 2)

**E. PHASE ONE DEMOLITION THRU 1998**

Building No.	Area (s.f.)	Bldg. Use	Demolition Date
9	-104,000	O,DC,/W/M	Dec-94
16	-10,600	O	TBD
23	-12,800	R/M	TBD
TRAILERS	-22,968	O	Various
<b>TOTAL</b>	<b>-150,368</b>	<b>square feet</b>	

**E'. ADDITIONAL PHASE ONE DEMOLITION THRU 1998** (Non Amgen Uses)

City Yard	-25,500	
Smith Pipe	-8,500	
Security U-Store	-77,000	
GTE Warehouse	-17,000	
<b>TOTAL</b>	<b>-128,000</b>	<b>square feet</b>

**NET NEW PHASE 1 CONSTRUCTION**  
(D+E) 758,632 square feet  
(D+E+E<sup>1</sup>) 630,632 square feet  
**TOTAL GROSS AREA THRU 1998**  
(A+B+C+D) + E **2,367,061** square feet  
(A+B+C+ D) + E + E<sup>1</sup> **2,239,061** square feet

**NOTES**

**1. The following are abbreviations for:**

- O** Office
- R** Research
- M** Manufacturing
- DC/W** Distribution Center/Warehouse
- C** Common Areas

**2. Lots created by Vesting Tentative Tract Map No. 4939**

**TABULATIONS C, D and E**  
**Exhibit 4.G Page 35**

## AMGEN PROPOSED DENSITY TABULATION

### F. PHASE TWO BUILDOUT 1998-2010

Development Envelope (note 2)	Bldg. Use	Site Area	Bldg. Pad	HEIGHT DISTRICT 1		HEIGHT DISTRICT 2		HEIGHT DISTRICT 3		Total Area	Corresponding Lots
				1 floor	2 floors	3 floors	4 floors	5 floors			
B	O	114,000	90,600		139,600					139,600	16 and 17
E	O	108,275	48,600			145,800				145,800	6
F	O	36,100	25,125			75,375				75,375	13
I	O	116,400	70,400			161,200				161,200	3 and 5
M	O	83,300	68,750				192,000			192,000	25
O	O	94,000	66,200					206,600		206,600	11
P	R	178,200	120,000			410,358				410,358	9 and 10
W	R	200,000	119,000		183,500					183,500	35 and *
Z	M	33,600	22,800		45,600					45,600	29
<b>Total</b>		<b>963,875</b>	<b>631,475</b>							<b>1,560,033</b>	

(note 3)

### G. PHASE TWO BUILDING DEMOLITION

Building No.	Area (s.f.)	Bldg. Use
1	-16,000	R
2	-18,800	R
<b>Total</b>	<b>-34,800</b>	

### G'. ADDITIONAL PHASE TWO BUILDING DEMOLITION (Non Amgen Uses)

Building Name	Area (s.f.)
GTE Office	-77,000
Textron/PTI	-50,000
<b>Total</b>	<b>-127,000</b>

#### Notes

1. All areas in Gross Square Feet.
2. Development Envelopes are shown on Exhibit 5.A, page 44.
3. Lots created by Vesting Tentative Tract Map No. 4939.

## AREA TABULATION SUMMARY

### H. NET NEW PHASE TWO CONSTRUCTION

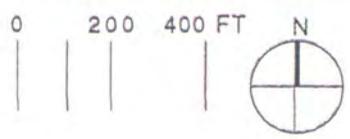
Tabulation	Area
F Proposed Total Phase Two Construction	1,560,033
G Phase Two Building Areas to be Demolished	-34,800
<b>TOTAL Net New Phase Two (F+G)</b>	<b>1,525,233</b>
<b>TOTAL Net New Phase Two (F+G+G<sup>1</sup>) includes Non Amgen Uses</b>	<b>1,398,233</b>

### I. PROJECTED TOTAL BUILDING AREA

Tabulation	Area
A Existing Building Area (Occupied by Amgen)	881,792
B Existing Building Area (Occupied by Others)	255,000
C Interim Improvements	471,637
D Phase One Construction	909,000
E Phase Two Construction	1,560,033
F Phase One Building Area to be Demolished	-150,368
G Phase Two Building Area to be Demolished	-34,800
E' Phase One Additional Demolition	-128,000
G' Phase Two Additional Demolition	-127,000
<b>TOTAL Gross Floor Area including Additional Demolition of non Amgen Uses</b>	<b>3,637,294</b>

Notes

1. All Areas in Gross Square Feet.



PHASING DIAGRAM: BASELINE CONDITIONS

Exhibit 4.J Page 38

Specific Plan # 16 Amgen Center



PHASING DIAGRAM: PHASE I CONSTRUCTION

Exhibit 4.K Page 39

Specific Plan # 16 Amgen Center



PHASING DIAGRAM: PHASE II CONSTRUCTION  
 Exhibit 4.L Page 40

## **Chapter 5: Design and Development Guidelines**

### **Article 1. GENERAL PROVISIONS**

#### **Section 5.101. INTRODUCTION AND INTENT.**

The Design and Development Guidelines (Guidelines) are intended to ensure that the development of the Specific Plan area proceeds in accordance with the Specific Plan. These Guidelines function as implementation and organizational tools, clarifying the design intent and providing a framework for the coordinated development of the Specific Plan area. The Guidelines establish a consistent level of quality for all aspects of development, and are requirements that supercede zoning regulations, setting forth design and density controls not typically addressed by zoning. The Guidelines address relationships between the Specific Plan area and adjacent properties, as well as among individual Buildings and Open Spaces within the Specific Plan area.

The primary objectives are 1) to guarantee a high level of quality and control for the Project and to ensure that structures and Open Spaces work together to form a coordinated whole while serving the individual functional requirements of each Building; and 2) to ensure predictability and certainty in the entitlement process so that certain permits for Individual Projects within the Specific Plan area may be processed on a ministerial basis. The Guidelines are intended to allow Individual Projects to demonstrate creative design solutions that satisfy program needs and conform to the Specific Plan.

#### **Section 5.102. FORMAT AND ORGANIZATION.**

The Guidelines are organized from the broader overall Specific Plan area standards to the more specific building and landscape related Guidelines. Each topic in the Guidelines is introduced by an intent statement, setting forth the rationale and principles that form the basis for the more detailed standards that follow.

## **Article 2. DEVELOPMENT ENVELOPES**

### **Section 5.201. INTENT.**

Identifying Development Envelopes is a means to guide an orderly and methodical development program for Amgen. It ultimately shapes the physical configuration of the Specific Plan area by determining the location, use and number of Buildings proposed within the Specific Plan area. Defining these Development Envelopes also provides a mechanism to control overall quantitative and qualitative development of the Specific Plan area in a way that is sensitive to adjacent property owners as well as to adjacent Development Envelopes (see Exhibit 5.A, page 44 and 5.B, page 45). Allowable building footprints are set forth in Article 3, commencing at page 47.

### **Section 5.202. PRINCIPLES.**

The Development Envelopes are derived and dictated by six fundamental principles.

- (a) Development Envelopes are dictated by a street and block plan. After establishing the street network, the residual land areas define a block or land area available for development, and/or subdivided, smaller envelopes within the blocks.
- (b) Development Envelopes are organized to form Major Open Spaces.
- (c) Existing Buildings also affect the location of future Buildings, and therefore, alignments to existing Buildings are critical.
- (d) Alignments of pedestrian paths and view corridors create and define pedestrian linkages north to south and east to west through the Specific Plan area.
- (e) Development Envelopes are sized to accommodate useable building configurations.

(f) The location of parking structures at the periphery and the number of vehicles accommodated at each structure determine the maximum allowable building space and use within specific Development Envelopes.

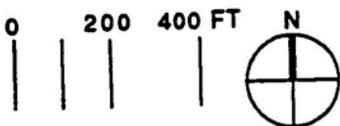
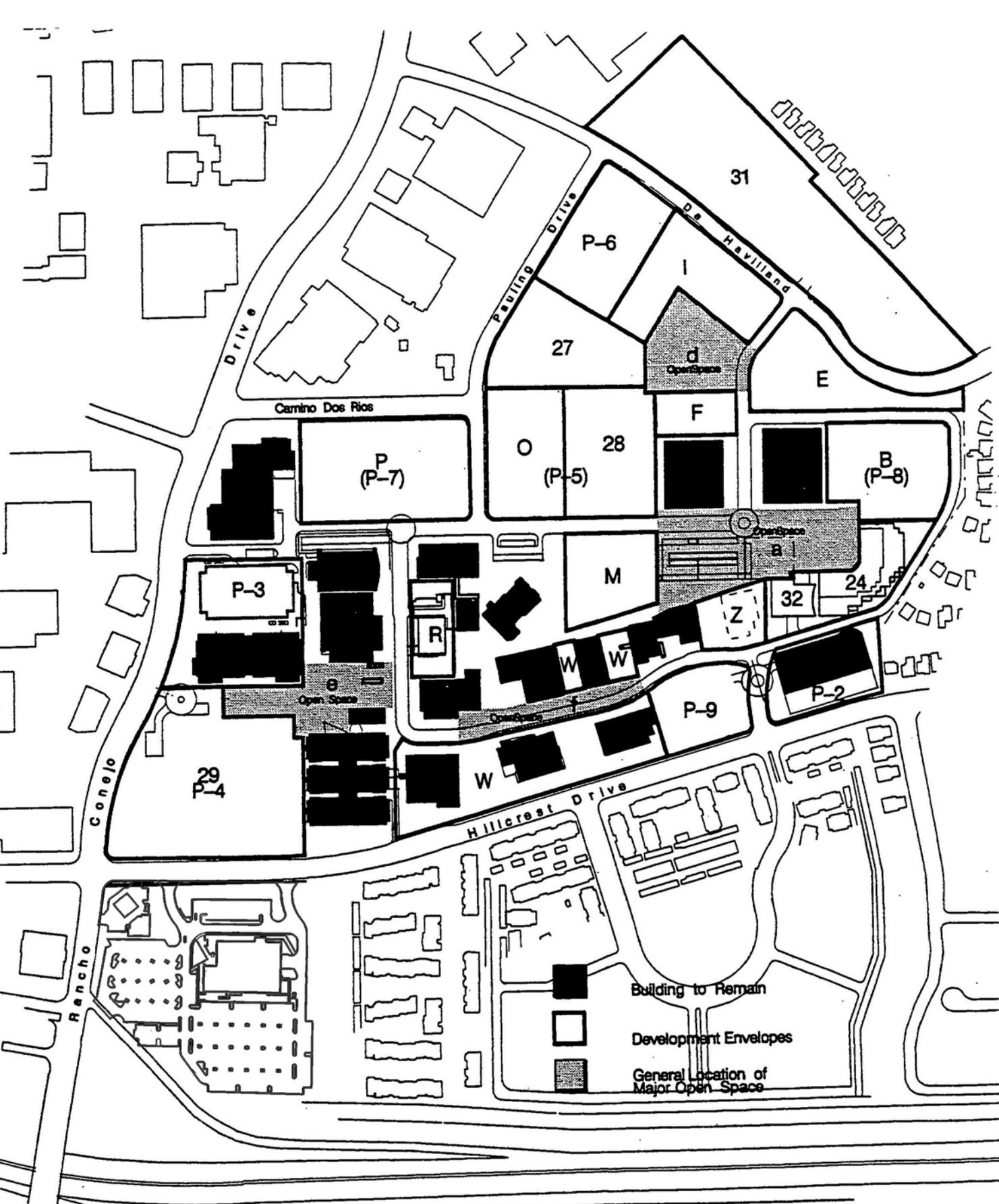
Section 5.203. STANDARDS.

(a) Buildings may span adjacent Specific Plan Development Envelopes and encroach in a limited manner into Major Open Spaces, provided all other limitations of the Specific Plan are met, including cumulative Open Space and Major Open Space requirements. Allowable building area for the combined Development Envelopes will be calculated based upon the envelope boundaries for the combined Site.

(b) Transfer of building area is allowed between Development Envelopes, as well as between Development Envelopes and Major Open Spaces, provided all other limitations of the Specific Plan are met, i.e., allowable square footage, cumulative Open Space, applicable building setbacks, building heights and proximity of parking. Provided, however, that building uses or square footage changes shall not cause a net increase in projected total Net New Trips in excess of 1,638 AM Peak Hour Trips or 1,375 PM Peak Hour Trips.

(c) Parking may be provided directly below a Building in any Development Envelope, provided the overall parking distribution is balanced throughout the Specific Plan area.

(d) Major Open Spaces identified in the Specific Plan do not reflect exact locations within Development Envelopes, but rather that a Major Open Space will occur within the Land Use District (see Exhibit 4.A, page 23). Development of these Major Open Spaces will correspond to building development occurring within each phase of the Specific Plan area. At Buildout, the Major Open Spaces shall comprise approximately 427,590 square feet of area, as set forth in Exhibit 5.B, page 45.



**DEVELOPMENT ENVELOPES**  
 Exhibit 5.A Page 44

Specific Plan # 16 Arngen Center

**AMGEN DEVELOPMENT ENVELOPE TABULATION**

**A. PROPOSED DEVELOPMENT ENVELOPES**

Development Envelope	a. Site Area	b. Bldg Pad	c. Setbacks	d. % O.S. (note 1)	Corresponding Lots
B	114,000	90,600	23,400	21%	16 and 17
E	108,275	48,600	59,675	55%	6
F	36,100	25,125	10,975	30%	13
I	116,400	70,400	46,000	40%	3 and 5
M	83,300	68,750	14,550	17%	25
O	94,000	66,200	27,800	30%	11
P (30)	181,100	123,000	58,100	32%	9 and 10
W	261,350	109,000	152,350	58%	35
Z	33,600	22,800	10,800	32%	29
<b>Total</b>	<b>1,028,125</b>	<b>624,475</b>	<b>403,650</b>	<b>39%</b>	

(note 2)

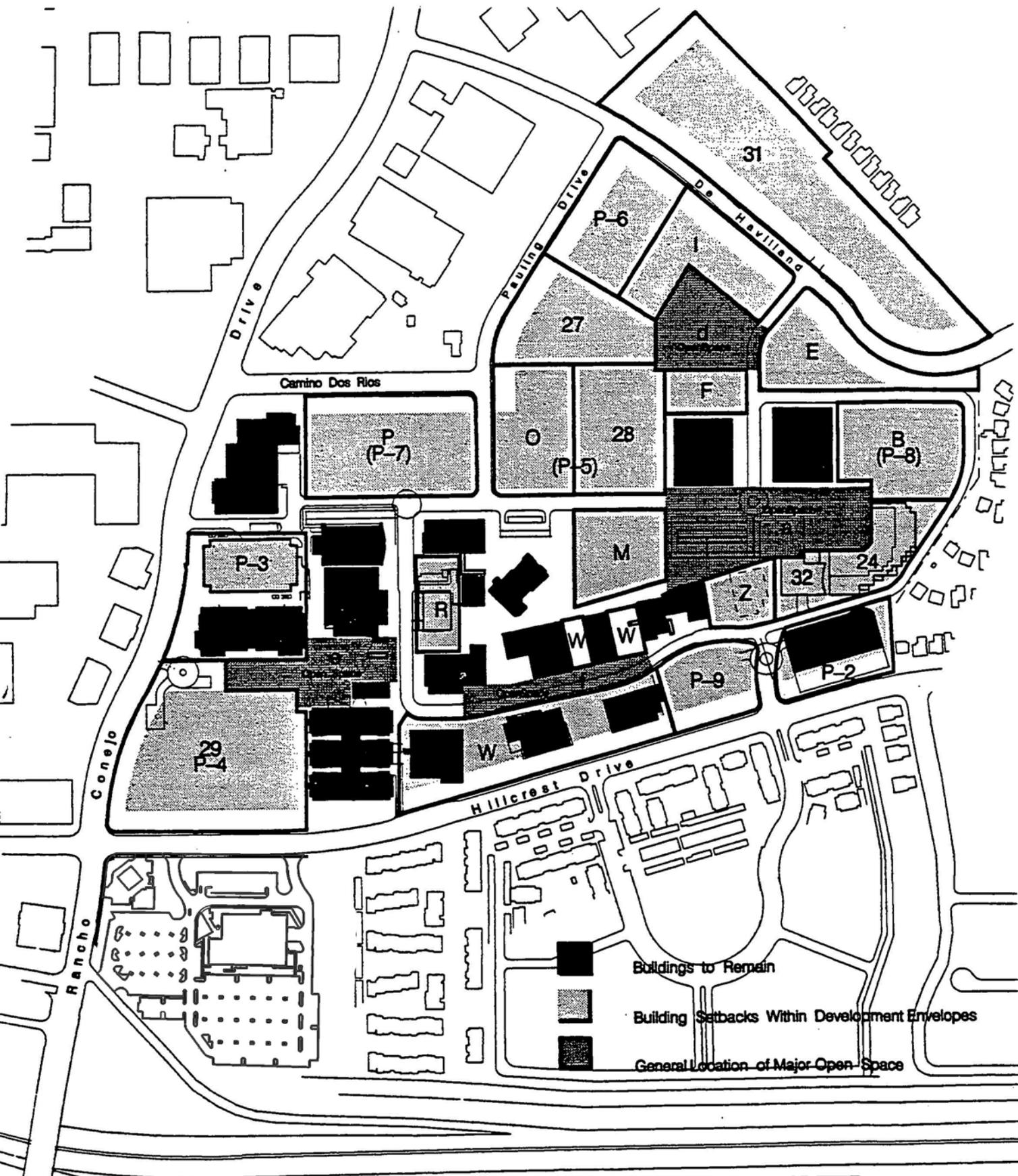
**B. PROPOSED PARKING STRUCTURE DEVELOPMENT ENVELOPES**

Development Envelope	a. Site Area	b. Bldg Pad	c. Setbacks	d. % O.S. (note 1)	Corresponding Lots
P-2	106,700	67,500	39,200	37%	37
P-3	92,225	50,400	41,825	45%	18
P-6	123,400	60,875	62,525	51%	3
P-9	84,500	50,330	34,170	40%	36
<b>Total</b>	<b>406,825</b>	<b>229,105</b>	<b>177,720</b>	<b>44%</b>	

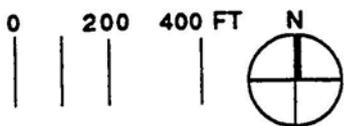
(note 2)

**Notes**

1. All areas in Gross Square Feet.
2. Lots created by Vesting Tentative Tract Map No. 4939.



■ Buildings to Remain  
 ■ Building Setbacks Within Development Envelopes  
 ■ General Location of Major Open Space



**BUILDING SETBACKS**  
 Exhibit 5.C Page 46

**Article 3. ALLOWABLE BUILDING FOOTPRINT  
(SETBACKS)**

**Section 5.301. INTENT.**

Building setbacks and percentage of Open Space set the parameters for determining the allowable building footprint and the relationship of Buildings to each other, to the Major Open Spaces, and to the street system (public and private) within the Specific Plan area. Building setbacks also help determine the nature and quality of the Building and how it will be sited within the allowable building area. (See Exhibit 5.C, page 46.)

**Section 5.302. PRINCIPLES.**

- (a) Distance between Buildings must meet the City of Thousand Oaks Municipal Code requirements.
- (b) Setbacks should help reinforce the notion of Buildings set within an Open Space framework.
- (c) At public streets and at the perimeter of the Specific Plan area, Buildings should be set back to accommodate a landscaped edge that helps define the Specific Plan area, and to enhance the scenic highway view corridors.
- (d) Setbacks should encourage the design of courtyards and usable outdoor Open Spaces as part of the building design.
- (e) Setbacks should help mitigate impacts to adjacent residential areas.

**Section 5.303. STANDARDS.**

- (a) Building Setbacks:  
The footprint of any Building within any Development Envelope shall be restricted in location only by applicable building setbacks, cumulative Open Space requirements of

the Specific Plan and separations required by the Specific Plan. Setbacks only restrict the above grade portion of any Building. (See Exhibit 5.D, page 51.)

**(i) Setbacks from Public Streets**

No Building shall be located less than 100 feet (100') from the center line of any public road, street or highway.

**(ii) Setbacks at Private Roadways**

(See Exhibit 5.E, page 52.)

No Building shall be located less than 20 feet (20') from the edge of a private roadway.

**(iii) Setbacks adjacent to Major Open Spaces**

(See Exhibit 5.F, page 52.)

No Building setback is required along a Major Open Space.

**(iv) Setbacks adjacent to Residential Areas**

No Building shall be located less than 50 feet (50') from the common property line with residential properties.

**(b) Distance between Buildings:**

The distance between Buildings shall be specified by the applicable Development Permit or Special Use Permit. In no case shall that distance be less than 20 feet (20'). (See Exhibit 5.G, page 52.) However, if approved in conjunction with a Development Permit or Special Use Permit application, new Physical Improvements may be physically connected to existing Buildings subject to compliance with the applicable adopted building and fire codes in effect at the time of application.

**(c) In-fill Construction between Existing Buildings:**

At infill situations between existing Buildings, the new construction can abut an existing structure provided all other requirements of the Thousand Oaks Municipal Code are met.

**(d) Encroachments:**

**(i) Public Streets**

**(See Exhibits 5.H and 5.I, page 53.)**

**(1). Up to 25 percent (25%) of a Building Face may encroach into the required setback along a public street (excluding Hillcrest Drive) when matched by an equivalent recess (measured along the total elevation fronting the public street) if:**

- **lines of sight along the public street are not impaired;**
- **the required landscape portion of the setback area is not utilized for non-landscape purposes; and,**
- **the maximum encroachment into the setback does not exceed 30 feet (30').**

**(2). For Building 31, pursuant to S.U.P. 93-852, up to 35 percent (35%) of the Building Face may encroach into the setback of a public street when matched by an equivalent recess (measured along the total elevation fronting the public street) if the conditions in (1) above are met.**

**(3). Non-occupiable architectural features such as arcades, columns, overhangs, awnings, trellis, etc., may extend up to ten feet (10') into the setback of a public street if:**

- **lines of sight along the public street are not impaired;**
- **the required landscape portion of the setback area is not utilized for non-landscape purposes; and,**
- **the maximum encroachment into the setback does not exceed 30 feet (30') of frontage.**

**(ii) Private Roadways**

**(See Exhibits 5.J and 5.K, page 54)**

**(1). Up to twenty-five percent (25%) of a Building**

Face may encroach into the setback of a private roadway when matched by an equivalent recess.

(2). The maximum distance of encroachment into the required private roadway setback will be ten feet (10').

(3). Non-occupiable architectural features such as arcades, columns, overhangs, awnings, trellis, etc., may extend up to ten feet (10') into any setback.

**(iii) Hillcrest Drive Slope**

(1). The top of slope setback line as stipulated in Resolution 79-270 shall not apply, but rather a minimum twenty-five foot (25') setback to the closest point of a Building shall be required.

(2). The angle of slope requirement as stipulated in Resolution 79-270 shall not apply, but rather the slope angle existing as of the effective date of the Specific Plan Ordinance shall be maintained.

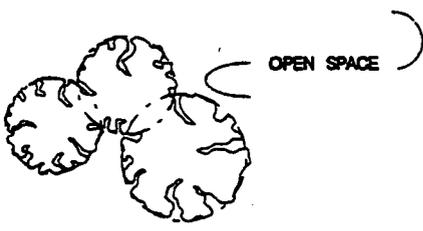
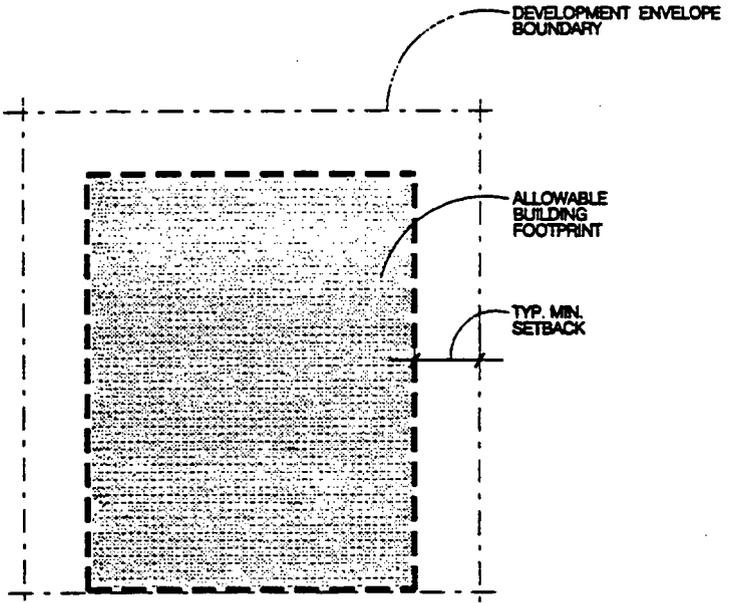
**(e) Percentage of Building Coverage:**

(See Exhibit 5.B, page 45.)

(i) The total cumulative building coverage for the Specific Plan area at Buildout shall be no greater than 50 percent (50%). This building coverage percentage is calculated as the total of building footprint areas at the surface divided by the total Specific Plan area exclusive of public streets.

(ii) The cumulative building coverage will vary with the phase of development in the Specific Plan area and may exceed the 50 percent (50%) maximum prior to full Buildout of the Specific Plan area.

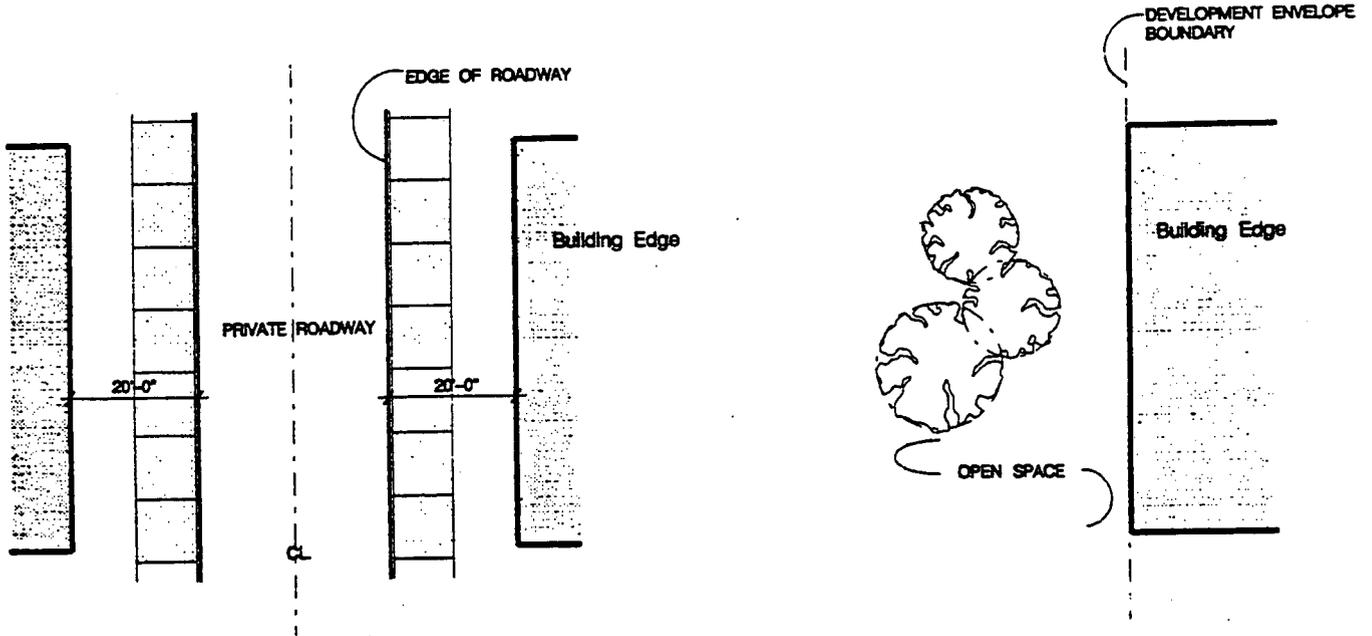
(iii) For new construction, the Development Envelope for any new Building shall be required to maintain a minimum percentage of Open Space based on building setbacks.



MAXIMUM SITE COVERAGE AT TYPICAL DEVELOPMENT ENVELOPE

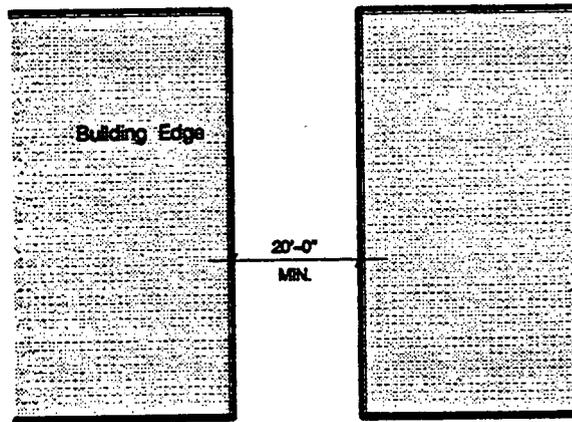
Exhibit 5.D Page 51

Specific Plan # 16 Amgen Center

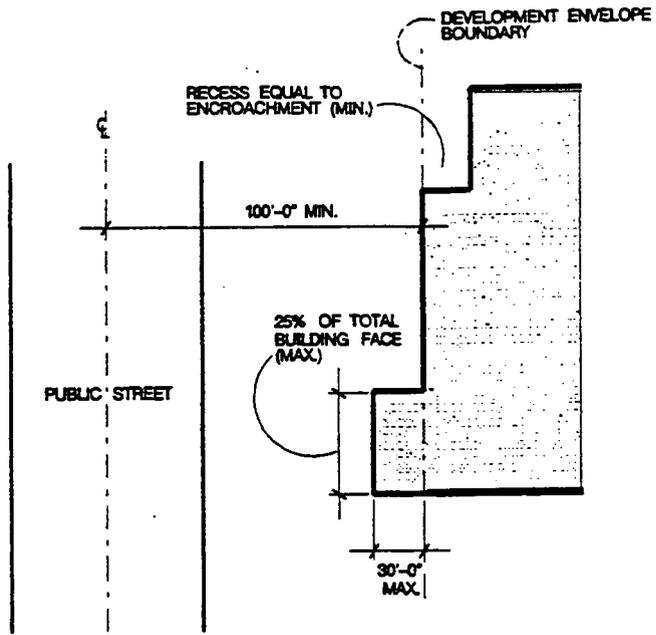


**SETBACK AT PRIVATE ROADWAY**  
 (20 Feet from Edge of Roadway)  
 Exhibit 5.E

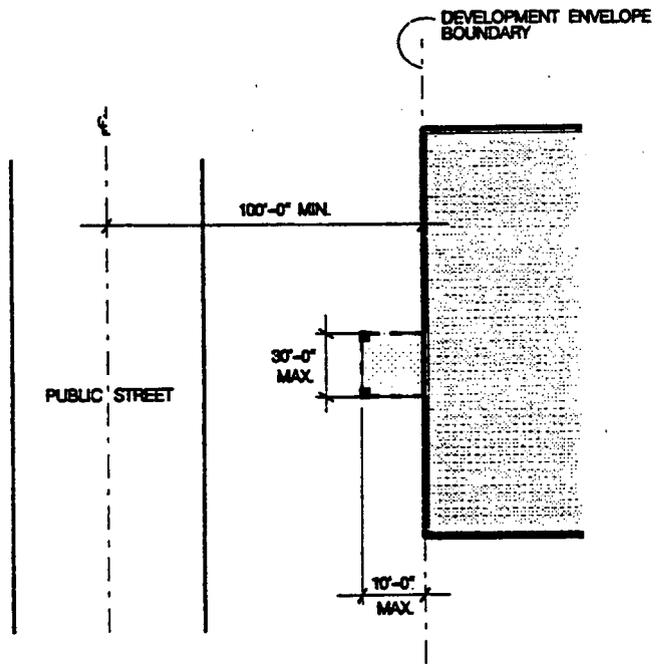
**SETBACK AT OPEN SPACE**  
 (No Required Setback)  
 Exhibit 5.F



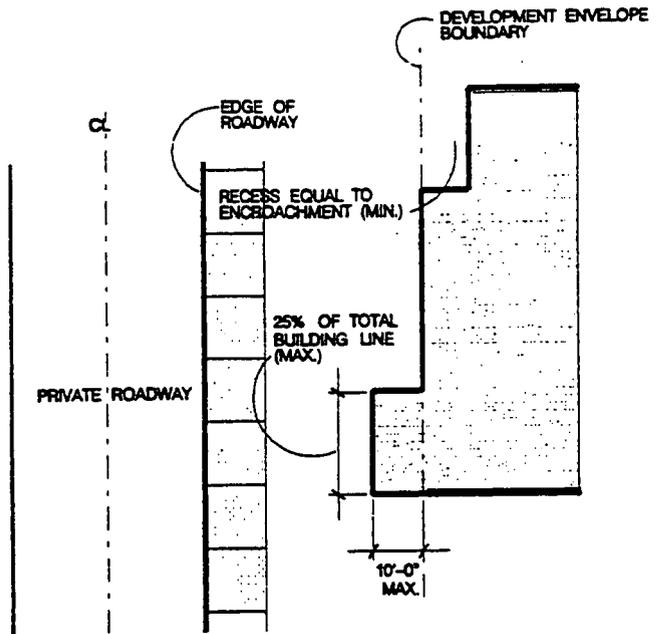
**SETBACK BETWEEN BUILDINGS**  
 (20 Feet Minimum Distance Between Buildings  
 w /Protected Openings on One or Both Sides  
 Except for Infill Construction Between Existing Buildings)  
 Exhibit 5.G



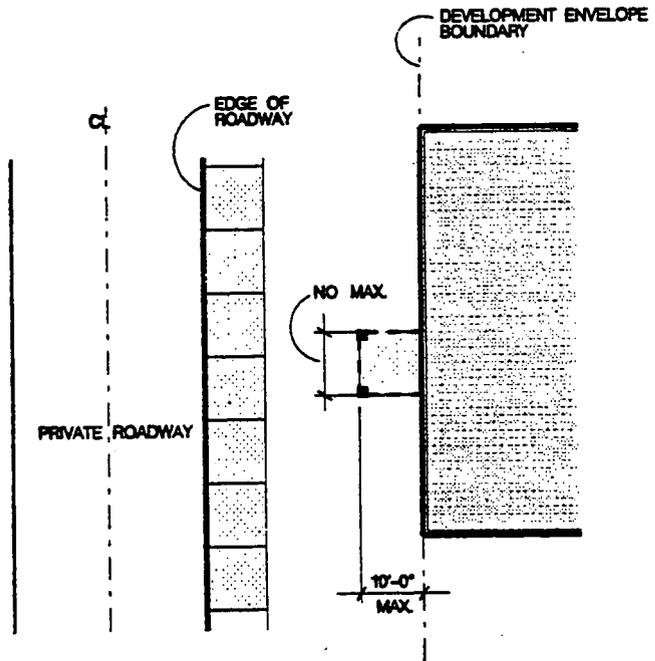
ENCROACHMENT INTO PUBLIC STREET SETBACK  
 (With Equivalent Recess)  
 Exhibit 5.H



ENCROACHMENT INTO PUBLIC STREET SETBACK  
 (Non-Occupiable Architectural Features)  
 Exhibit 5.I



ENCROACHMENT INTO PRIVATE ROADWAY SETBACK  
 (With Equivalent Recess)  
 Exhibit 5.J



ENCROACHMENT INTO PRIVATE ROADWAY SETBACK  
 (Non-Occupiable Architectural Features)  
 Exhibit 5.K

## **Article 4. HEIGHT DISTRICTS**

### **Section 5.401. INTENT.**

The intent of the Height Districts is to create height limitations for the Buildings within the Specific Plan area that are sensitive to the adjacent residential neighborhoods, relate to the scale and massing of the existing Buildings, and accommodate future development within the Specific Plan area. This should be done while preserving the character of the environment and allowing the development of a campus-like environment. Areas of additional height are also required where the highest density of use occurs, as in the Office Land Use District and adjacent to the main entrance for visitor convenience.

### **Section 5.402. PRINCIPLES.**

- (a) Areas of additional height will allow the Specific Plan area to accommodate the proposed program density at Buildout.
- (b) Height Districts will allow this density to be achieved while achieving a maximum of 50 percent (50%) building coverage at Buildout.
- (c) The tallest Buildings will be concentrated at the interior of the Specific Plan area, farthest from the residential areas, and create a focal point at the center of the Specific Plan area near the main entrance.
- (d) Additional height in the Office Land Use District will accommodate greater efficiency for office Buildings, typically designed and occupied at a lower square foot per person ratio.

**Section 5.403. STANDARDS.**

(See Exhibit 5.L , page 57.)

**(a) Height District 1 (Not to exceed 35 feet [35']):**

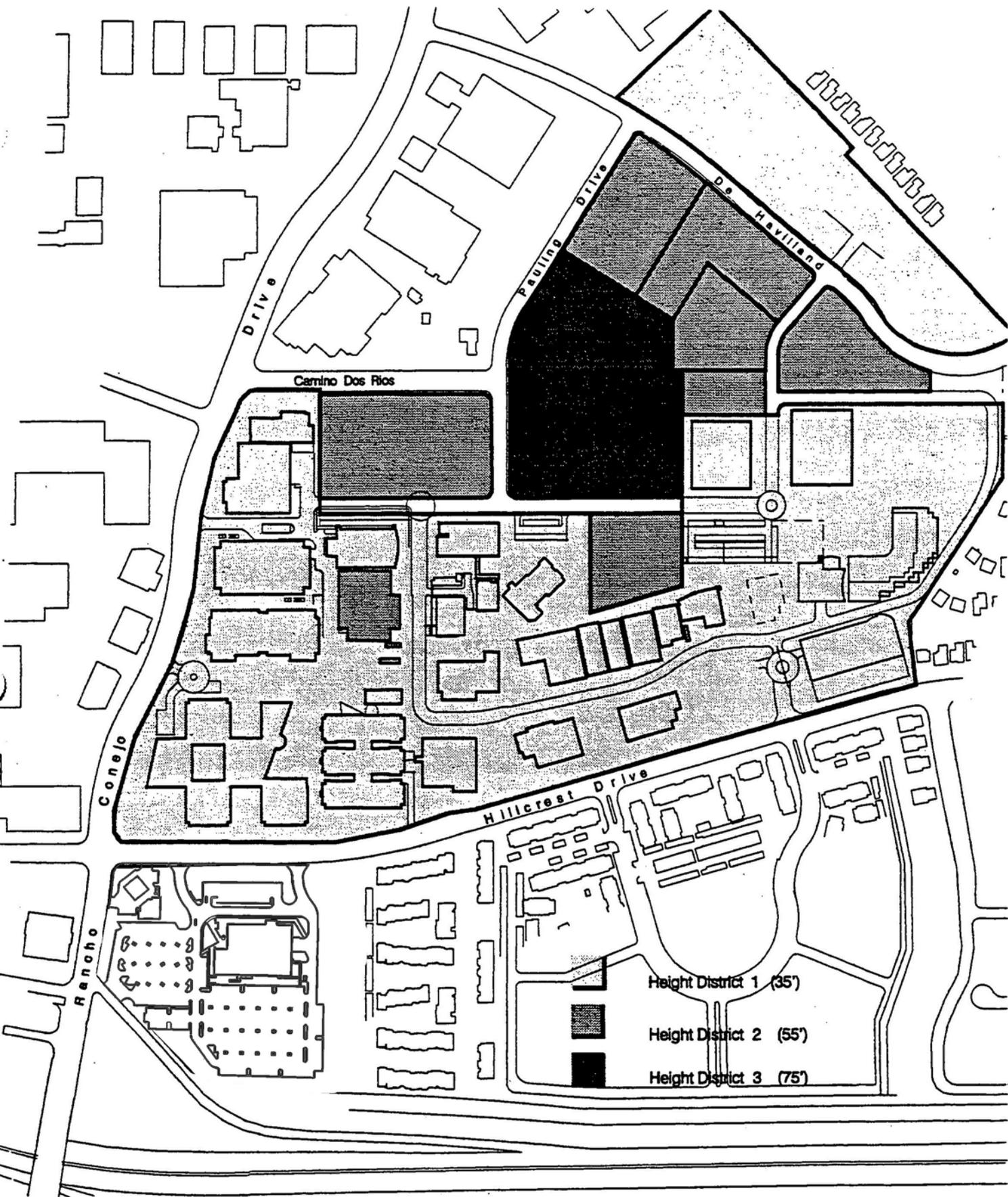
Height District 1 is located to preserve the 35 foot (35') building height limit adjacent to the residential areas to the east and south (Running Springs, Mirabella Apartments, Amberwood Townhouses, Las Casitas, Rancho Conejo, and Casa Oaks Apartments) and with the boundary of Rancho Conejo Boulevard, which is a gateway for the City.

**(b) Height District 2 (Not to exceed four stories or 55 feet [55']):**

Height District 2 provides for greater height within the portions of the Specific Plan area adjacent to other industrial development along Camino Dos Rios and DeHavilland Drive to the north.

**(c) Height District 3 (Not to exceed five stories or 75 feet [75']):**

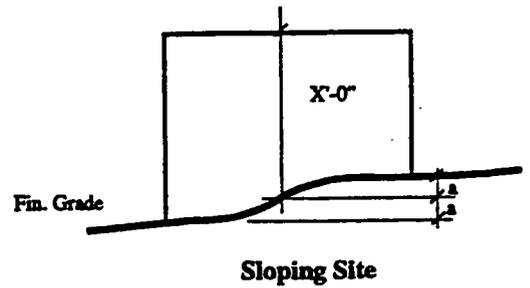
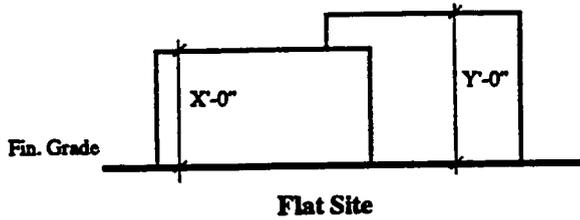
Height District 3 creates a limited area to accommodate a zone of additional height at the interior of the Specific Plan area, adjacent to the main entrance for visitor convenience, and concentrates the highest density uses of the Office Land Use District.



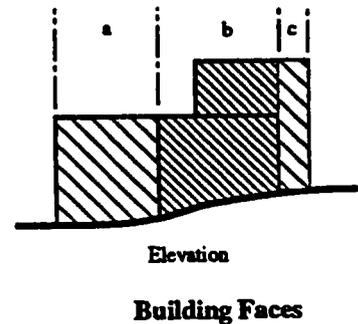
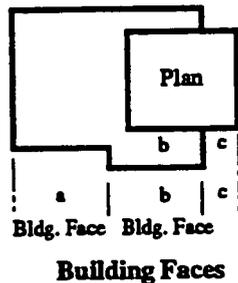
**HEIGHT DISTRICTS**  
 Exhibit 5.L Page 57

**Section 5.404. GENERAL CRITERIA.**

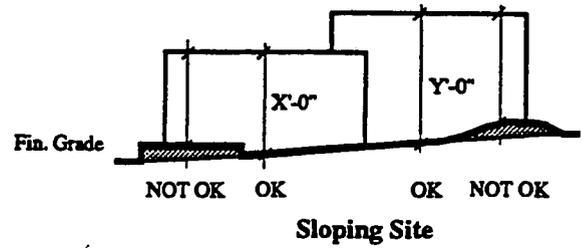
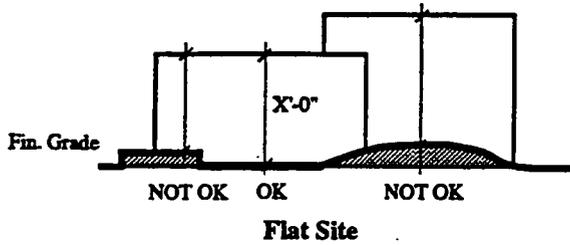
- (a) Building height is measured as the vertical distance between the finished grade and the top of a Building Face. On a sloping site, this measurement is taken at the median grade height for the Building Face.



- (b) A Building Face is defined as an individual wall plane at grade perpendicular to the line of view, plus any wall planes directly behind, as shown on the sample building elevation below.

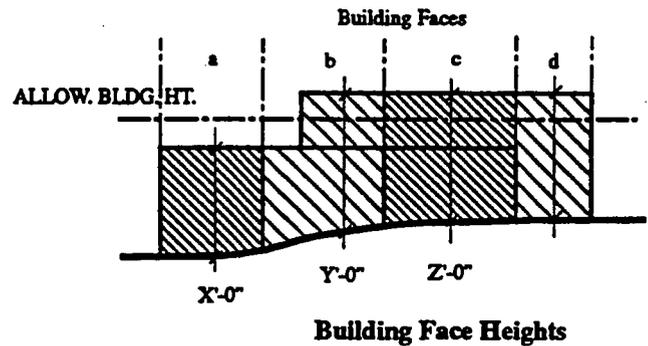
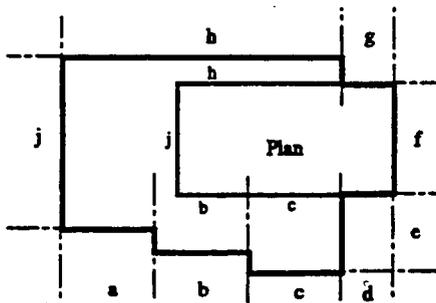


(c) Landscape berms, planters or retaining walls next to the Building may not be used to raise finished grade for the purpose of reducing building height measurement.



**Section 5.405. BUILDING HEIGHT CALCULATION.**

(a) Allowable building heights are to be calculated by determining the average height of all the individual Building Faces of a structure (not counting Building Faces less than 10'-0" wide), with the resulting average not to exceed the height limit for the Height District in which the Building is located.

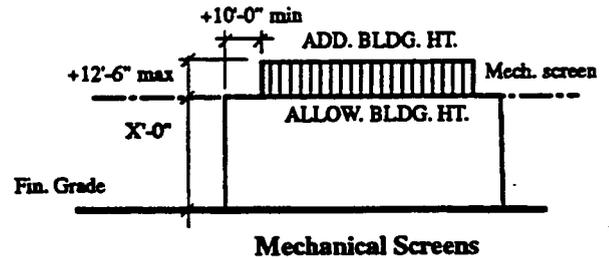
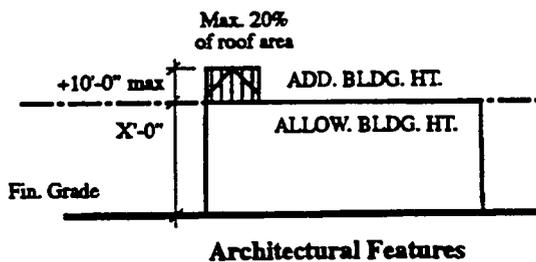


$$\text{ALLOW. BLDG. HT.} = \frac{\text{Bldg. ht. (a+b+c+d+e+f+g+h etc.)}}{\text{Number of Building Faces}}$$

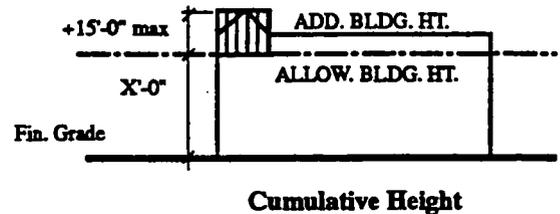
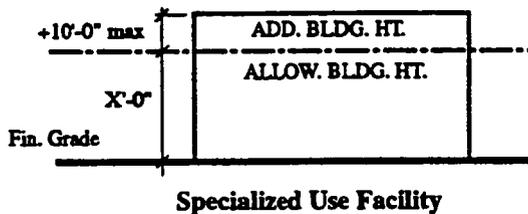
Note: Faces less than 10'-0" are not included in the calculation.

**Section 5.406. ALLOWABLE INCREASES.**

- (a) Non-occupiable architectural features may exceed the calculated building height ( as calculated in Section 5.405 (a), page 59) up to a maximum of 10'-0", provided they do not exceed 20 percent (20%) of the total roof area.
- (b) Any rooftop mechanical equipment (including screening) extending above the building parapet may exceed the calculated building height up to a maximum of 12'-6", but must be set back from the Building Face a minimum of 10'-0" and the equipment must be screened from public street view in a manner that is consistent with adjacent exterior building design and materials.



- (c) Allowable building height may be increased an additional 10'-0" for Specialized Use Facilities that require additional floor-to-floor heights. Specialized Use Facilities in Height District 3 (75') will not be eligible for this additional 10'-0" .
- (d) At no time shall any cumulative total of allowable increases in height exceed 15'-0" above the established allowable height limit in the Height District.



## **Article 5. ARCHITECTURAL DESIGN**

### **Section 5.501. INTENT.**

Individual Buildings within the Specific Plan area are intended to be a backdrop for the overall environment. The Buildings should help define the Major Open Spaces. The design of Buildings are intended to be utilitarian as well as reflect and reinforce the function of the primary use within the Building. The design approach for new Buildings, while varying according to use, should help contribute to the overall cohesion of the Specific Plan area. Taken as a whole, the design of Buildings should reinforce the pedestrian nature of the Specific Plan area.

### **Section 5.502. PRINCIPLES.**

- (a) The design of the Buildings shall be sensitive to the context of the residential neighborhoods abutting the Specific Plan area and the adjacent industrial area.
- (b) The functional uses of each Building should be reflected in the architectural design of the Building.
- (c) New Buildings must respect the scale, massing and form of adjacent Buildings that are intended to remain throughout the long-term development of the Specific Plan.
- (d) The design of Buildings may vary in form, massing, and scale, as well as color and materials, to allow for a diversity within the general character of the Specific Plan area.
- (e) Building composition should reflect a hierarchy with an articulated base, middle and top.
- (f) Building orientation should support the definition and use of the outdoor areas planned for the Specific Plan area, with main entries located directly off Major Open Spaces.
- (g) Materials and finishes should be used that help provide for a sense of cohesive design for the Specific Plan area.

**Section 5.503. STANDARDS.**

**(a) Step Backs:**

(i) Step Backs are required for Height Districts 2 and 3, where a Building abuts a public street, private roadway, or Major Open Space and is taller than two stories. In such cases, the Building shall step back a minimum of 5'-0" directly above the second floor (see Exhibit 5.M, page 65).

(ii) Step Backs are not required at interior courtyards of such Buildings.

(iii) Articulation of building walls shall be provided in all Height Districts.

**(b) Materials and Finishes:**

Exterior materials and colors shall be selected to maintain compatibility with other Buildings in the Specific Plan area, while allowing for variety among Individual Projects.

**(i) Exterior Finish Materials**

(1). Materials used for the exterior of Buildings, including mechanical equipment screening, shall be selected from the cementaceous family of materials (i.e., masonry, stone, exterior plaster, etc.).

(2). Textured wall surfaces, reveals, etc. shall be used to provide interest.

**(ii) Exterior Colors**

(1). The colors selected for the exterior of a Building shall not exceed three (3) colors, one (1) base color and two (2) secondary colors.

(2). Base colors shall be in the family of earth tones and cool grey tones.

(3). Secondary colors shall complement the base color.

(4). Colors selected for new construction shall complement the colors of adjacent existing Buildings that are intended to remain throughout the

long-term development of the Specific Plan.

**(iii) Glazing**

Glazing shall be defined by the function and structure of the Building and contribute to the overall building design. There shall be a balance between wall and glazed surfaces.

(1). The color of glazing shall be compatible with those colors already in use in the Specific Plan area.

- clear/silver
- blue
- green
- blue/green
- bronze
- smoke

(2). Tinted or 35 percent (35%) reflective glass is allowable.

(3). Glazing shall be complementary to the glazing in adjacent Buildings that are intended to remain throughout the long-term development of the Specific Plan.

(4). Clear glass is encouraged at primary entries and on the first floor.

**(iv) Roofing**

Visible pitched roof surfaces, wherever they are located on the Building, require special roofing materials.

(1). The following materials shall be allowed on visible pitched roofs:

- treated copper standing seam roofing;
- glazed skylight systems; and
- clay tiles.

(2). Materials not allowed on visible pitched roofs are:

- rolled roofing and built-up membranes;
- shingles and shakes; and
- corrugated fiberglass or galvanized metal.

**(v) Accent Features**

Accent forms, materials and colors shall be used to add variety, identity and interest to building exteriors, subject to the following conditions:

**(1). Accent forms shall:**

- be fully integrated into building massing, scale, exterior elevation, and design, and not arbitrary or "stuck-on" in a way that is unrelated to the rest of the Building; and
- shall serve a functional purpose, such as identifying a building entrance or expressing structure.

**(c) Shading Devices:**

Overhangs and other shading devices are encouraged as a means to mitigate solar gain and meet California Administrative Code Title 24 Energy Conservation Regulations.

**(d) Entrances:**

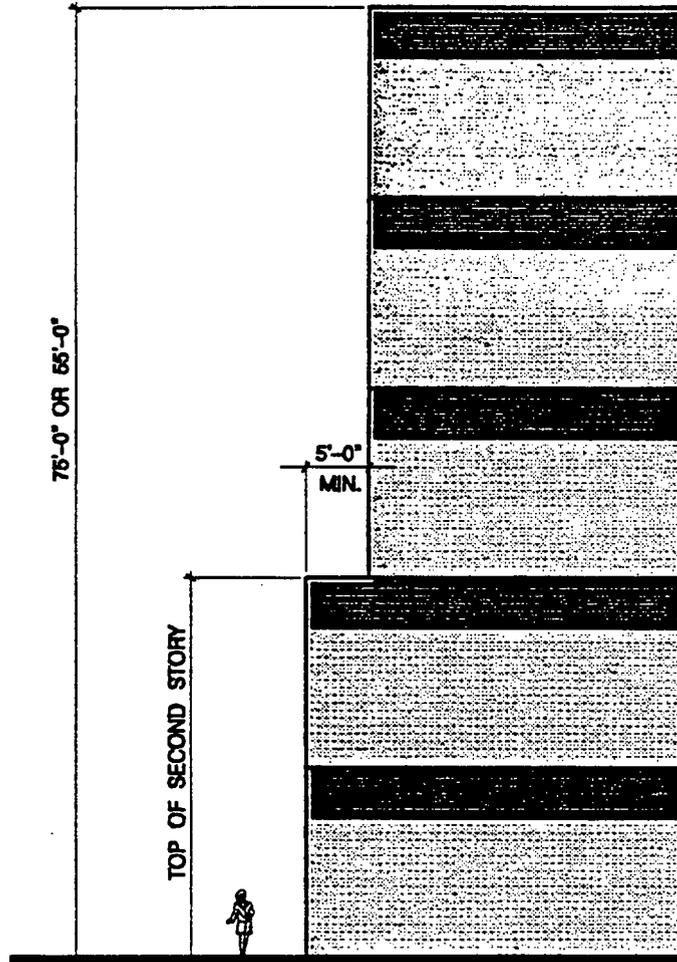
(See Exhibits 5.N, 5.O, 5.P, pages 66 - 68.)

Entrances shall be clearly defined, inviting, providing articulation and color for identity and interest. It is important for building entrances to accomplish the following:

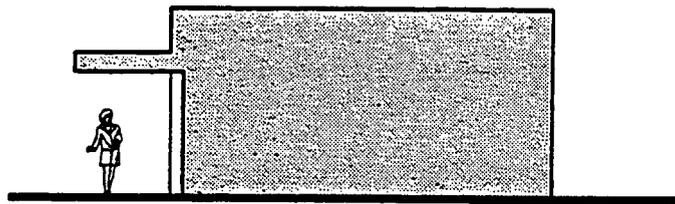
- be light and open in nature;
- be part of an identifiable entry sequence;
- provide a protected doorway or projection feature;
- be integrated into the overall building design;
- and be coordinated with the landscape.

**(e) Special Features:**

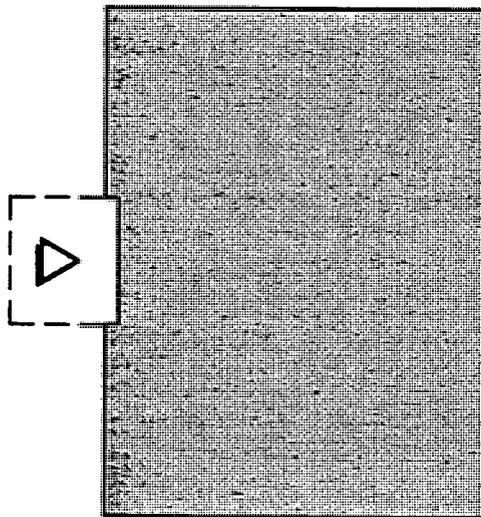
Special architectural features may be provided to mark significant Open Spaces, view corridors, entry points and places of orientation. Such features may include, but are not limited to ornamental gates, directional devices, clock towers, etc.



Note: For Conceptual Illustration only

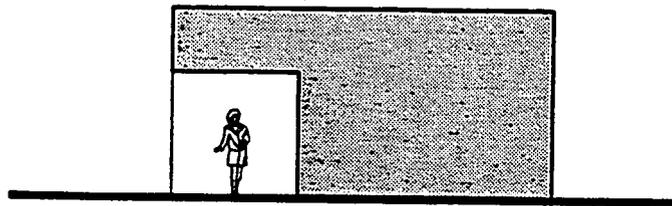


SECTION

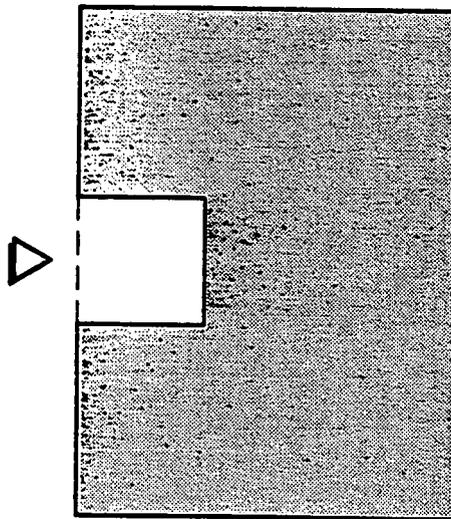


PLAN

Note: For Conceptual Illustration only



SECTION

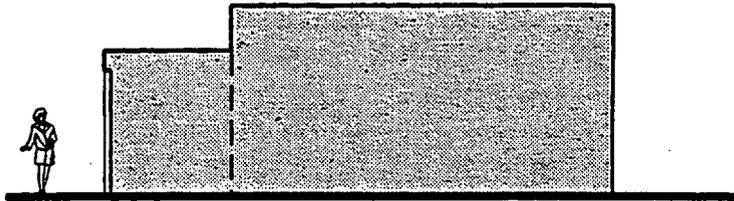


PLAN

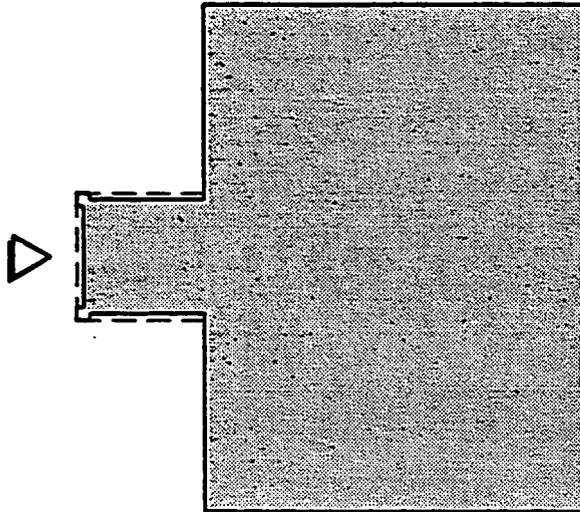
Note: For Conceptual Illustration only

RECESSED ENTRANCE  
Exhibit 5.0 Page 67

Specific Plan # 16 Amgen Center



SECTION



PLAN

Notes: For Conceptual illustration only

**Article 6. LANDSCAPE AND OPEN SPACE**

**Section 5.601. CONCEPT.**

The framework for the landscape concept can be described in terms of the seven basic components illustrated in the concept diagram below.

Working together, the components promote and reinforce the Specific Plan design goal of creating a campus-like environment that will promote "walkability," foster creativity, and be an asset to the appearance of the community.



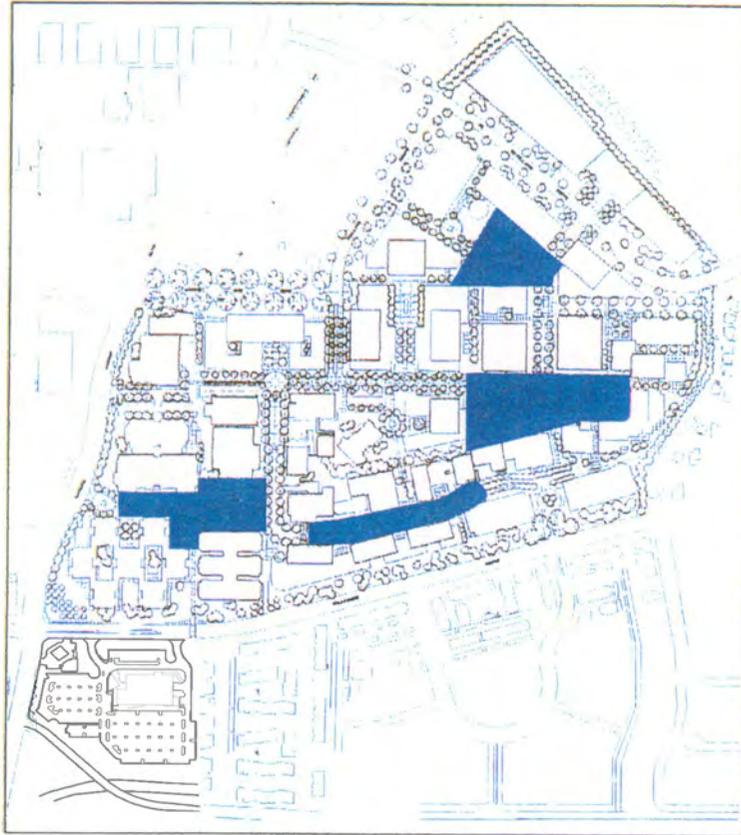
**LANDSCAPE CONCEPT DIAGRAM**

In this section each of the components is discussed individually with key plans provided to relate the components to their general locations in the Specific Plan area. A conceptual overview of each is followed by more specific Design and Development Guidelines which clarify the intent and establish sets of principles and standards for each component.

As with the building Design and Development Guidelines, the illustrative examples and precedents for the landscape elements are intended to be conceptual only and have been included to help better understand the design intent proposed. They are not representative of final designs for any Open Space element.

General requirements for water conservation measures and a list of plant materials are included at the end of the guideline sections.

Section 5.602. MAJOR OPEN SPACES.



Key Plan

(a) Intent:

Major Open Spaces reinforce Land Use District identity and promote personal interaction by providing activity settings throughout the Specific Plan area. They are intended to preserve linkages to the surrounding native landscape by preserving view corridors and building upon the original characteristic oak woodland of the region.

The Major Open Spaces will be organized, programmed and designed for compatibility with the programs and designs of surrounding Buildings.

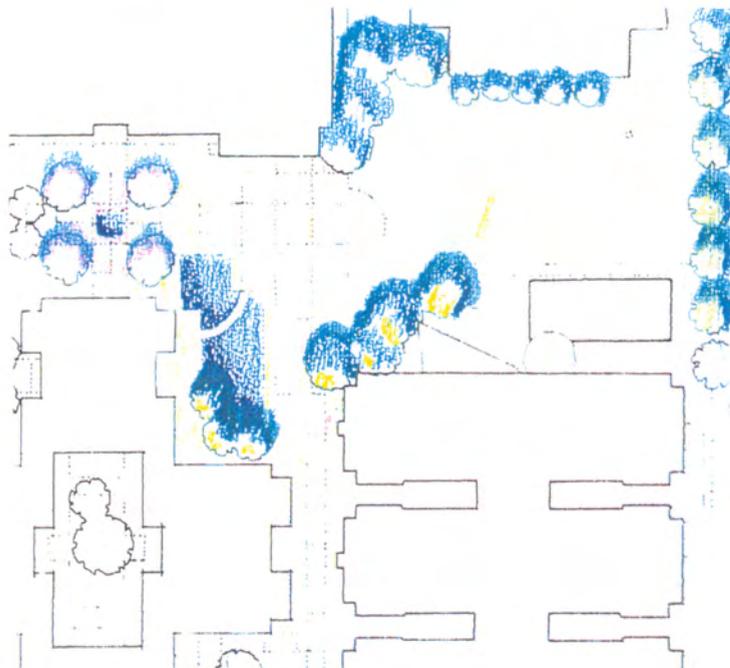
The exact locations and timing of development of the Major Open Spaces in the Specific Plan area will be determined as future Individual Projects are developed to satisfy business requirements in accordance with the Specific Plan. Major Open Spaces shown in this document do not reflect exact or predetermined locations and are for illustrative purposes only.

(b) Principles:

(i) The prototype should be oak woodland, mostly open, with groupings of large trees.

(ii) Enhanced views to surrounding hills should be emphasized.

(iii) Native oaks should predominate, with low-growing groundcovers, shrubs and permeable paving differentiating ground planes. Turf should be limited to delineation of specific use areas only.

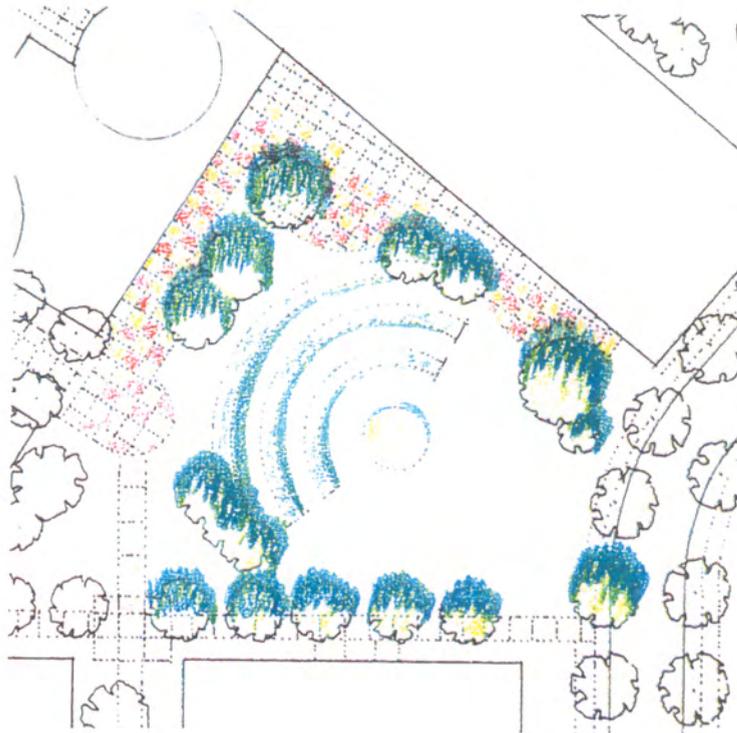


(c) Standards:

(i) Trees shall be installed in specimen sizes. Site coverage of trees to be 20 percent (20%) to 30 percent (30%) (coverage measured as canopy area at maturity).

(ii) Low-growing drought tolerant ground covers shall predominate in the ground plane, emphasizing continuity and scale of space.

(iii) Use of asphalt in seating areas and paths should be limited. Appropriate materials include unit pavers, stabilized decomposed granite, concrete, and integrated designs which utilize a combination of hardsurface and landscape materials.



(iv) Each of the five Major Open Spaces shall have a distinct character, achieved through orientation of space and predominant tree type. Suggestions are as follows:

(1) East Green -

- predominantly low-growing ground covers,
- non-linear groupings of large native oaks and sycamores;

(2) Northeast Green -

- curvilinear patterns predominate,
- irregular groves of deciduous and evergreen trees,
- courts / lawns as "clearings;"

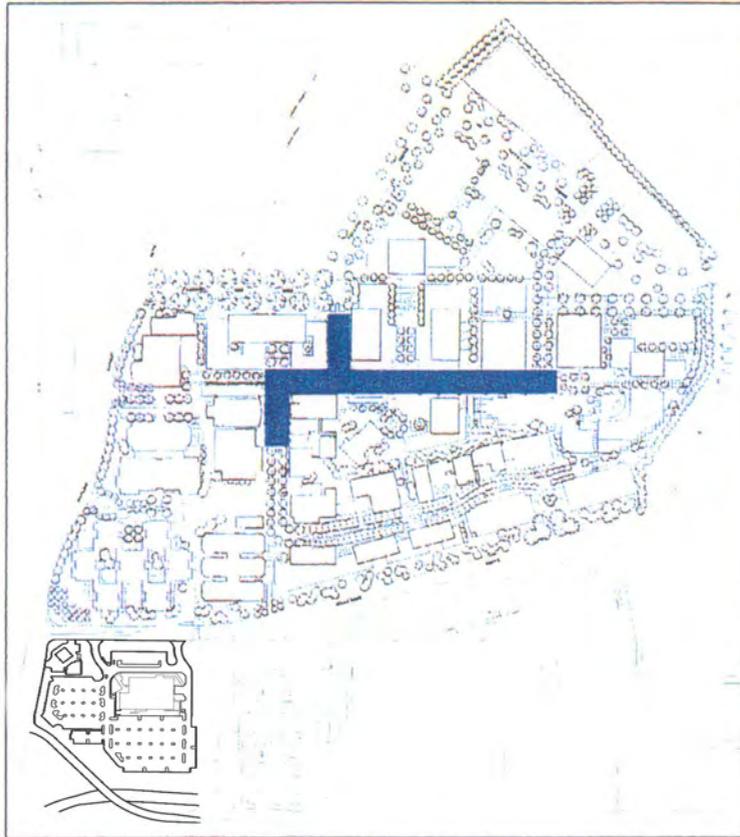
(3) Research Courts -

- rectangular patterns predominate,
- bosques / rows of deciduous trees,
- courts defined by low-growing ground covers and native oaks;

(4) Oak Terrace "Ramblas"-

- Deciduous trees predominate
- Informal grouping of trees

Section 5.603. MAJOR CORRIDORS / CONNECTORS.



Key Plan

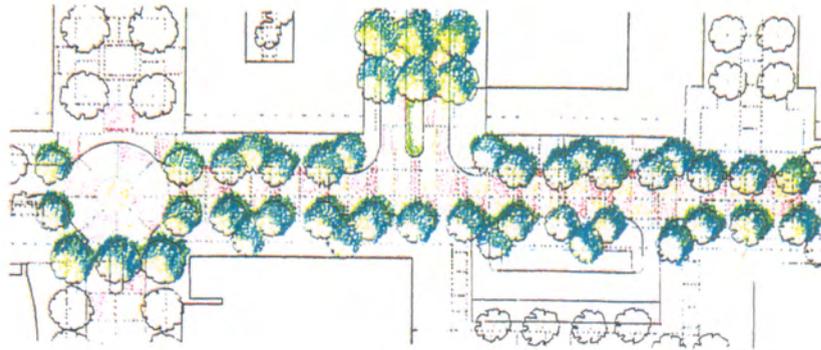
(a) Intent:

A strong "corporate mall" is the primary circulation element and provides the corporate address. This main corridor connects Land Use Districts, provides orientation to visitors, and directs views.

(b) Principles:

- (i) The prototype should be native landscape of deciduous trees, widely spaced, directional, axial and open-ended.

(ii) Ground plane paving materials should safely accommodate a mix of pedestrian and vehicular traffic, giving precedence to pedestrians.



(c) Standards:

(i) Trees shall be installed in larger box size (60" box), uniformly spaced (40' on-center), in staggered double rows (16' on-center). Trees shall be European Sycamore species.

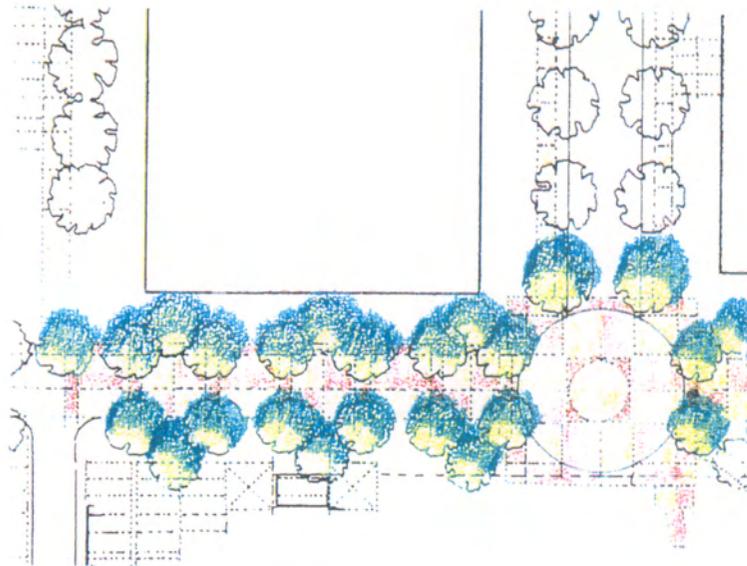
(ii) Paving accents shall be unit pavers with concrete banding (textured) designed to accommodate vehicular traffic. Both pavers and concrete banding shall be designed to ADA requirements.

(iii) The entire roadway/parkway/sidewalk shall be developed as a "corporate mall" with vehicular traffic controlled through paving patterns with an ADA path of travel.

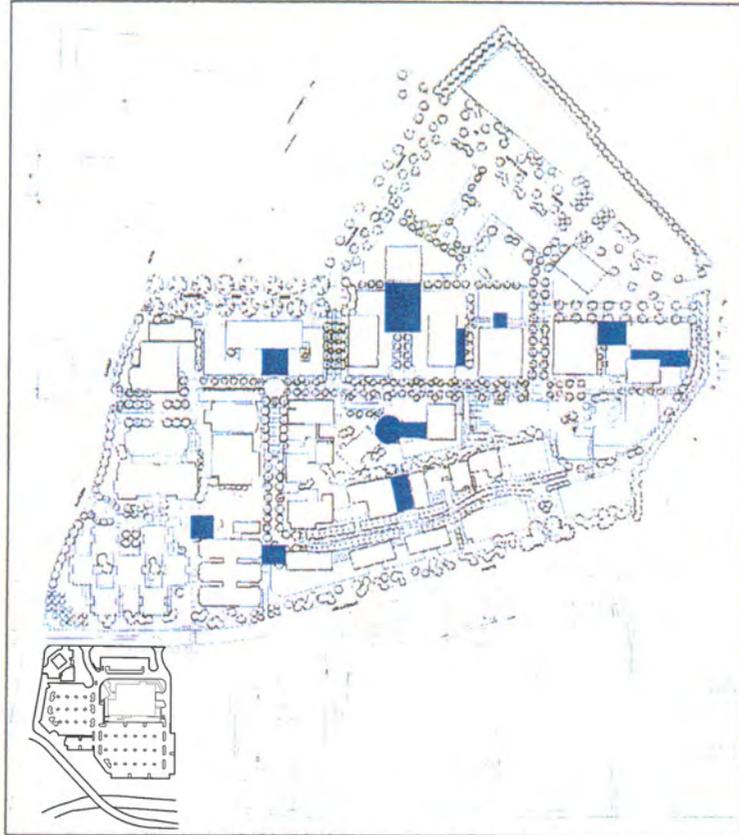
(iv) A standardized system of street pedestrian lighting elements shall be used to provide safe, pedestrian-scale lighting.

(v) Along with lighting, special standardized furnishings (including vehicle control bollards) shall be employed.

(vi) Roadway widths are identified in Chapter 5, Section 5.1103 of this document.



Section 5.604. SMALL SCALE OPEN SPACES.



Key Plan

(a) Intent:

Small courtyards and plazas serve as gathering places, promoting a variety of informal small group interactions, taking advantage of the area's climate and enhancing the corporate culture.

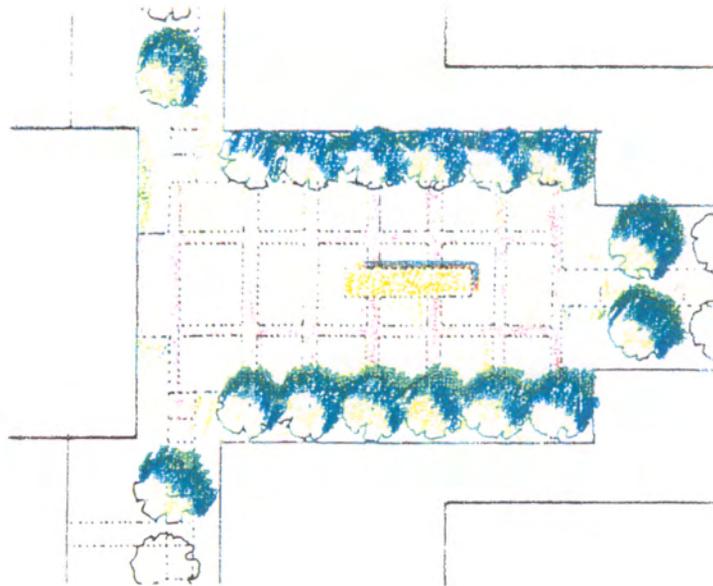
(b) Principles:

- (i) The prototype for the small scale Open Spaces should be the traditional Southern California courtyard.

(ii) These spaces should be considered "outdoor rooms" with distinct edges, access points and canopies, integrated with adjacent Buildings and Major Open Spaces but buffered from areas of intensive activities.

(iii) Access paths into these spaces and design elements, such as seating, should reinforce informal interaction.

(iv) Special amenities such as fountains, sculpture and pergolas should be featured to reinforce the individual character of each space.



(c) Standards:

(i) Trees shall be installed in specimen sizes (minimum 24" box). Site coverage of trees in small scale Open

(i) Trees shall be installed in specimen sizes (minimum 24" box). Site coverage of trees in small scale Open Spaces shall be at least 50 percent (50%). Deciduous, appropriately scaled trees shall predominate.

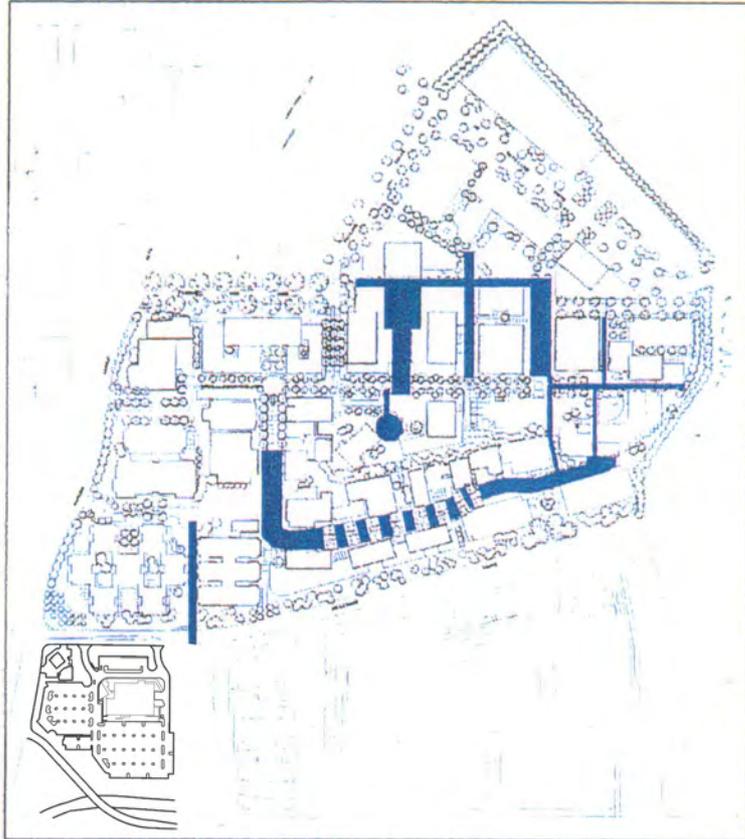
(ii) Use of asphalt in seating areas and paths should be limited. Appropriate materials include unit pavers, stabilized decomposed granite, concrete, and integrated designs which utilize a combination of hardsurface and landscape materials.

(iii) Seating shall be accommodated primarily through the use of seat walls (16" - 20" high) and moveable chairs.

(iv) Water elements shall take advantage of the qualities of water in small scale spaces in this climate, emphasizing sound, fragrance and visual effects which use small quantities of recirculated water such as single jets, shallow sheets flowing over tile and stones, etc. All water elements shall be designed to minimize evaporation.



Section 5.605. SECONDARY CONNECTORS / PATHWAYS.



Key Plan

(a) Intent:

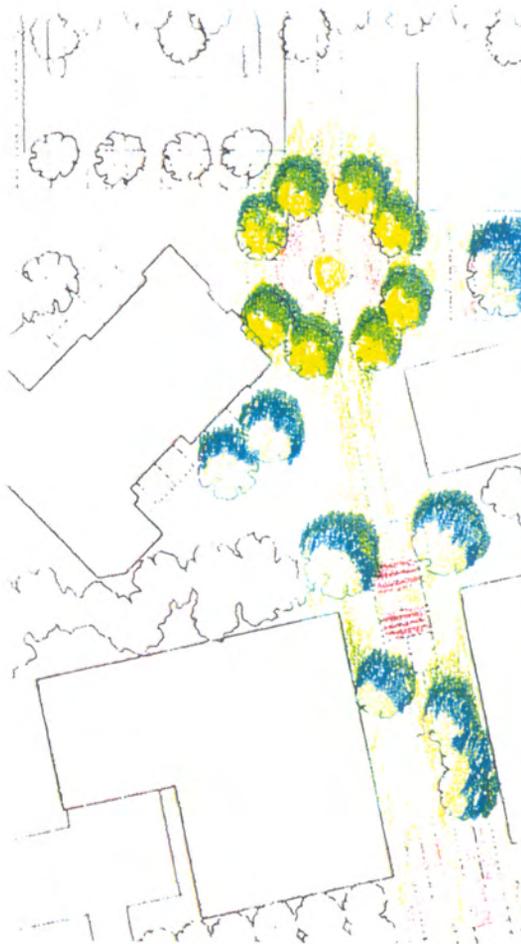
An easily recognizable and clear organizational pattern of accessible pedestrian and service vehicle connections should be established throughout the Specific Plan area to serve internal circulation needs. Pathways are intended to enhance “walkability” throughout the Specific Plan area and should be pedestrian in scale while accommodating emergency vehicles as necessary.

An internal corridor network, consisting of the Pauling Drive loop, accommodates staff and service vehicular and pedestrian circulation. The main east/west corridor, the "corporate mall," should be the spine from which secondary north/south connectors extend.

(b) Principles:

(i) Connectors should be marked with uniform elements such as groupings of flowering canopy trees.

(ii) Scale, height and width of these pathways should be distinctly smaller than those of the major corridors clearly indicating their secondary nature.



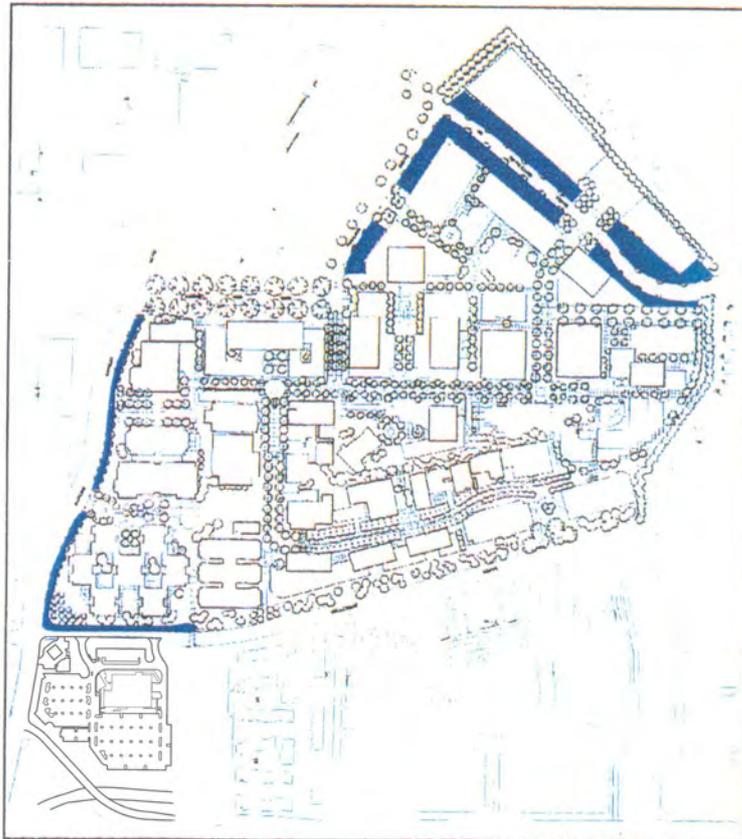
(c) Standards:

(i) Secondary connectors shall emphasize curved, non-linear pathways, accommodating both vehicles and pedestrians wherever necessary. The rising and falling topography at the secondary connectors may require vertical grade separations between roadways and pedestrian paths.

(ii) Groupings of deciduous flowering trees and evergreen trees (broadleaf and pine species) shall provide visual continuity and shade for pedestrians, but regular formal "street tree" plantings shall be limited, except at public street edges.



Section 5.606. OPEN EDGES / PERIMETER.



Key Plan

(a) Intent:

The open perimeter of the Specific Plan area should enhance corporate identity and reinforce the public entry sequence.

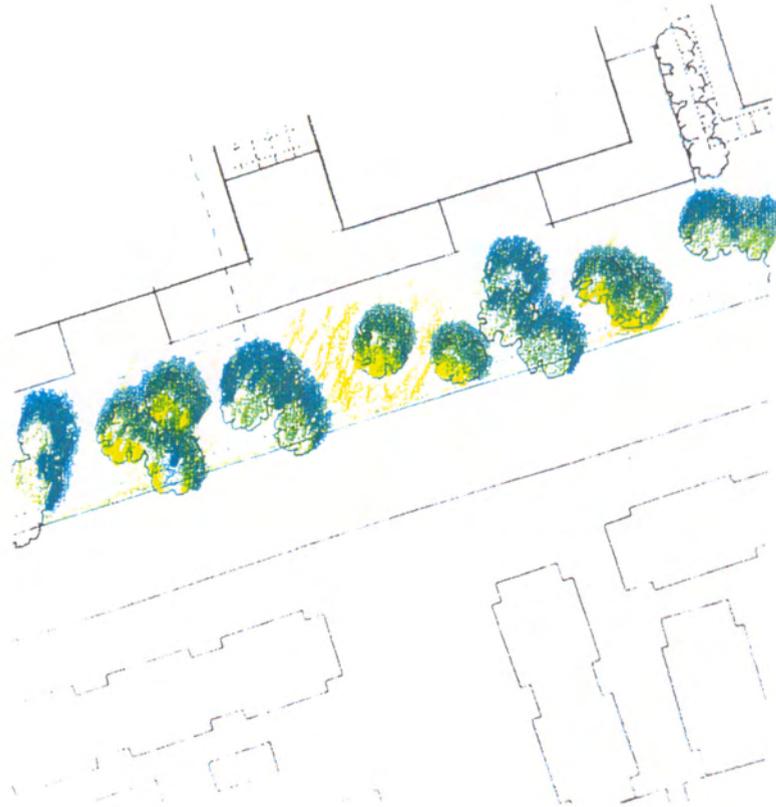
Public street right-of-way and building setback areas at the edges of the Specific Plan area should be treated with tree and shrub plantings reinforcing perimeter continuity, definition and security. The recommended tree types should

be consistent with the City of Thousand Oaks Forestry Master Plan for all perimeter roadways: Hillcrest Drive, Rancho Conejo Boulevard, Camino Dos Rios, Pauling Drive and DeHavilland Drive.

(b) Principles:

(i) On and off-site views should be optimized.

(ii) Public right-of-way street tree and set back plantings, both formal and informal, should be predominantly open to promote security.



(iii) Screen plantings, berms and/or walls should be used to screen loading and equipment areas.

(iv) The development of a distinctive perimeter should be a unifying landscape element.

(c) Standards:

(i) In addition to City street trees (*Quercus agrifolia*), major tree types and treatment for each segment of the Specific Plan area perimeter shall be as follows:

(1) Hillcrest Drive -

- reinforce with dense massings of sycamore and oaks;

(2) Rancho Conejo Boulevard -

- reinforce with informal drifts of eucalyptus;

(3) DeHavilland Drive and Pauling Drive -

- reinforce with pine species;

(4) Camino Dos Rios -

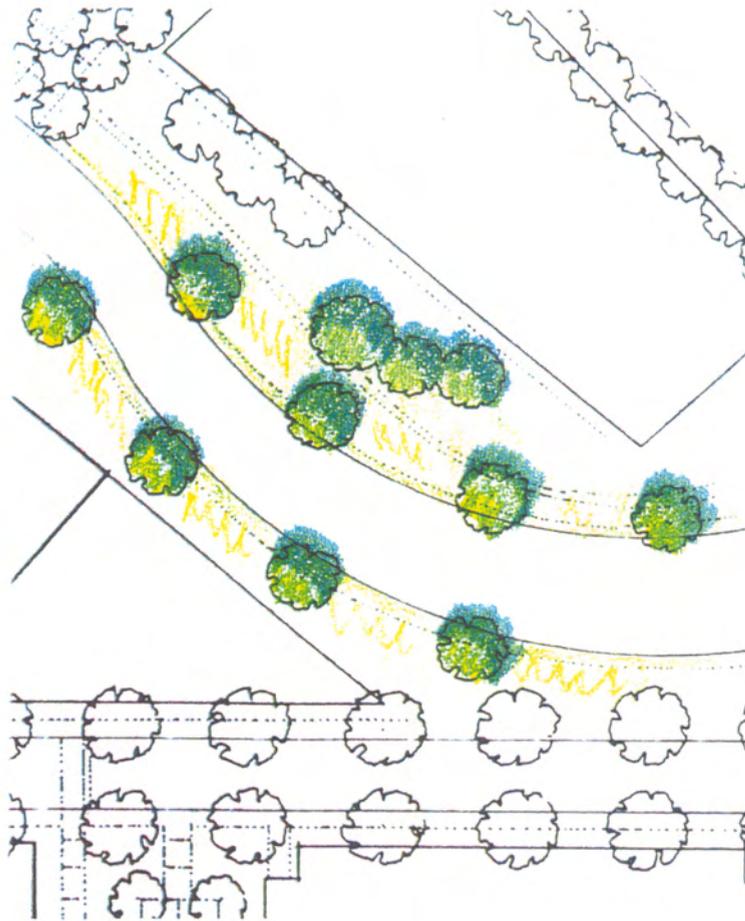
- reinforce with large scale tree (Ombu Tree), supplement with Chinese Flame.

(ii) Trees shall be installed in a mix of sizes, with fast growing species such as eucalyptus installed at 15 gallon size, and slower growing trees planted in box sizes (minimum 24" box).

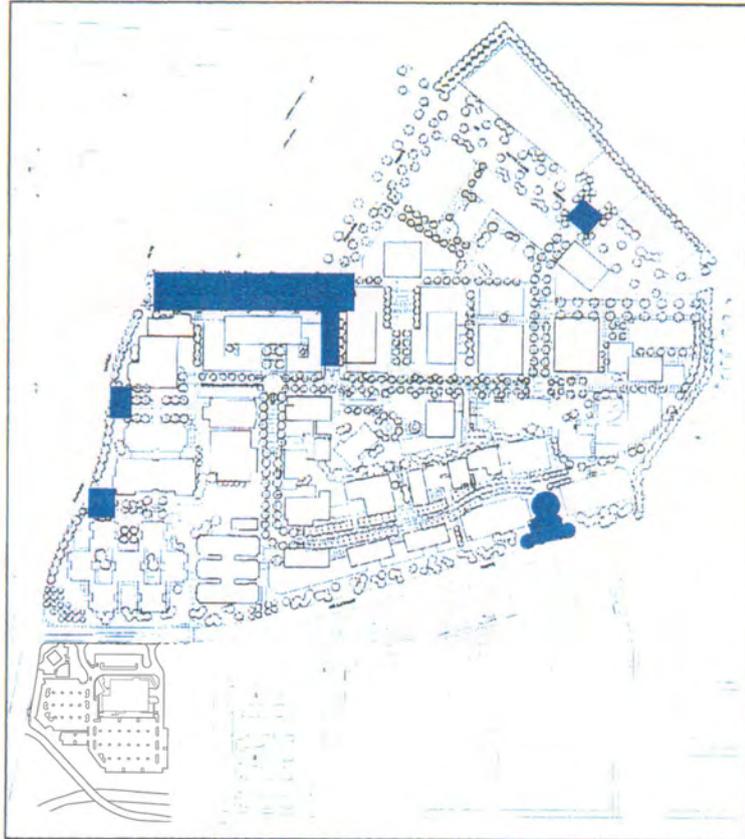
(iii) Site coverage of trees shall be 50 percent (50%) (measured at maturity).

(iv) Ground plane planting shall be a mixture of low-growing shrubs (to 4' -0") and ground covers.

(v) Courtyards, Open Spaces and service areas along the open perimeter of the Specific Plan area shall be screened from off-site views with solid wall elements.



Section 5.607. SITE ENTRANCES.



Key Plan

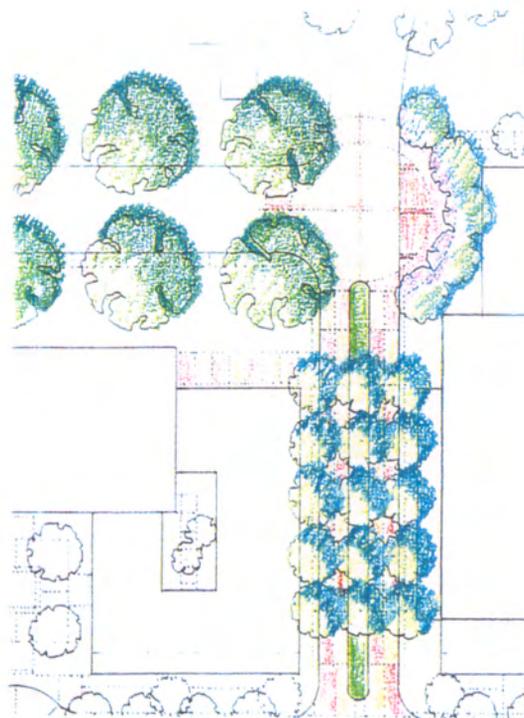
(a) Intent:

There are two distinct types of site entries within the Specific Plan area:

- the main site entry for visitors at Camino Dos Rios / Pauling Drive; and
- secondary staff and service entries along the perimeter of the Specific Plan area.

The entry sequence that leads to the main site entrance in the Specific Plan area extends from the intersection of Hillcrest Drive and Rancho Conejo Boulevard north to Camino Dos Rios. The main site entrance along Camino Dos Rios should create a strong sense of passage into the center of the complex through the use of sequencing, directional movement and varied scale in street width and tree size.

Staff and service entries occurring along the perimeter of the Specific Plan area should be less formal, using the same elements as the main site entrance, but on a smaller scale.



(b) Principles:

(i) The main site entrance for visitors should be perceived as a sequence, formally delineated by large scale canopy trees, distinct paving patterns, lighting, fence, and wall elements. This is the entry sequence from Rancho Conejo Boulevard to Camino Dos Rios, to Pauling Drive, and south into the central east/west spine, the "corporate mall."

(ii) Staff and service entries should be low-key, clearly "private" and secondary to the main site entrance.



**(c) Standards:**

**(i) The main site entrance shall establish the palette of plants and materials (paving, lighting, wall elements) that shall also be used at secondary Specific Plan area entrances.**

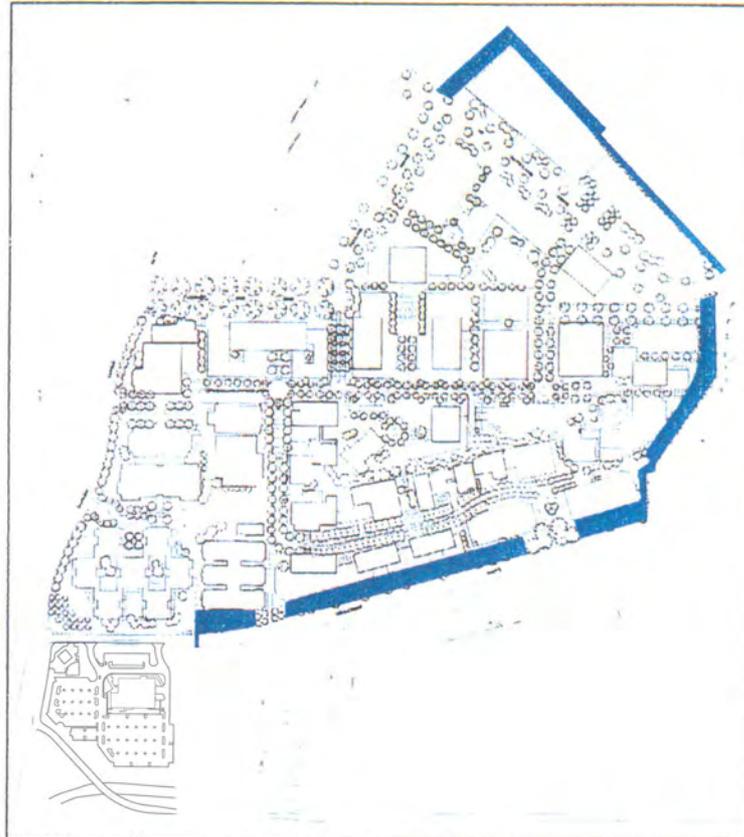
**(ii) The main site entrance shall incorporate elements of the paving, lighting, furnishings, and graphics used for the main east/west corridor, the "corporate mall".**

**(iii) Trees shall be installed in larger box sizes (48"-60" box), uniformly spaced in a formal linear pattern along Camino Dos Rios and Pauling Drive. The preferred species for Camino Dos Rios is Italian Stone Pine (*Pinus pinea*).**

**(iv) The main site entrance shall incorporate distinct public identity and directional signage elements.**

**(v) Staff and service entries shall incorporate plants and materials used in the main site entrance but on a smaller scale with distinctly different signage.**

Section 5.608. BUFFER / SCREEN EDGES.



Key Plan

(a) Intent:

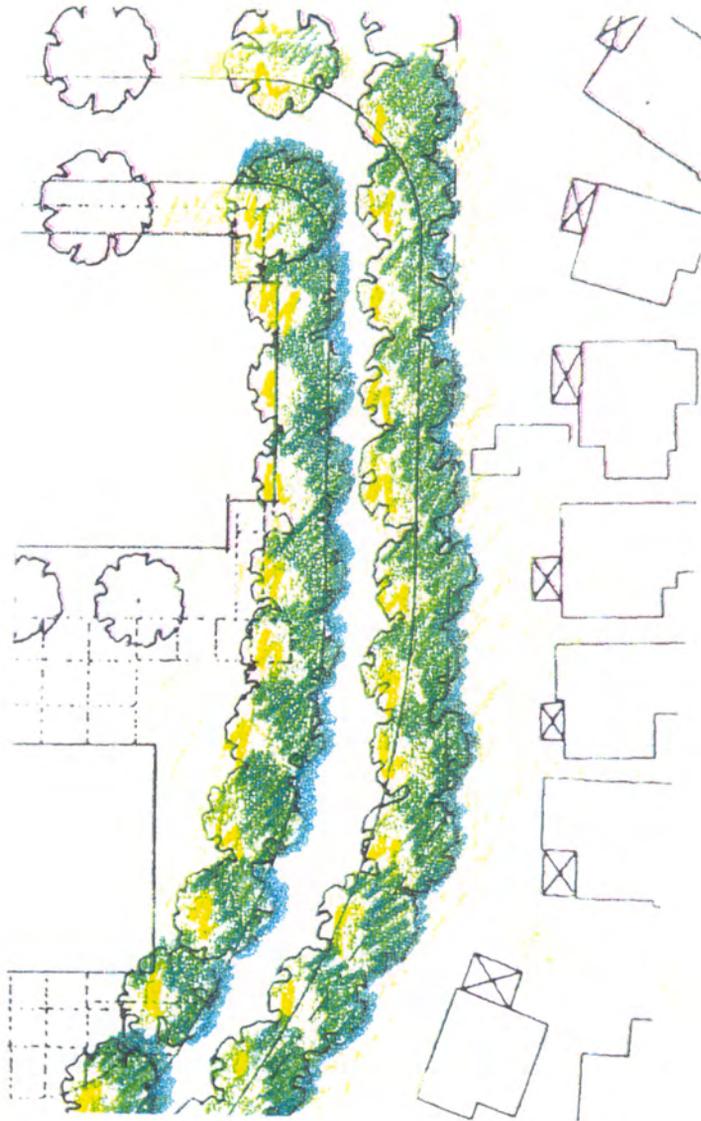
A visual and physical landscape buffer / screen should be developed between the Specific Plan area and the surrounding residential neighborhoods and along the Scenic Highway at the southern edge of the Specific Plan area.

(b) Principles:

- (i) A mix of tree types and shrubs in dense groupings should reinforce and further define the Scenic Highway

and those portions of the Specific Plan area perimeter that abut residential areas.

(ii) Tree massings should effectively screen off-site views of Buildings in the Specific Plan area from residential areas.



**(c) Standards:**

**(i) Site coverage of trees at buffer/screen edges shall be 90 percent (90%) (measured as canopy area at maturity).**

**(ii) Tree and shrub massing shall generally extend from ground level to at least 30 feet (30') above grade.**

**(iii) The mature landscaping along the north side of Hillcrest Drive shall be maintained to buffer residential areas to the south.**

**Section 5.609. WATER CONSERVATION REQUIREMENTS.**

- (a) All landscape areas are to be provided with a complete, state-of-the-art, automatic irrigation system including low volume outlet heads and emitters.**
  
- (b) Landscape design should consider the following water conservation measures:**
  - (i) Site analysis of macro and micro climates, solar exposure, prevailing wind conditions, seasonal temperature patterns, soils and drainage, grades and slopes;**
  
  - (ii) Use of planting zones, coordinated according to plant type, climactic exposure, soil condition and slope to facilitate use of zone irrigation systems; and**
  
  - (iii) Use of low water or drought tolerant plant species.**
  
- (c) Irrigation system design should consider the following water conservation measures:**
  - (i) Use of reclaimed water systems if practical and available; and**
  
  - (ii) Use of best available irrigation technology to maximize efficient use of water.**
  
- (d) Planting design should consider fire resistance.**
  
- (e) Planting design should consider safety and security.**

## Section 5.609. PLANT MATERIALS LIST.

The following list of plant materials is a list of preferred species that will promote a distinctive and coherent overall image for the Specific Plan area. These species are predominantly drought tolerant and/or California natives and will integrate with and reinforce the surrounding natural landscape. It is not the intent of the Specific Plan to limit the selection of plant materials to the species in this list, rather to suggest the type, quality and character of plant materials to be used within each zone or area.

Plant materials which come from outside Ventura County and are transported onto the subject site should be inspected and approved by the Ventura County Department of Agriculture.

### (a) Major Open Spaces

#### (i) East Green

##### 1. Trees

Calocedrus decurrens - Incense Cedar  
Eucalyptus papuana - Ghost Gum  
Ginkgo biloba 'Autumn Gold' - Ginkgo  
Hymenosporum flavum - Sweetshade  
Junglans californica - California Black Walnut  
Lagerstromieia indica hybrids - Crape Myrtle  
Liquidambar styraciflua hybrids - American Sweet Gum  
Olea europea 'Wilson' - Fruitless Olive Tree  
Phytolacca dioica - Ombu Tree  
Pistacia chinensis - Chinese Pistache  
Platanus acerfolia 'Yarwood'  
Platanus racemosa - California Sycamore (Lawn)  
Populus fremontii 'Nevada' - Western Cottonwood  
(Lawn)  
Quercus agrifolia - California Live Oak  
Quercus lobata - Valley Oak  
Sequoia sempervirens - Coast Redwood  
Sequoiadendron giganteum - Big Tree  
Tipuana tipu - Tipu Tree  
Ulmus parvifolia 'Brea' - Chinese Elm

##### 2. Shrubs and Groundcovers

Abelia grandiflora 'Edward Goucher'  
Abelia grandiflora 'Prostrata'

Arbutus unedo - Strawberry Tree  
 Camellia japonica hybrids  
 Camellia sasanqua hybrids  
 Dietes (several)  
 Escallonia (several)  
 Grewia occidentalis - Lavender Starflower  
 Hemerocallis hybrids - Daylily Hybrids  
 Kniphofia uvaria hybrids - Poker Plant  
 Lantana montevidensis hybrids - Trailing Lantana  
 Laurus nobilis - Grecian Laurel  
 Lobelia laxiflora  
 Mahonia 'Golden Abundance'  
 Mahonia repens - Creeping Mahonia  
 Myrica californica - Pacific Wax Myrtle  
 Photinia fraseri  
 Rhamnus californica 'Eve Case' - Eve Case Coffeeberry  
 Rhamnus californica 'Little Sur' - Little Sur Coffeeberry  
 Rosa banksiae - Lady Bank's Rose  
 Rosmarinus officinalis (several)  
 Salvia (several) - Sage  
 Westringia rosmariniformis

(ii) Northeast Green

1. Trees

Cercis occidentalis - Western Redbud  
 Juglans californica - California Black Walnut  
 Pinus muricata - Bishop Pine  
 Pinus torreyana - Torrey Pine  
 Platanus racemosa - California Sycamore (Lawn)  
 Populus fremontii 'Nevada' - Western Cottonwood  
 (Lawn)  
 Quercus agrifolia - California Live Oak  
 Quercus dumosa - Island Oak  
 Quercus lobata - Valley Oak  
 Sequoia sempervirens - Coast Redwood  
 Umbellularia californica - California Laurel

2. Shrubs and Groundcovers

Abelia grandiflora 'Edward Goucher'  
 Abelia grandiflora 'Prostrata'  
 Arctostaphylos - (several) Manzanita  
 Calycanthus occidentalis - Spice Bush  
 Ceanothus (hybrids and several species) - California  
 Lilac  
 Dudleya (several)  
 Galvesia speciosa 'Firecracker' - Bush Island  
 Snapdragon

Heteromoles arbutifolia - Toyon  
Heuchera (several) - Coral Bells  
Iris douglasiana - Pacific Coast Iris  
Lobelia laxiflora  
Mahonia 'Golden Abundance'  
Mahonia repens - Creeping Mahonia  
Myrica californica - Pacific Wax Myrtle  
Rhamnus californica 'Eve Case' - Eve Case Coffeeberry  
Rhamnus californica 'Little Sur' - Little Sur Coffeeberry  
Rhus ovata - Sugar Bush  
Romneya coulteri - Matilija Poppy  
Sarcococca ruscifolia  
Trachelospermum jasminoides - Star Jasmine

(iii) Research Courts

1. Trees

Brachychiton acerifolius - Australian Flame Tree  
Brachychiton discolor - Pink Flame Tree  
Calodendrum capense - Cape Chestnut  
Castanospermum australe - Moreton Bay Chestnut  
Chorisia speciosa 'Majestic Beauty' - Floss Silk Tree  
Jacaranda mimosifolia - Jacaranda  
Koelreuteria bipinnata - Chinese Flame Tree  
Maytenus boaria - Mayten Tree (Lawn)  
Platanus racemosa - California Sycamore  
Tabebuia ipe - Tabebuia  
Tipuana tipu - Tipu Tree

2. Shrubs and Groundcovers

Abelias - both  
Abutilon hybridum - Chinese Lantern  
Agaves (several)  
Aloes (several)  
Brunfelsia pauciflora 'Floribunda' - Yesterday,  
Today, Tomorrow  
Camellia japonica hybrids  
Camellia sasanqua hybrids  
Doryanthes palmeri - Spear Lily  
Escallonia (several)  
Grewia occidentalis - Lavender Starflower  
Hemerocallis hybrids - Daylily Hybrids  
Pelargonium hortorum - Geranium  
Phormium (several) New Zealand Flax  
Pittosporum tobira - several  
Sarcococca ruscifolia  
Succulents - several  
Trachelospermum asiaticum

*Trachelospermum jasminoides* - Star Jasmine

(iv) Oak Terrace "Ramblas"

Spine:

1. Trees

*Quercus agrifolia* - California Live Oak

*Quercus lobata* - Valley Oak

2. Shrubs

Agave - several

*Arctostaphylos* - Manzanita - several

*Artemisia* - several

*Ceanothus* - several

*Dudleya* - several

*Heuchera* - several

*Iris douglasiana* - Pacific Coast Iris

*Lobelia laxifolia*

*Mahonia aquifolium* 'compactum'

*Mahonia repens* - Creeping Mahonia

*Rhamnus californica* -several - Coffeeberry hybrids

*Ribes viburnifolium*

Saliva - several- Sage

Entry Courtyards and Parking/Loading Areas:

1. Trees

*Calocedrus decurrens* - Incense Cedar

*Koelreuteria bipinnata* - Chinese Flame Tree

*Lagerstroemia indica* - Hybrids

*Liquidambar styraciflua* hybrids - American Sweet Gum

*Pistacia chinensis* - Chinese Pistache

*Tipuana tipu* - Tipu Tree

2. Shrubs

Agave - several

*Escallonia* - several

*Kniphofia uvaria* hybrids - several - Poker Plant

*Mahonia* - several

*Photinia fraseri*

*Rhamnus californica* - several - Coffeeberry

*Rhus integrifolia* - Lemonade Berry

*Rosmarinus* - several

*Salvia* - several - Sage

Succulents - several

*Westringia* - several

*Trachelospermum* - several - Star Jasmine

(v) Southwest Courtyard

1. Trees

Chionanthus retusus - Chinese Fringe Tree  
Ginkgo biloba hybrids - Ginkgo  
Maytenus boaria 'Green Shower' - Maytens Tree  
Michelia doltsopa  
Podocarpus gracilior  
Ulmus parvifolia hybrids - Chinese Elm

2. Shrubs

Abelia - several  
Brunfelsia pauciflora 'Floribunda' - Yesterday, Today,  
Tomorrow  
Camellia - several  
Escallonia  
Ferns - several  
Phormium - several - Flax  
Grewia occidentalis - Lavendar Star Flower  
Hemerocallis hybrids - Daylilies  
Liriope - several  
Nandina - several - Heavenly Bamboo  
Pittosporum - several  
Succulents - several  
Trachelospermum - several - Star Jasmine

(b) Major Corridors / Connectors

(i) Corporate Mall

1. Trees

Platanus acerfolia 'Yarwood'

2. Shrubs and Groundcovers

Abelia grandiflora 'Edward Goucher'  
Abelia grandiflora 'Prostrata'  
Arctostaphylos - (several) Manzanita  
Escallonia (several)  
Rhamnus californica 'Eve Case' - Eve Case Coffeeberry  
Rhamnus californica 'Little Sur' - Little Sur Coffeeberry  
Trachelospermum jasminoides - Star Jasmine  
Westringia rosmariniformis

(ii) Building Entries

1. Trees

Calocedrus decurrens - Incense Cedar  
Michelia doltsopa

*Pinus pinea* - Italian Stone Pine  
*Platanus acerfolia* 'Yarwood'  
*Quercus agrifolia* - California Live Oak  
*Quercus lobata* - Valley Oak  
*Sequoiadendron giganteum* - Big Tree

2. Shrubs and Groundcovers

Agaves (several)  
Aloes (several)  
*Camellia japonica* hybrids  
*Camellia sasanqua* hybrids  
Cistus (several) - Rockrose  
Dietes (several)  
*Doryanthes palmeri* - Spear Lily  
Dudleya (several)  
*Hemerocallis* hybrids - Daylilies Hybrids  
Heuchera (several) - Coral Bells  
*Kniphofia uvaria* hybrids - Poker Plant

(c) Small Scale Open Spaces

(i) Trees

*Calodendrum capense* - Cape Chestnut  
*Castanospermum australe* - Moreton Bay Chestnut  
*Cercis occidentalis* - Western Redbud  
*Chionanthus retusus* - Chinese Fringe Tree  
*Eucalyptus polyanthemos* - Silver Dollar Gum  
*Eucalyptus pulchella* - White Peppermint  
*Ginkgo biloba* 'Autumn Gold' - Ginkgo  
*Hymenosporum flavum* - Sweetshade  
*Junglans californica* - California Black Walnut  
*Koelreuteria bipinnata* - Chinese Flame Tree  
*Lagerstromia indica* hybrids - Crape Myrtle  
*Liquidambar styraciflua* hybrids - American Sweet Gum  
*Maytenus boaria* - Mayten Tree  
*Michelia doltsopa*  
*Pistacia chinensis* - Chinese Pistache  
*Quercus agrifolia* - California Live Oak  
*Quercus dumosa* - Island Oak  
*Stenocarpus sinuatus* - Firewheel Tree  
*Ulmus parvifolia* 'Brea' - Chinese Elm  
*Umbellularia californica* - California Laurel

(ii) Shrubs and Groundcovers

*Abelia grandiflora* 'Edward Goucher'  
*Abelia grandiflora* 'Prostrata'  
*Arbutus unedo* - Strawberry Tree  
*Arctostaphylos* - several - Manzanita

Artemesia - several  
Brunfelsia pauciflora 'Floribunda' - Yesterday, Today, Tomorrow  
Calycanthus occidentalis - Spice Bush  
Camellia japonica hybrids  
Camellia sasanqua hybrids  
Ceanothus (hybrids and several species) - California Lilac  
Dietes (several)  
Doryanthes palmeri - Spear Lily  
Dudleya (several)  
Escallonia (several)  
Galvesia speciosa 'Firecracker' - Bush Island Snapdragon  
Grewia occidentalis - Lavender Starflower  
Hemerocallis hybrids - Daylily Hybrids  
Heteromoles arbutifolia - Toyon  
Heuchera (several) - Coral Bells  
Iris douglasiana - Pacific Coast Iris  
Kniphofia uvaria hybrids - Poker Plant  
Lantana montevidensis hybrids - Trailing Lantana  
Laurus nobilis - Grecian Laurel  
Lavendula (several) - Lavender  
Lobelia laxiflora  
Luma apiculata  
Mahonia 'Golden Abundance'  
Mahonia repens - Creeping Mahonia  
Rhamnus californica 'Eve Case' - Eve Case Coffeeberry  
Rhamnus californica 'Little Sur' - Little Sur Coffeeberry  
Rosmarinus officinalis (several)  
Salvia (several) - Sage  
Sarcococca ruscifolia  
Sollya heterophylla - Australian Bluebell Creeper  
Trachelospermum jasminoides - Star Jasmine  
Westringia rosmariniformis

(iii) Vines

Clematis armandii - Evergreen Clematis  
Clytostoma callistegioides - Lavender Trumpet Vine  
Distictis buccinatoria - Blood Red Trumpet Vine  
Ficus pumila - Vine Ficus  
Hardenbergia comptoniana - Hardenbergia Violacea  
Jasminum polyanthum - Climbing Jasmine  
Parthenocissus Ericuspidata 'Beverly Brooks' - Boston Ivy  
Pyrostegia venusta - Flame Vine  
Rosa climbing hybrids  
Wisteria sinensis - Wisteria

(d) Secondary Connectors / Pathways

(i) Trees

Calodendrum capense - Cape Chestnut  
Cinnamomum camphora - Camphor Tree  
Ginkgo biloba 'Autumn Gold' - Ginkgo  
Jacaranda mimosifolia - Jacaranda  
Koelreuteria bipinnata - Chinese Flame Tree  
Olea europea 'Wilson' - Fruitless Olive Tree  
Pistacia chinensis - Chinese Pistache  
Quercus ilex - Holly Oak  
Quercus suber - Cork Oak  
Ulmus parvifolia 'Brea' - Chinese Elm  
Umbellularia californica - California Laurel

(ii) Shrubs and Groundcovers

Arctostaphylos - (several) Manzanita  
Mahonia 'Golden Abundance'  
Rhamnus californica 'Eve Case' - Eve Case Coffeeberry  
Rhamnus californica 'Little Sur' - Little Sur Coffeeberry  
Trachelospermum asiaticum  
Trachelospermum jasminoides

(e) Open Edges / Perimeters

(i) Trees

Eucalyptus polyanthemos - Silver Dollar Gum  
Koelreuteria bipinnata - Chinese Flame  
Pinus torreyana - Torrey Pine  
Platanus racemosa - California Sycamore  
Phytolacca dioica - Ombu Tree  
Quercus agrifolia - California Live Oak  
Quercus lobata - Valley Oak  
Shinus molle - Pepper Tree

(ii) Shrubs and Groundcovers

Arctostaphylos - (several) Manzanita  
Artemesia - several  
Baccharis pilularis 'Twin Peaks' - Dwarf Coyote Bush  
Ceanothus (hybrids and several species) - California Lilac  
Ceanothus gloriosus - Point Reyes Ceanothus  
Cistus landanifer - Crimson Spot Rockrose  
Cistus 'Sunset' - Rockrose  
Elymus triticuties - Wild Rye  
Galvesia speciosa 'Firecracker' - Bush Island Snapdragon  
Heteromeles arbutifolia - Toyon  
Mahonia nevinii - Nevin Mahonia  
Mahonia repens - Creeping Mahonia  
Prunus ilicifolia - Hollyleaf Cherry  
Rhamnus californica 'Eve Case' - Eve Case Coffeeberry  
Rhamnus californica 'Little Sur' - Little Sur Coffeeberry

Rhus integrifolia - Lemonade Berry  
Romneya coulteri - Matilija Poppy  
Salvia (several)

(f) Site Entrances

(i) Trees

Brachychiton acerifolius - Australian Flame Tree  
Brachychiton discolor - Pink Flame Tree  
Phytolacca dioica - Ombu Tree  
Pinus pinea - Italian Stone Pine  
Pinus torreyana - Torrey Pine  
Populus fremontii 'Nevada' - Western Cottonwood (Lawn)  
Quercus agrifolia - California Live Oak  
Quercus lobata - Valley Oak  
Sequoia sempervirens - Coast Redwood  
Sequoiadendron giganteum - Big Tree

(ii) Shrubs and Groundcovers

Agaves (several)  
Aloes (several)  
Arctostaphylos - (several) Manzanita  
Artemisia - several  
Camellia sasauqua hybrids  
Diets (several)  
Heteromoles arbutifolia - Toyon  
Mahonia 'Golden Abundance'  
Mahonia repens - Creeping Mahonia  
Phormium (several) New Zealand Flax  
Rhamnus californica 'Eve Case' - Eve Case Coffeeberry  
Rhamnus californica 'Little Sur' - Little Sur Coffeeberry  
Rhus integrifolia - Lemonade Berry

(g) Buffer / Screen Edges

(i) Scenic Highway Edges

1. Trees

Cercis occidentalis - Western Redbud  
Juglans californica - California Black Walnut  
Quercus agrifolia - California Live Oak  
Quercus lobata - Valley Oak  
Umbellularia californica - California Laurel

2. Shrubs and Groundcovers

Arctostaphylos - (several) Manzanita  
Artemisia - several  
Baccharis pilularis 'Twin Peaks' - Dwarf Coyote Bush

Ceanothus (hybrids and several species) - California Lilac  
Fremontodendron (several) - Fremontia  
Heteromoles arbutifolia - Toyon  
Mahonia 'Golden Abundance'  
Myrica californica - Pacific Wax Myrtle  
Prunus ilicifolia - Hollyleaf Cherry  
Rhamnus californica 'Eve Case' - Eve Case Coffeeberry  
Rhamnus californica 'Little Sur' - Little Sur Coffeeberry  
Rhus integrifolia - Lemonade Berry  
Rhus ovata - Sugar Bush  
Romneya coulteri - Matilija Poppy  
Salvia (several) - Sage

(ii) Residential Edges

1. Trees

Calocedrus decurrens - Incense Cedar  
Junglans californica - California Black Walnut  
Pinus muricata - Bishop Pine  
Quercus agrifolia - California Live Oak  
Quercus dumosa - Island Oak  
Umbellularia californica - California Laurel

2. Shrubs and Groundcovers

Arctostaphylos - (several) Manzanita  
Artemesia - several  
Baccharis pilularis 'Twin Peaks' - Dwarf Coyote Bush  
Ceanothus (hybrids and several species) - California Lilac  
Galvesia speciosa 'Firecracker' - Bush Island Snapdragon  
Heteromoles arbutifolia - Toyon  
Mahonia 'Golden Abundance'  
Mahonia repens - Creeping Mahonia  
Myrica californica - Pacific Wax Myrtle  
Prunus ilicifolia - Hollyleaf Cherry  
Prunus lyonii - Catalina Cherry  
Rhamnus californica 'Eve Case' - Eve Case Coffeeberry  
Rhamnus californica 'Little Sur' - Little Sur Coffeeberry  
Rhus ovata - Sugar Bush  
Salvia (several) - Sage

## **Article 7. EXTERIOR LIGHTING**

### **Section 5.701. INTENT.**

Architectural building and site lighting helps reinforce and highlight the overall design character of the Specific Plan area while enhancing the safety and security of motorists, pedestrians and cyclists. Through the appropriate use of lighting a nighttime character that enhances the environment can be created. Lighting is an accent that can reinforce the architectural design of an individual Building, enhance the functionality of Amgen's many outdoor Open Spaces and help provide for the safety and comfort of employees and visitors. It is important that street, building and site lighting be functional yet sensitive to the adjacent residential neighborhoods.

### **Section 5.702. PRINCIPLES.**

- (a) Lighting should be designed to be functional and aesthetically pleasing.**
- (b) Building lighting should be used as an accent to reinforce and highlight elements of the architectural design.**
- (c) Whenever possible, lighting and signage should work together to highlight building entries and important exterior Open Spaces.**
- (d) Street lighting on private roadways should emphasize the unique nature of the Specific Plan area.**
- (e) Lighting should be placed so as not to create glare or discomfort to adjacent residential neighborhoods.**
- (f) Landscape lighting should encourage pedestrian orientation and security.**

**Section 5.703. STANDARDS.**

**(a) General:**

(i) Street and pedestrian corridor lighting within the Specific Plan area shall be contemporary in design and consistent in height, style, color, materials and illumination for each type of use.

(ii) Exterior lighting shall be shielded to prevent direct glare.

(iii) Exterior lighting shall conform to City standards for safety and lighting levels.

(iv) All pedestrian paths and corridors shall be lighted.

(v) Street and pedestrian corridor lighting pole and fixture design shall not exceed a height of 14 feet (14') adjacent to residential areas and 20 feet (20') in other areas of the Specific Plan.

**(b) Street Lighting:**

(i) Street lighting shall use zero cut-off fixtures. These fixtures place the light source inside a shield so that the bottom of the light is no lower than the bottom of the shield, thereby preventing outward horizontal glare.

(ii) Fixture spacing and height shall be small enough to avoid strong lighting contrasts.

**(c) Site Lighting:**

(i) Site lighting shall be compatible with landscape and architectural designs.

(ii) Special lighting shall be encouraged for site entry features, pedestrian plazas and building entries.

(iii) Exterior lighting for vehicular circulation drives and pedestrian connector corridors should be consistent in design throughout the Specific Plan area.

(iv) Exterior lighting for Open Spaces, building entries and pedestrian spaces at individual building sites may vary from Site to Site, but must be consistent within each Site.

(v) Pedestrian lighting shall use warm-white illumination.

(vi) Fixture spacing and height shall be small enough to create an inviting atmosphere.

**(d) Parking Area Lighting:**

(i) Surface parking area lighting pole and fixture design should be compatible throughout the Specific Plan area.

(ii) All surface parking area lighting shall use zero cut-off fixtures. These fixtures place the light source inside a shield so that the bottom of the light is no lower than the bottom of the shield, thereby preventing outward horizontal glare.

(iii) Parking structure lighting shall be shielded to prevent glare outside of the structure.

(iv) Parking area lighting pole and fixture design shall not exceed a height of 14 feet (14') adjacent to residential areas and 20 feet (20') in other areas of the Specific Plan.

(v) Lighting fixtures shall be properly shielded to prevent light spillage onto adjacent residential properties.

(vi) Lighting levels shall be a minimum of .8 footcandles.

**(e) Architectural Lighting:**

(i) Exterior lighting shall be designed to shine onto wall surfaces. Wall-mounted light fixtures that glare outward shall not be permitted.

(ii) Architectural lighting shall vary in intensity across

the building facade to emphasize building entries, arcades, structure and special architectural features. Uniform, high-intensity wall lighting shall not be acceptable.

(iii) Exterior architectural lighting shall have concealed light sources.

(f) **Service Area Lighting:**

(i) Service area and security lighting shall be screened to prevent glare outside the service area and building Site.

(ii) Wall-mounted, high-intensity, security lighting shall not be used as a substitute for vehicular circulation, parking area, or pedestrian area lighting.

**Article 8. SIGNAGE**

**Section 5.801. INTENT.**

Signage is an important element contributing to the overall identity of the Specific Plan area as well as providing a means of identifying individual Buildings and important locations. Sign design reinforces Amgen's image within the Thousand Oaks community, reinforces a commitment to a quality environment and helps both employees and visitors find their way around the Specific Plan area.

**Section 5.802. PRINCIPLES.**

- (a) Signage shall be incorporated into the architectural treatment of the Building or Site and help reinforce the building entry and movement in and around the Building.
- (b) Permanent signage shall be designed and fabricated as high quality design elements that will last a reasonable time period.

- (c) Signage shall be simple, incorporating Amgen's corporate logo, type face and color. Use of mechanical signage shall not be permitted.
- (d) There shall be an overall consistency in the design elements utilized for the types of signs in the Specific Plan area.

**Section 5.803. STANDARDS.**

**(a) General:**

(i) Except as specified herein, all signs shall be in compliance with Article 23 of Chapter 4 of Title 9 of the Thousand Oaks Municipal Code.

(ii) Exterior signs shall be designed as a coordinated sign system, with consistent formatting, sizing, letter styles, colors, and materials.

(iii) Monument signs shall be designed and located in coordination with adjacent landscaping. Building-mounted signs shall be compatible in design with the building architecture.

**(b) Site Entry / Identification Signs:**

(i) Site entry / ID signs shall be designed as a coordinated system of ground monument signs.

(ii) No more than one sign shall be allowed per site entry or perimeter street frontage.

(iii) Illumination shall be by concealed flood lighting or by internal illumination that lights only the sign copy and not the background.

**(c) Building Identification Signs:**

(i) Building identification signs shall be limited to wall-mounted signs identifying building names and addresses only.

(ii) Signs shall consist of individual letters and logos. Enclosed can or panel signs, and signs painted directly on building walls, shall not be allowed. Backlit signs shall be permitted.

(iii) No more than one building identification sign shall be allowed per Building Face.

(iv) Signs affixed to Buildings shall be located no closer than one-half letter height to any building parapet, edge, opening or significant architectural feature.

(v) Sign materials shall be consistent throughout the Specific Plan area.

(vi) Signs affixed to Buildings shall be illuminated by architectural lighting or internal through-the-face lighting only.

**(d) On-Site Directional Signs:**

(i) On-site directional signs shall be designed as a coordinated sign system, with clear consistency in size, shape, format, color and materials.

(ii) Site entry parking restrictions, handicap and fire zone regulation signs shall be coordinated onto a single sign face.

(iii) Post-mounted directional signs shall have quality posts. Wood and pre-punched galvanized steel posts are not permitted.

(iv) Entry door directional information shall be limited to building information, address and operating hours only.

## **Article 9. TRAFFIC IMPACT MITIGATION**

### **Section 5.901. INTENT.**

The construction of street improvements necessary to comply with City road standards and to mitigate potential adverse environmental effects caused by the increased traffic generation is a key element to the overall success of the Specific Plan. The City's Public Works Department has approved a schedule for the implementation of the physical intersection and roadway improvements which are necessary to comply with City standards and to mitigate Individual Project traffic impacts as new Buildings are constructed and placed into service. The traffic impact mitigation schedule, specified in Section 5.903, establishes a series of thresholds (defined as Net New Cumulative PM Peak Hour Trips), each of which, when reached, will necessitate specified improvements.

### **Section 5.902. PRINCIPLES.**

- (a) Prior to the issuance of a building permit for a proposed Building which, upon placement into use, would cause the Net New PM Peak Hour Trips of the proposed Individual Project to exceed the applicable threshold, the Applicant shall guarantee the applicable improvement by bond, cash, or irrevocable letter of credit or other collateral acceptable to the City. Plans for applicable intersection and roadway improvements shall be approved by the Director of Public Works prior to the issuance of building permits.
- (b) Intersection and roadway improvements will be completed prior to the issuance of a Certificate of Occupancy for an Individual Project which would cause the Net New PM Peak Hour Trips to exceed the applicable thresholds, as described in Section 5.903.
- (c) An Applicant shall have the right, at its discretion, to

accelerate the implementation of intersection and roadway improvements.

**Section 5.903. STANDARDS.**

- (a) At the time of each building permit application, and on an annual basis, the Applicant shall provide (1) a calculation of Individual Project "resulting trips;" and (2) a calculation of cumulative "resulting trips" for all Individual Projects permitted/ developed to date within the Specific Plan area. Each of said calculations shall be based on the trip rates provided in the Equivalency Table (see Exhibit 5.Q, page 114.)
  
- (b) After January 1, 1997, the City's Public Works Department may consider and adopt adjustments to the trip rates in the Equivalency Table if traffic studies demonstrate reduced or increased trip-making. An adjustment may be proposed either by Amgen or by the City. Upon adoption, any such adjusted trip rates in the Equivalency Table shall apply to existing and all subsequent net new development within the Specific Plan area. Additional adjustments to the Equivalency Table may be made should subsequent studies show further changes in trip-making. Such an adjustment in the Equivalency Table shall be considered a Minor Modification and processed according to the provisions of Section 7.302.

At one mutually agreed upon time after January 1, 1997, Amgen will conduct and submit: 1) turning movement counts and level of service calculations at five major intersections in the study area and, 2) project driveway counts; to the satisfaction of the City Traffic Engineer. The City will continue to monitor other study area locations in conjunction with its turn movement count program, which counts at two year intervals for CMP locations (Rancho Conejo at Hillcrest, Rancho Conejo at Route 101NB, Borchard at Route 101SB and Hillcrest at Ventu) and 3-5

## Amgen Equivalency Table

Use	Net New Trips	Net New Square Feet <sup>a</sup>	Resulting Trips Per 1000 Square Feet <sup>a</sup>
1. Office	1,249, AM 1,094, PM	1,189,506	1.05, AM 0.92, PM
2. Research	669, AM 568, PM	777,658	0.86, AM 0.73, PM
3. Manufacturing	-18, AM -35, PM	-45,467	0.40, AM 0.77, PM
4a. Warehouse/ Distribution	151, AM <sup>b</sup> 166, AM <sup>b</sup>	184,000 <sup>b</sup>	0.82, AM <sup>b</sup> 0.90, PM <sup>b</sup>
4b. Warehouse/ Distribution/Othe	-382, AM <sup>c</sup> -391, PM <sup>c</sup>	-164,866 <sup>c</sup>	2.32, AM <sup>c</sup> 2.37, PM <sup>c</sup>
5. Common Uses	-31, AM -27, PM	-29,166	1.05, AM 0.92, PM
	1,638 AM 1,375 PM	1,911,665	

- a. In Gross Square Feet
- b. Applies to new Warehouse/Distribution construction
- c. Applies to Warehouse/Distribution uses (and also service station) in Baseline Conditions that are to be removed.

year intervals at other study area locations (Wendy/101, Ventu/101). This data will be shared with Amgen.

- (c) In conjunction with any Individual Project within the Specific Plan area, which would cause the resulting Net New Cumulative PM Peak Hour Trips to exceed 274, the Applicant shall construct according to the process described in Section 5.902, the following improvements at the intersection of the Ventura Freeway northbound ramps and Rancho Conejo Boulevard:

(i) Install two "half" traffic signals on Rancho Conejo Boulevard. The west side "half" signal will control the northbound left-turn and southbound through movements and the northbound off-ramp on the west side of the street, while the east side "half" signal will control the northbound through movement and the northbound off-ramp on the east side of the street;

(ii) Restripe the northbound off-ramp on the west side for dual right-turn lanes; and

(iii) Restripe Rancho Conejo Boulevard for one left-turn lane and two through lanes in the northbound direction.

- (d) In conjunction with any Individual Project within the Specific Plan area, which would cause the resulting Net New Cumulative PM Peak Hour Trips to exceed 434, the Applicant shall construct, according to the process described in Section 5.902, the following improvements at the intersection of Hillcrest Drive and Rancho Conejo Boulevard:

(i) Widen the south side of the west leg of Hillcrest Drive within the existing right-of-way to provide an additional lane;

(ii) Restripe Hillcrest Drive for one left-turn lane, one

through lane, one optional through/right-turn lane and one right-turn only lane in the eastbound direction;

(iii) Provide the necessary signal modifications; and

(iv) Provide additional right-of-way along the east side of Rancho Conejo Boulevard, between Camino Dos Rios and the 101 (Ventura) Freeway northbound off-ramp, to allow improved lane geometrics in the northbound and southbound directions.

(e) In conjunction with any Individual Project within the Specific Plan area, which would cause the resulting Net New Cumulative PM Peak Hour Trips to exceed 703, the Applicant shall construct according to the process described in Section 5.902, the following improvements at the intersection of the Ventura Freeway northbound ramps/Grande Vista Drive and Camino Dos Rios:

(i) Remove the island between the northbound on and off-ramps to provide an additional lane;

(ii) Restripe the off-ramp for dual left-turn lanes and one optional through/right-turn lane in the westbound direction; and

(iii) Provide the necessary signal modifications.

If CalTrans does not accept these modifications, Amgen shall construct improvements at comparable cost to widening the northbound off-ramp approach to the intersection within CalTrans right-of-way to provide the lane geometry specified in the Specific Plan. Amgen will restripe the off-ramp and will provide the necessary signal modifications.

(f) In conjunction with any Individual Project within the Specific Plan area, which would cause the resulting Net New

Cumulative PM Peak Hour Trips to exceed 1,107, the Applicant shall construct according to the process described in Section 5.902, the following improvements at the intersection of Camino Dos Rios and Hillcrest Drive:

- (i) Widen the roadway along the north side of Camino Dos Rios, within the existing right-of-way, to provide an additional lane; and
  - (ii) Restripe Camino Dos Rios for two through lanes in the westbound direction across the intersection.
- (g) All roadway improvements along State highways and freeway on-ramps and off-ramps require approval from the California Department of Transportation. Amgen must obtain an encroachment permit for these improvements from the State of California Department of Transportation and the City's Public Works Department, as applicable, unless the subject improvement as described above is rejected by either agency or some other agency with jurisdiction. In such case, Amgen shall develop and implement comparable mitigation to the satisfaction of the Director of Public Works and other affected agencies. Further, if any of the above improvements are implemented by others, by Amgen at an earlier date, or by Amgen in conjunction with others, the Individual Project shall be deemed to have satisfied that condition.

Concurrent with submitting building permit applications to the City for Individual Projects that will require CalTrans approval for road improvements for Project mitigation as defined in the preceding paragraphs, Amgen will submit plans to the City for approval of that road improvement design. The City agrees to work with Amgen to develop final approved road improvement plans within six months of submittal. Upon final City approval of the road improvement plans, Amgen will file the approved plans with CalTrans to request encroachment permits to construct the road

improvements. Amgen will prepare all studies and agreements as required by CalTrans. Once in receipt of encroachment permits from CalTrans, Amgen shall construct the road improvements, in accordance with Section 5.902.

- (h) Various types of uses generate correspondingly different amounts of traffic. Exhibit 5.Q, page 114, sets forth an Equivalency Table which shall be used to calculate the number of Net New Trips created for an increase of 1,000 square feet of Gross Floor Area to the total building area in the Specific Plan area, excluding parking areas. The numbers set forth in Exhibit 5.Q, page 114, shall be used to calculate the number of Net New Trips being created by any Individual Project. These calculations shall consider both the increase in trips from any new construction and the decrease in trips from any demolition.

#### **Section 5.904. STREET IMPROVEMENT REQUIREMENTS.**

The following street improvements shall be required by the Applicant to implement the Circulation Element of the General Plan and to comply with City Road Standards within and adjacent to the Specific Plan area.

- (a) **Rancho Conejo Boulevard:**  
Reconstruction of Rancho Conejo Boulevard, required by Specific Plan No. 7 (Shapell Industries), will impact the Specific Plan. Amgen agrees to begin coordination immediately with Shapell Industries and the City to define a design, schedule and cost sharing arrangement for the following road improvements to the satisfaction of the City.

City Council Resolution 91-90, approving Amendment No. 3 to Specific Plan 7, places the following obligation for improvements on Rancho Conejo Boulevard:

"Rancho Conejo Boulevard shall be fully improved by the

developer (Shapell) from Hillcrest Drive to a point north of Camino Dos Rios, as a six-lane 88-foot wide roadway, within a 100-foot wide right-of-way roadway, and from a point north of Camino Dos Rios to Lawrence Drive as a four-lane roadway. Prior to issuance of building permits for any industrial development, the developer shall submit final plans for these improvements to the satisfaction of the Director of Public Works. The developer shall complete these ultimate improvements, including all required signal modifications, prior to occupancy of more than 130,000 square feet of industrial development in Specific Plan No. 7."

"Upon receiving Ventura County approval, the Director of Public Works may authorize deviations from the road standards to permit smaller lane widths within a lesser right-of-way width. To the extent that right-of-way for the proposed alignment is not contained within the ownership of the developer, the City may condemn such right-of-way in a timely manner to allow the developer to accomplish the requirements of this condition. The developer shall advance all necessary funds for engineering, appraisals, condemnation funds, legal fees, etc., to accomplish this task. The developer shall receive no credit for the construction of the referenced improvement against any other obligations."

Unless otherwise approved by City Council, full improvement of Rancho Conejo Boulevard shall include fully accessible sidewalks on both sides of the street and provision for bicycle access. The full improvements shall be provided within the public right-of-way or within easements adjacent to the public right-of-way. Full improvements include appropriate intersection and driveway improvements per City Road Standards, as required by the Director of Public Works. Sufficient area for public utilities and signs shall be provided.

(i) Street section from Hillcrest Drive to Camino Dos

**Rios:**

Amgen will dedicate sufficient right-of-way, grant necessary easements and provide full improvements on the east side of Rancho Conejo Boulevard from Hillcrest Drive to Camino Dos Rios for buildout of that street as approved by the City Council for Specific Plan 7, and in general conformance with providing an eighty-eight foot (88') wide street within ninety-four feet (94') of right-of-way plus a three foot (3') wide public service easement on the east side, with additional flaring from Hillcrest Drive to a point north to provide for three northbound lanes, four southbound lanes and an eight foot (8') wide painted median at the intersection.

To the extent that right-of-way for the proposed Rancho Conejo Boulevard alignment is not contained within the ownership of Amgen, the City may condemn such right-of-way in a timely manner to allow Amgen to accomplish the requirements of this condition. All necessary funds for engineering, appraisals, condemnation funds, legal fees, etc., to accomplish this task are a condition of development of Specific Plan No. 7 (Shapell) unless otherwise conditioned. Amgen shall receive no credit for implementing the construction of the referenced improvements against any other obligations.

Final plans for Rancho Conejo Boulevard improvements to satisfy the requirements of the Shapell and Amgen Specific Plans shall be submitted and approved to the satisfaction of the Director of Public Works prior to December 31, 1994. Within 30 days after approval of such final plans, sufficient property across the full frontage currently owned by Amgen on the east side of Rancho Conejo Boulevard shall be dedicated, and easements granted, to the City of Thousand Oaks as shown on such approved final plans.

Prior to occupancy of Building 29, Amgen shall

complete ultimate improvements along the east side of Rancho Conejo Boulevard from Hillcrest Drive to Camino Dos Rios as one project, unless already completed by Shapell or others, to the satisfaction of the Director of Public Works.

(ii) Street Section from Route 101 Northbound Ramps to Hillcrest Drive:

The Applicant agrees that safe and efficient traffic flow on this roadway section will impact overall circulation in the Specific Plan area.

Simultaneous with approval of final plans for improvements to Rancho Conejo Boulevard from Hillcrest Drive to Camino Dos Rios, Amgen shall submit for City approval conceptual plans for ultimate improvements on Rancho Conejo Boulevard from Hillcrest Drive to the Route 101 Northbound Ramps to the satisfaction of the Director of Public Works. Conceptual plans for improvement of this roadway section shall be consistent with improvements to be constructed from Hillcrest Drive to Camino Dos Rios to serve the traffic volumes at Buildout of the Specific Plan.

The EIR indicates that road improvements will be needed on Rancho Conejo Boulevard from the Route 101 Northbound Ramps to Hillcrest Drive to provide additional northbound turning lanes. Without those additional lanes, northbound traffic approaching Hillcrest Drive could adversely impact the intersection of Rancho Conejo at the 101 Northbound Ramps, an intersection at which traffic impact mitigation is required by Section 5.903 of the Specific Plan.

An annual traffic information report shall be submitted, documenting field observations of northbound Rancho Conejo Boulevard between the 101 Northbound Ramps and Hillcrest Drive, to the satisfaction of the Director of

**Public Works.** Should the Director of Public Works determine that traffic volumes are adversely impacting the operation of the intersection of Rancho Conejo Boulevard and the northbound ramps, the following improvements will be performed by Amgen:

(1) Amgen shall dedicate sufficient right-of-way, grant necessary easements and provide full improvements on the east side of Rancho Conejo Boulevard from the 101 northbound off-ramp to Hillcrest Drive. To the extent that right-of-way for the proposed Rancho Conejo Boulevard alignment is not contained within the ownership of Amgen, the City may condemn such right-of-way in a timely manner to allow the developer to accomplish the requirements of this condition. Amgen shall advance and may receive reimbursement for all condemnation funds, legal fees, etc. or property acquisition costs related to acquiring necessary right-of-way to accomplish this task. Amgen shall receive no credit for implementing the construction of the referenced improvements against any other obligations.

(2) In accordance with the above, Amgen shall construct ultimate improvements on the east side of Rancho Conejo Boulevard from the 101 Northbound Ramps to Hillcrest Drive, unless already completed by others, to the satisfaction of the Director of Public Works.

(iii) **Camino Dos Rios at Rancho Conejo Boulevard:**  
The realignment and signalization of the intersection of Camino Dos Rios and Rancho Conejo Boulevard is depicted in the Circulation Element of the City's General Plan, included in the Master Plan of Traffic Signals, and is considered by the City to be part of full improvement of Rancho Conejo Boulevard. The design for said improvements to this intersection, conforming with these

plans, will be included in the final Rancho Conejo Boulevard street improvement plans.

The City and Amgen will share the cost of designing improvements, realigning and signaling this intersection. Amgen's financial responsibility will be based on the proportional traffic impact of the Amgen Specific Plan per the EIR, and the City and others will contribute the remainder, which represents an amount equivalent to traffic volumes due to background growth at Buildout of the General Plan, which is not attributable to the Specific Plan.

To the extent that right-of-way for the proposed alignment is not contained within the ownership of the developer(s), the City may condemn such right-of-way in a timely manner to allow the developer(s) to accomplish the requirements of this condition. Amgen shall receive credit for the construction of the referenced improvement against City Master Plan Traffic Signal Fees. The City will contribute fees previously collected by the County for this improvement as part of the City's contribution to these improvements.

**(b) DeHavilland Drive at Hillcrest Drive:**

This intersection will serve as a major entrance to the Specific Plan. In anticipation of the high future volumes to be generated at this location, the Applicant shall install the necessary signal equipment to provide full eight-phase operation of the signal at the intersection. This improvement shall be complete prior to occupancy of Building 24. The Applicant shall receive a credit for this work against the Specific Plan's Master Plan Traffic Signal Fee obligation set forth in Section 5.1301 (a).

**(c) Hillcrest Drive at Ventu Park Road:**

Specific Plan No. 7 (Shapell Industries) requires that developer to add a right-turn lane from Hillcrest Drive

eastbound to Ventu Park Road southbound prior to the occupancy of 250 homes within Specific Plan 7. Also, if level of service at the intersection of Ventu Park Road and Hillcrest Drive drops below a level of service C (traffic volumes reach 81% or more of capacity), the developer of Specific Plan No. 7 (Shapell) is obligated to further mitigate the impacts of the traffic at this intersection.

This Specific Plan is expected to contribute approximately 40% of the total growth at this intersection. Amgen has already funded the construction of extensive improvements at this intersection, including adding the eastbound to southbound right-turn lane mentioned above, that were originally required of the developer of Specific Plan No. 7. The improvements constructed by Amgen far exceed 40% of the total cost of improvements identified to maintain Level of Service C at this location at General Plan buildout, including both this Specific Plan and Specific Plan No. 7 (Shapell).

No further improvements shall be required by this Specific Plan at the intersection of Hillcrest Drive and Ventu Park Road.

**(d) Bus Stop Facilities:**

The Applicant shall provide for bus stop facilities including but not limited to: turn-out and acceleration lane, street lighting, bus bench, bus shelter, bus signs, etc., as required by the Director of Public Works.

A plan for the location and design of these facilities shall be submitted within six months of Specific Plan approval for review and approval by the City Traffic Engineer. The improvements shall be constructed when and as required by the Director of Public Works in conjunction with development of the Specific Plan.

The following locations shall be considered for bus stop facilities:

- on the north side of Hillcrest Drive, west of DeHavilland Drive;
- on the north side of Hillcrest Drive, east of Rancho Conejo Boulevard; and
- on the east side of Rancho Conejo Boulevard, in the vicinity of Camino Dos Rios.

**(e) Ingress and Egress:**

There shall be no new vehicular ingress or egress to the Parcels within the Specific Plan, except as shown in the Specific Plan and as may be approved by Tentative Tract 4939, SUP 93-855, or SUP 93-852.

Access to Hillcrest Drive and Rancho Conejo Boulevard, controlled access roadways, must be approved by the City Council.

**(f) Sight Distance:**

Adequate vehicular and pedestrian sight visibility shall be provided at all intersections of public streets and private driveways in accordance with the criteria specified within the City's Road Standards, Plate D-10. The improvement plans for all projects shall demonstrate compliance with this plate, and a means to provide ongoing maintenance to guarantee preservation of sight visibility.

Stopping sight distance shall be a principal criterion in determining the appropriate location of on-site or off-site improvements. It is especially critical that mature landscaping be considered in evaluating visibility, not just the barren ground. Where applicable, CC&R's shall require continued compliance with this condition and the requirements contained within Plate D-10.

**(g) Traffic Control Signs:**

Control signs for regulation, warning and guidance of traffic

shall be installed as required by the Department of Public Works. These shall include stop signs, speed signs, turn prohibition and one-way signs, pedestrian and school crossing signs, curve and hill warnings, not a through street signs, parking signs, bicycle route signing, together with pavement striping, road symbols and street name signs as required.

**(h) Driveways:**

For new driveways less than thirty feet (30') wide, an easement will be provided adjacent to the driveway to provide sufficient width for possible future conversion to a thirty foot (30') wide commercial driveway, per City Road Standards. Notwithstanding anything to the contrary contained in this Specific Plan, in the event a driveway is converted in the future to a thirty foot (30') wide driveway, any encroachments into the required setbacks resulting from such conversion shall be permitted with no further action required. Driveway openings shall be surfaced and improved to include necessary paveout or cross-gutters to join existing pavement as required by and in accordance with the specifications of the City of Thousand Oaks.

**(i) Project Entry:**

Driveways and project frontage improvements shall be designed in a manner to preclude unsafe conditions caused by narrow curbside lanes and narrow driveways. Such deficiencies can cause vehicles to slow or stop in the curb side lane or to impede travel in adjacent lanes by encouraging vehicles to swing wide to turn into project entrances. Adequate curb lane widths shall be provided along with deceleration lanes, if necessary, with adequate driveway entrance widths to the satisfaction of the Director of Public Works.

**(j) Gated Entry:**

Gated entries must comply with current Public Works Department Traffic Engineering Division Standards. Prior to issuance of building permits for a project with a gated access, a plan for the entry must be submitted for the review and

approval of the City Traffic Engineer.

Should the gated access point interfere with the safe operation of traffic along the adjacent street at any time, the City Traffic Engineer can require that the gate be removed or modified to alleviate any interference within a period of 24 hours. All costs associated with removal or modification of the gate will be borne by the developer.

**(k) DeHavilland Drive Alignment:**

As part of the realignment of Camino Dos Rios to DeHavilland Drive as depicted on Tentative Tract 4939, the developer shall complete the following improvements to the satisfaction of the Director of Public Works:

(1) Provide necessary signing and striping to restrict parking on DeHavilland Drive from Camino Dos Rios to Rancho Conejo Boulevard and restripe to provide two travel lanes, bike lanes and a two-way left-turn lane; and

(2) Extend the sidewalks on DeHavilland Drive from Camino Dos Rios to Pauling Drive.

**Article 10. PARKING SUPPLY**

**Section 5.1001. INTENT.**

Vehicular parking should be located within the Specific Plan area in such a manner as to minimize internal traffic as well as walking distances for employees and visitors. The parking supply should be balanced and distributed between Land Use Districts, and should correspond to the size and uses of development within each Land Use District. The appropriate amount of parking should be provided without encouraging single occupant vehicles.

**Section 5.1002. PRINCIPLES.**

- (a) Parking should be located at the perimeter of the Specific Plan area adjacent to public streets.
- (b) Parking should be consolidated into higher density structures near the Buildings they serve.
- (c) Adequate parking should be provided to meet Specific Plan area demand with parking ratios being permitted to be adjusted to reflect reductions due to the Transportation Demand Management program for the Specific Plan area.
- (d) Parking structures should provide convenient access without disruption to the street system of the City and should be located so as to balance the load on the street system to the extent feasible.

**Section 5.1003. STANDARDS.**

- (a) Parking for existing Specific Plan area and net new development in the Specific Plan area through December 31, 1996, shall be provided at the following minimum parking ratios:

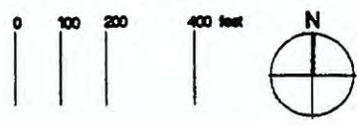
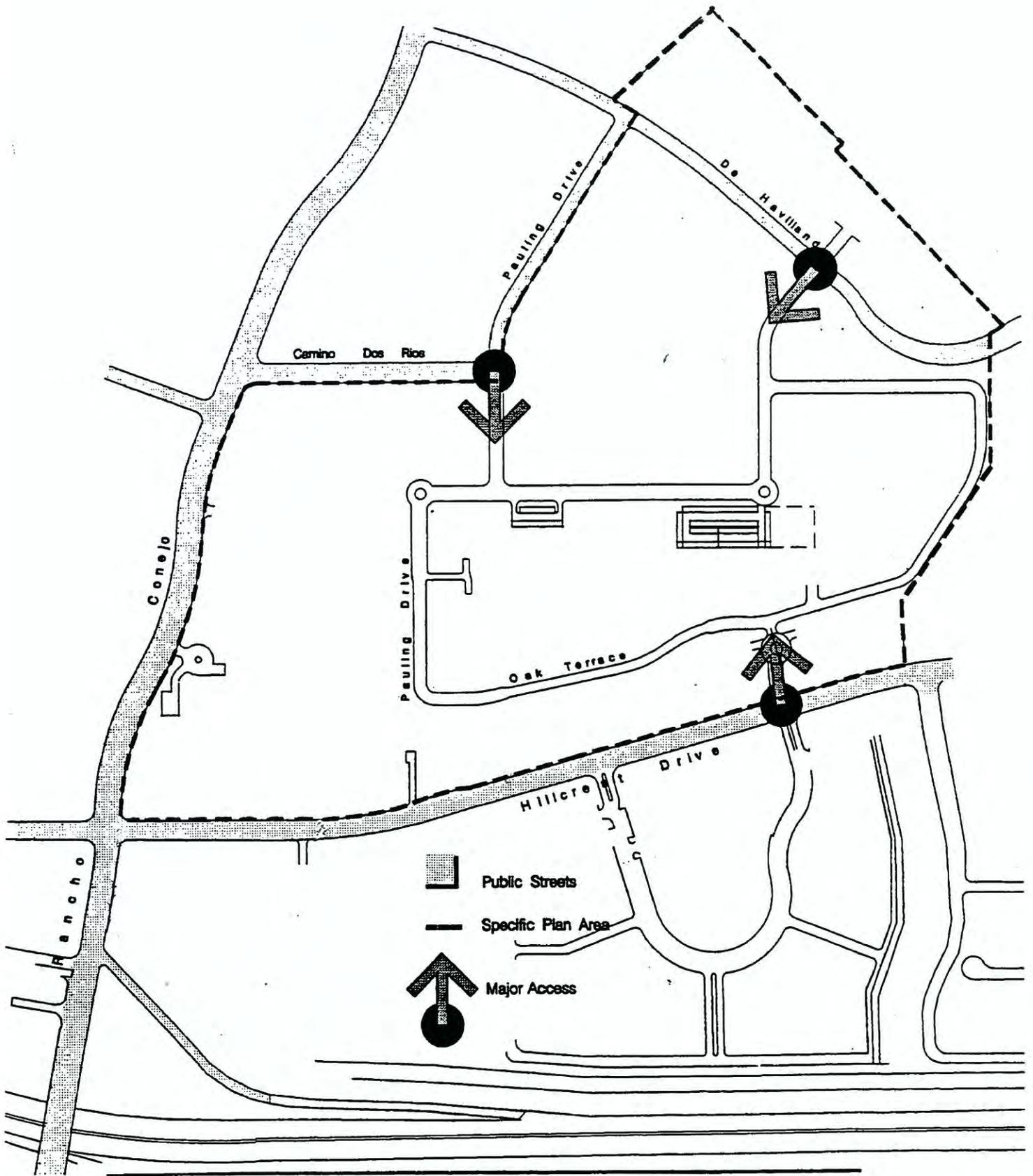
Office:	2.54 spaces per 1000 Gross Square Feet
Research:	1.14 spaces per 1000 Gross Square Feet
Manufacturing:	0.78 spaces per 1000 Gross Square Feet
Warehouse:	0.26 spaces per 1000 Gross Square Feet
Common Uses:	1.11 spaces per 1000 Gross Square Feet

Research, Manufacturing, Warehouse and Common Uses include the ancillary office space necessary to support the primary use within that Building. For Buildings with a mix of uses the allowable parking will be calculated using the ratios for each use.

Parking for uses within the Specific Plan area which are not

included in the above categories shall be provided according to the Zoning Ordinance.

- (b) Following January 1, 1997, parking reductions or increases from the above rates may be applied for, based upon studies of actual parking demand. The revised rates shall apply to all then-existing development and all subsequent development. Additional applications for parking ratio adjustments may be filed should subsequent studies show further reductions or increases in demand. Such a reduction shall be considered a Minor Modification and processed subject to the provisions of Section 7.302.
- (c) At least 60 percent (60%) of the total parking spaces required in the Specific Plan area shall be provided as standard size (i.e., not compact) parking spaces.
- (d) Within one (1) year of the effective date of the Specific Plan Ordinance, at least 10 percent (10%) of all parking spaces in each Land Use District shall be marked for the exclusive use of vanpools and/or carpools. (These Land Use Districts are shown on Exhibit 4.A, page 23.) The number of such designated spaces shall be increased to meet actual Site demand should it exceed 10 percent (10%) of total spaces.
- (e) Not less than 50 percent (50%) of the parking demand calculated to be within each Land Use District shall be met by spaces provided within that Land Use District, except that this provision shall not apply to the Common Use District.
- (f) Sufficient total Specific Plan area parking shall be provided prior to the issuance of a Certificate of Occupancy for each Individual Project. Any parking required to be added to the Specific Plan area as part of an Individual Project shall be located in the same Land Use District as the Individual Project or within 700 feet (700') of the Building, measured from the nearest point of the Parcel.



**MAJOR SITE ACCESS**

Exhibit 5.R Page 130

Specific Plan # 16 Amgen Center

## **Article 11. ACCESS AND INTERNAL CIRCULATION**

### **Section 5.1101. INTENT.**

Access and internal circulation is intended to provide adequate access to all parking areas, promote internal pedestrian and bicycle circulation and minimize the effects of the Project on the public rights-of-way.

### **Section 5.1102. PRINCIPLES.**

- (a) All pedestrian crossings on public streets should be well marked and located at controlled intersections.
- (b) Pedestrian paths meeting the requirements of the Americans With Disabilities Act requirements shall provide connections among the Buildings and parking areas within the Specific Plan area and to the transit stops and public pedestrian facilities along the perimeter of a Specific Plan area.

### **Section 5.1103. STANDARDS.**

- (a) All new vehicular access elements shall substantially conform to Exhibit 5.R, page 130, except that additional Driveways may be provided at public roadways, pursuant to Section 5.904(e).
- (b) The overall layout of the Internal Roadway system shall substantially conform to Exhibit 4.B, page 24, upon Buildout. New Internal Roadways shall be consistent with this Exhibit.
- (c) No on-site roadway shall have a slope greater than 12 percent (12%) unless specifically approved by the City's Director of Public Works.
- (d) Each new Major Access Roadway shall be a minimum of 35 feet (35') in width (excluding any median) for not less than 100 feet (100') prior to its intersection with the public streets bordering the Specific Plan area, and shall provide two or

more lanes for vehicles exiting the Specific Plan area. These Major Access Roadways are shown in Exhibit 5.R, page 130.

- (e) Each new two-way Internal Roadway shall be constructed to a minimum of 30 feet (30') in width. Further, each new Internal Roadway shall meet the following minimum lane width standards:

Single lane in one direction	14 ft.
Curb through lane (no bike route)	12 ft.
Curb lane (bike route)	15 ft.
Through lane adjacent to a raised median	11 ft.
Interior through lane	10 ft.
Curb turn lane	11 ft.
Interior / median adjacent turn lane	10 ft.

- (f) New driveways shall meet the following minimum width standards:

Two-way Driveway	24 ft
One-way Driveway	15 ft.

- (g) In the event that parking structure P4 is completed and such structure includes an internal vehicular connection to parking structure P3, then a traffic signal shall be installed where the Driveway between Buildings 25 and 29 meets Rancho Conejo Boulevard. Such signal shall be installed no later than the issuance of the Certificate of Occupancy for Building 29. The City Traffic Engineer may require that Amgen install a traffic signal at any Project Driveway that meets minimum CalTrans warrants.

- (h) New access controls for the Specific Plan area shall be located to allow adequate queuing areas outside of the public right-of-way. At no time shall traffic entering the Specific Plan area be allowed to queue on the public right-of-way.

- (i) Pedestrian sidewalk access to the Specific Plan area shall be outside vehicular access roadways to be approved as part of site plans under the Development Permit procedure.
- (j) Bicycle facilities shall be provided for in accordance with the requirements of the Transportation Demand Management program and the City Master Plan of Bicycle Facilities once that plan is adopted.

**Article 12. TRANSPORTATION DEMAND  
MANAGEMENT**

**Section 5.1201. INTENT.**

A Transportation Demand Management (TDM) program, together with a system of bicycle facilities, should minimize the number of vehicle trips to and from the Specific Plan area. Any proposed TDM program will meet the requirements of the City's TDM Facilities Ordinance, which is to be adopted in 1994.

**Section 5.1202. PRINCIPLES.**

- (a) An aggressive TDM program has already been implemented for the existing development within the Specific Plan area, as required by Ventura County Air Pollution Control (VCAPC) District Rule No. 210. This program should continue to be expanded to cover increased employment levels as development continues within the Specific Plan area.
- (b) The current mandatory goal of the program is to achieve a 1.35 average vehicle ridership (AVR). This AVR target increases to 1.5 on January 1, 1997.
- (c) The standards described below can be utilized to achieve a 1.5 AVR. Some of the standards are currently being implemented, but will be expanded under the Specific Plan.

**Section 5.1203. STANDARDS.**

- (a) At least 10 percent (10%) of all new parking structure spaces shall be marked for high-occupancy vehicles (HOVs). The HOV spaces shall be located near building entrances or in other desirable locations.
- (b) To the extent feasible, passenger loading areas shall be incorporated into the design of individual Buildings. These loading areas shall be designed to facilitate the formation and operation of multi-building carpools and vanpools.
- (c) The TDM program for Buildings which are located within the Specific Plan area shall be administered by one or more Employee Transportation Coordinators (ETCs). Each ETC shall make certain that employees are aware of their commute options. This will be accomplished through programs such as orientation programs for new employees, rideshare matching assistance programs, informational bulletin boards, signs in parking lots, and articles in the company newspaper, if any. This program shall be expanded to reach new employees employed within the Specific Plan area. The ETC shall implement any new techniques which are developed and appear likely to effectively promote ridesharing.
- (d) Among the uses which shall be deemed to be consistent with the Specific Plan will be the following, each of which will encourage trip reductions and/or reduce the need for mid-day travel: bicycle racks, showers and lockers, on-site services such as child care, cafeterias, vending machines and automatic teller machines, postal facilities, and conference rooms equipped for teleconferencing. Among the policies which may be considered are corporate policies promoting the use of flexible work hours, telecommuting, financial incentives for vanpools and subsidization of employees who walk to work, use bicycles and/or use public transportation.

- (e) As discussed in Section 5.1003, required parking levels shall be reduced to reflect the effect, if any, of increased AVRs on the number of vehicle trips to and from the Specific Plan area. This provision ensures that unnecessary automobile trips will not be encouraged by the availability of excess parking, and allows the diversion of funds from unneeded parking facilities to ridesharing incentives and facilities.
- (f) All changes to the TDM program shall be approved by the VCAPC District or its successor.
- (g) An internal circulation system shall be developed for use by bicycles substantially in the manner described in Exhibit 4.C, page 25. This system shall include separate bicycle paths, marked on-street lanes, and designated routes, as appropriate. It shall serve to connect the City's bicycle network to Specific Plan area bicycle facilities.
- (h) Bicycle racks and lockers shall be provided within the Specific Plan area at an initial ratio of one space for every 50 employees. If actual use exceeds this supply, the number of spaces shall be increased to meet demand. These storage facilities shall be located in secure and well-illuminated places such as near building entrances.
- (i) Within the Specific Plan area, showers and clothes lockers shall be made available to employees who cyclocommute.
- (j) The ETC shall coordinate with local and regional transit agencies to improve the amount and quality of transit service to the Specific Plan area. This shall include informing appropriate transit agencies of the results of any ridesharing surveys.
- (k) The ETC shall cooperate with the staff of the City to install shelters, where feasible, within existing public rights-of-way at those bus stops within the Specific Plan area.

**Article 13. TRAFFIC MITIGATION FEES**

**Section 5.1301. APPLICABLE FEES.**

The developer acknowledges that the subject development will impact traffic safety and efficiency and therefore desires to provide for the mitigation of same by complying with the following conditions and by depositing with the City of Thousand Oaks the appropriate non-refundable fees in cash for each Individual Project prior to the issuance of building permits for that Individual Project.

Fees are based on Table 4.2-5a (Project Trip Generation) of the EIR, as corrected to reflect relocation (not demolition) of the 25,500 square foot City Municipal Service Center, which is estimated to generate 6 ADT/1000 square feet, or 153 ADT. The developer shall not receive a credit for relocation of the Municipal Service Center to its new site in the Newbury Park industrial area.

**(a) Master Plan Traffic Signal Fee:**

	<u>\$/ADT</u>	<u>ADT/SE</u>	<u>Fee</u>
Phase One	\$16.00	(3080+153) = 3233	\$51,728.00
Phase Two	\$16.00	8772	\$140,352.00

Note: The developer will receive credit for Master Plan Traffic Signal Fees, not to exceed the amount calculated above, against the work constructed, as described above, at intersections:

- Camino Dos Rios at Rancho Conejo Boulevard,  
and
- DeHavilland Drive at Hillcrest Drive

**(b) Supplemental Signal Fee:**

This fee is for signals that are not included in the City's Master Plan of Traffic Signals, but are required to serve an entrance to a development site.

At a cost of \$143,000 per location, or the developer shall install the signal(s) at the intersection of Rancho Conejo at the Project Driveway. The signal shall be installed and operational

as specified in the Specific Plan.

<u>Fee/Signal</u>	<u>No. of Signals</u>	<u>Amount</u>
\$143,000.00	1	\$143,000.00

(c) Supplemental Signal Maintenance Fee:

This fee is charged for the City to maintain signals that are not included in the City's Master Plan of Traffic Signals, but are required to serve an entrance to a development site.

<u>Fee/Signal</u>	<u>No. of Signals</u>	<u>Amount</u>
\$88,000.00	1	\$88,000.00

(d) Newbury Park Area Road Improvement Fee:

	<u>\$/SF</u>	<u>No. of Square Feet</u>	<u>Amount</u>
Phase One	\$0.70	(630,632+25,500)=656,132	\$459,292.40
Phase Two	\$0.70	1,451,033	\$1,015,723.10

Note: The developer will receive credit for Newbury Park Area Road Improvement Fees, not to exceed the amount calculated above, against the work constructed as described in Section 5.903 (a) - (h) above at the intersections of:

- Rancho Conejo at 101 Northbound Ramps,
- the west leg of Hillcrest at Rancho Conejo,
- Wendy Drive at US 101 Northbound Ramps,
- Hillcrest Drive at Camino Dos Rios.

(e) Road Payback Fees:

<u>\$/LF</u>	<u>LF Frontage</u>	<u>Amount</u>
\$25.00	0	N/A

(f) Newbury Park Improvement Fee:

(per the Newbury Road Study dated September 28, 1989. Updated estimate as follows:)

Estimated Fee - Specific Plan impact is calculated as 20.5 percent (20.5%) of the estimated \$4,500,000.00 Borchard Phase 2 Improvement Project.

<u>Estimated Fee</u>	<u>Amount</u>
20.5% of \$4,500,000.00 =	\$920,000.00

Each Individual Project will contribute a proportional amount based on Individual Project ADT, which equates to the total Specific Plan obligation divided by the projected Specific Plan ADT:

Project Cost / (Phase 1 + Phase 2 ADT)  
 $\$920,000.00 / (3233 + 8772 \text{ ADT}) = \$76.63 / \text{ADT}$

(g) Total Traffic Mitigation Fees:	<u>Amount</u>
	\$2,818,095.50

Note: The above fees shall be calculated/updated for each Individual Project and paid no later than at the time of issuance of building permits for that Individual Project.

#### Section 5.1302. CREDITS FOR OFF-SITE ROAD IMPROVEMENTS.

A series of road improvements will be constructed as specified in Articles 5.903 and 5.904. It is appropriate that Amgen receive a credit for such improvements completed by Amgen in lieu of payment of a portion of the Project Traffic Mitigation Fees, per the City Council's direction at the September 7, 1993 study session and per Item 7 of Resolution 78-547, which established the Newbury Park Area Road Improvement Fee. Fees applicable to the Project are described as follows:

- (a) The Master Plan Traffic Signal Fee is applied to all projects based on the number of trips generated. It is used to install and maintain Master Plan Traffic Signals throughout the City. Traffic from each project makes use of and benefits from the entire system of Master Plan Traffic Signals. Fee credits are appropriate when a developer installs a Master Plan Traffic Signal.
- (b) Supplemental Signals are in addition to those in the Master Plan of Traffic Signals. If a Supplemental Signal is needed for

a project, the developer will either pay the fee or install the signal.

- (c) The Supplemental Signal Maintenance Fee is charged for City maintenance of a Supplemental Signal over a twenty-year lifespan.
- (d) The Newbury Park Area Road Improvement Fee is based on the square footage of a project. Its purpose is to complete the circulation system in Newbury Park per the City's General Plan. This fee is applied by the City to new road construction, improvements to existing roads and reimbursement of City costs incurred in constructing primary and secondary arterials in Newbury Park. If a developer constructs improvements benefitting the circulation system in Newbury Park per the City's General Plan, it is appropriate that the developer receive a credit in lieu of paying the fee.
- (e) Road Payback Fees are applied to reimburse the City for constructing street improvements along the frontage of a project.
- (f) The Newbury Park Improvement Fee is a contribution toward the City's Borchard Phase 2 improvement project, which includes the Newbury Road Connection.
- (g) Appropriate credits will be determined by giving consideration to the cost of improvements implemented by the developer that benefit the circulation systems covered by these fees versus the City's cost of constructing ultimate improvements in the Specific Plan Traffic Study Area. The credits will be based on the proportion of traffic impact from net new Specific Plan development versus area-wide growth.

Credits will be applied to right-of-way acquisition costs, design and construction of road improvements, and capacity enhancements, such as restriping, signal installation and signal improvements.

#### Section 5.1303. ADDITIONAL FEES.

No additional traffic mitigation fees shall be required of Specific Plan 16 development, unless they are applicable on a general Citywide, County, or Regional basis.

## **CHAPTER 6: ENVIRONMENTAL IMPACT MITIGATION**

### **Article 1. GENERAL**

The EIR identifies a number of potentially significant environmental effects of the Project, and mitigation measures necessary to reduce the impacts to a level of insignificance. The purpose of this chapter is to document the mitigation which is required by the Specific Plan, and to establish a mitigation monitoring program to enable the City to insure that required mitigation is carried out.

### **Article 2. AIR QUALITY IMPACT MITIGATION**

#### **Section 6.201. GENERAL.**

The implementation of the Specific Plan has the potential to create short-term (construction-related) and long-term air quality impacts. The potential for these impacts has been analyzed in the EIR, and the mitigation measures recommended in that document are hereby incorporated into the Specific Plan as outlined in this article.

#### **Section 6.202. CONSTRUCTION-RELATED IMPACTS.**

In order to reduce ozone precursor emissions and fugitive dust associated with grading and site preparation activities, site preparation for all Individual Projects and infrastructure construction within the Specific Plan area shall be carried out with the mitigation measures identified in Section 4.3.3.1(a) of the Final EIR. These requirements are as follows:

- (a) All diesel-powered vehicles and equipment shall be operated with the fuel injection timing set so as to minimize NOx emissions, while not increasing particulate emissions;
- (b) All diesel-fueled engines shall use reformulated diesel fuel;
- (c) All engines shall be properly operated and maintained;

- (d) All diesel fuel shall be 0.05% or less sulfur (by weight);
- (e) Trucks used to import or export soil to/from the Specific Plan area shall be covered, or shall maintain a minimum 2 feet (2') of freeboard from the soil level to the top of the bin;
- (f) All diesel-powered equipment shall be turned off when not in use for more than 30 minutes, and all gasoline-powered equipment shall be turned off when not in use for more than 5 minutes;
- (g) The entire construction area shall be watered as often as necessary to minimize fugitive dust;
- (h) Site grading shall be suspended when the wind speed exceeds 20 miles per hour (averaged over one hour); and
- (i) The Applicant shall inform all workers involved in grading operations to wear face masks during dry periods to reduce inhalation of dust which may contain the fungus which may contain the fungus that causes San Joaquin Valley Fever.

All contracts for grading within the Specific Plan area shall incorporate these provisions.

#### Section 6.203. LONG-TERM IMPACTS.

- (a) The Applicant shall maintain a Transportation Demand Management (TDM) program, as set forth in Article 12 of Chapter 5 of the Specific Plan.
- (b) Without further mitigation, vehicular traffic associated with the Project would still cause emission standards for reactive hydrocarbons and oxides of nitrogen set by the Ventura County Air Pollution Control District to be exceeded. Further mitigation necessary to reduce the impact to a level of insignificance shall consist of contributions by the Applicant

to the City's off-site TDM program fund. The total amount of this fee has been calculated in the EIR as \$1, 442,816. This total fee obligation shall be pro-rated to Individual Projects within the Specific Plan area, at the rate of \$0.69 per square foot of net new Gross Floor Area added by the Individual Projects. Such pro-rated fee obligation shall be calculated for each Individual Project and become a condition of its entitlement, to be paid prior to occupancy of the Individual Project.

With the payment of this off-site TDM fund fee, the long-term indirect air quality impacts of the Project are mitigated to a level of insignificance.

#### **Section 6.204. FLEET VEHICLES.**

The Applicant shall increase the proportion of fleet vehicles which are fuel-efficient or zero-emission as quickly as practical.

### **Article 3. NOISE IMPACT MITIGATION**

#### **Section 6.301. CONSTRUCTION REQUIREMENTS.**

- (a) Unless otherwise provided by the conditions of a Development Permit for an Individual Project, site preparation, construction activities, and construction equipment maintenance shall be limited to the periods of 7:00 A.M. to 8:00 P.M. weekdays. Provided, however, that construction activities which do not generate audible noise outside the Specific Plan boundaries shall not be subject to this restriction.
  
- (b) Construction haul routes shall be located away from residential land uses, schools, and hospitals. Prior to the issuance of a grading permit for any Individual Project, the City shall review and approve planned haul routes and schedules.

- (c) All construction equipment, fixed or mobile, shall be in proper operating condition and fitted with standard factory silencing features. Where construction equipment, such as generators and air compressors, is to be operated for more than one (1) day within 100 feet (100') of residential land uses, temporary noise attenuation structures shall be erected between the equipment and the residential area.

**Section 6.302. PAVING.**

In order to mitigate increased traffic noise, any paving or repaving of public or private roads or driveways within the Specific Plan area shall utilize asphalt-rubber paving material consisting of at least 20 percent (20%) recycled rubber.

**Section 6.303. PARKING STRUCTURES.**

Parking structures planned to be located within 500 feet (500') of residences shall be designed to minimize noise impact on residential areas, including noise from sweepers necessary to clean inside the structures. The Director may require a noise study in conjunction with the submittal of applications for parking structures within this radius, to demonstrate compliance with City noise standards as set forth in the Noise Element of the General Plan.

**Section 6.304. LOADING DOCKS.**

In conjunction with the approval of a Development Permit for any Individual Project, the City may impose conditions regulating the design, location, screening, and hours of operation of loading docks, if deemed necessary to protect nearby residential areas from noise impacts associated therewith. If determined by the Director to be necessary to protect residential areas, loading docks within 500 feet (500') of residential areas shall be designed to have a depressed (i.e., below grade) dock area, and/or internal loading bays to provide a break in the line of noise transmission between the source sensitive receptors.

**Article 4. AESTHETICS IMPACT MITIGATION**

**Section 6.401. CITY GATEWAY.**

Prior to, or in conjunction with, the filing of an application for a Special Use Permit for any development in Development Envelope "U", the Applicant shall also submit for City review and approval a proposed City Gateway plan for the east side of Rancho Conejo Boulevard between the Ventura Freeway and Hillcrest Drive. The plan shall be consistent with the provisions of City Council Resolution 93-152, and improvements required by the Gateway Plan shall be constructed prior to or in conjunction with development of any Individual Project in Development Envelope "U".

**Section 6.402. GOOD HOUSEKEEPING PLAN.**

Since the implementation of the Specific Plan anticipates the demolition of some existing structures, the Applicant shall file with the Department of Planning Community Development for review and approval a "good housekeeping" plan, specifying the on-site locations for storage of demolition debris, construction materials and equipment, and the schedule for debris removal. This plan shall be filed for the first Individual Project requiring demolition, and shall be updated prior to the issuance of building permits/demolition permits for other Individual Projects requiring demolition.

**Article 5. RISK OF UPSET/HUMAN HEALTH AND SAFETY**

**Section 6.501. PHASE I/II SITE INVESTIGATIONS.**

Prior to issuance of any grading permit for an Individual Project within the Specific Plan area, the Applicant shall cause to be prepared and submitted to the City a "Phase I" site investigation to determine the likelihood that petroleum hydrocarbons are

present within site soils. If the "Phase I" site investigation determines that such contamination is likely, a "Phase II" investigation shall be conducted and submitted to the City prior to issuance of a grading permit. The Applicant shall comply with all recommended remediation measures recommended by the Phase I/II studies.

#### **Section 6.502. WASTE PICK-UP POINTS.**

The Applicant shall insure that sufficient hazardous waste pick-up points are maintained to serve the needs of the Project and meet requirements of State and Federal regulations.

### **Article 6. INFRASTRUCTURE SYSTEMS**

#### **Section 6.601. STORMWATER DRAINAGE SYSTEMS.**

The Applicant shall install stormwater drainage improvements necessary to serve the Project, as identified in Section 4.9.1.1 and depicted on Figure 4.9-2 of the EIR. These improvements shall be made in a timely manner as necessary to accommodate development within the Specific Plan area.

#### **Section 6.602. WATER SUPPLY SYSTEMS.**

- (a) The Applicant shall install water supply improvements necessary to serve the Project, as identified in Section 4.12.1.2 and depicted on Figure 4.12-1 of the EIR. These improvements shall be made in a timely manner as necessary to accommodate development within the Specific Plan area.
- (b) Prior to issuance of a will-serve letter by California-American Water Company for water service to any improvement or new development in the Specific Plan area, the Applicant shall comply with all plan check requirements, contractual obligations, and financial requirements per California Public Utilities Commission Rule 15.

- (c) Amgen shall submit to the Public Works Department a complete and detailed water master plan for the Specific Plan area within three months of the effective date of the Specific Plan Ordinance. The master plan shall be approved by California-American Water Company prior to submittal to the City of Thousand Oaks. The master plan shall indicate general sizes and alignments of all existing and proposed water mains, demand analysis, and subsequent reservoir storage requirements. Based on the results of the master plan, Amgen may be required to construct additional reservoir storage and/or other facilities.
- (d) All water systems shall be designed to the standards and requirements of California-American Water Company and the City of Thousand Oaks. In cases of conflict, the more stringent shall apply. Facilities constructed shall be deeded to California-American Water Company via recorded document with easement deed(s), where facilities are located on private property.
- (e) Industrial/commercial services and fire services shall be designed with adequate backflow prevention on the customer's side of the meter and shall meet applicable California/American Water Company isolation requirements as well as all county, state, and federal codes, as necessary, to protect California-American Water Company's distribution system.
- (f) Landscape irrigation shall be metered separately from domestic use.
- (g) All fire hydrants shall be located a maximum of 8 feet (8') behind the curb of streets within the Specific Plan area. Fire hydrants constructed at any other location are considered private hydrants and will require fire service contract agreements with California-American Water Company and must be isolated, behind sidewalk, by an approved double check valve.

- (h) Latest available technologies to conserve water and reduce demand shall be incorporated when constructing improvements within the Specific Plan area. Prior to initiating water service to any lot in the Specific Plan area, the Applicant may be required to submit a letter report to California-American Water Company specifying actions taken or proposed to cause reduction in demands, as defined in this condition.
- (i) Any use of groundwater for irrigation or other purposes must be approved by California-American Water Company.
- (j) Water service by California-American Water Company is subject to various rules and regulations of cognizant agencies and authorities, specifically referencing, but not limited to, the prohibitions of the wholesale water purveyor, Calleguas Municipal Water District, and its supplier, the Metropolitan Water District.

**Section 6.603. WASTEWATER SYSTEMS.**

- (a) The Applicant shall be responsible for the design and construction of all wastewater mains within the Specific Plan area. This work shall be per the requirements of the "Wastewater Design and Construction Standards" and the Thousand Oaks Municipal Code. Unless otherwise approved, the applicable design and construction Standard and/or Code shall be that which is in effect at the time such work is authorized for construction.
- (b) The Applicant shall install wastewater improvements necessary to serve the Project, as identified in Section 4.12.2.2 of the EIR. These improvements shall be made in a timely manner as necessary to accommodate development within the Specific Plan area.
- (c) Within three (3) months of the effective date of the Specific Plan Ordinance, the Applicant shall submit to the City of

Thousand Oaks Public Works Department a detailed wastewater master plan for the Specific Plan area. The master plan shall indicate the sizes, carrying capacities and alignments of all existing and proposed wastewater mains, the estimated wastewater flows tributary to these mains on an average and peak flow basis, and show any portion(s) of the system, on-site or off-site to the Specific Plan area, which do not have adequate carrying capacity to meet City Standards, along with an estimate as to the time frame in which said main(s) must be replaced by the Applicant.

**Section 6.604. WASHWATER RECYCLING.**

Within three (3) months of the effective date of the Specific Plan Ordinance, Amgen shall submit a report to the City's Recycling Coordinator for review and approval, which report identifies quantities of washwater available, landscape areas available for use of the washwater, facilities needed to distribute the washwater to its ultimate use, and disposition of any excess/surplus waters. The intent of this section is to maximize and reduce demand on domestic water supplies.

**Article 7. PUBLIC SERVICES**

**Section 6.701. WELLNESS PROGRAM/CENTER.**

The Applicant shall establish and maintain an on-site employee wellness program center, which includes exercise equipment and showers.

**Article 8. SOLID WASTE**

**Section 6.801. RECYCLING/REUSE.**

Within (3) months of the effective date of the Specific Plan Ordinance, Amgen shall prepare and submit to the City's Recycling Coordinator for review and approval a Master Plan Report addressing recycling/reuse issues within the Specific Plan area. The Master Plan Report shall include, but not be limited to, the following topics:

- (a) **Preconstruction Management** - identification of what products are to be used in the construction and reconstruction of proposed facilities and their approximate quantities in either gross numbers or percentage of construction costs;
- (b) **Construction and Demolition** - identification of materials from buildings proposed to be demolished which will be separated and recycled. Examples might be wood, concrete, various metals, etc.;
- (c) **Office/In-House Recycling** - identification of current and proposed practices for such things as office recycling awareness, employee recognition program or waste reduction demonstration projects;
- (d) **Procurement Practices** - adoption of Company policies supporting the purchase of recycled products;
- (e) **Space Allocation** - provision of adequate space for collection, storage, and pre-sorting of recyclable materials, both inside and outside of buildings;
- (f) **Waste Efficient Landscaping** - on-site composting, grass recycling, non-toxic landscaping, use of locally generated, recycled planting mixes; and
- (g) **Designation of an on-site "waste reduction coordinator"** to work with the City to reduce waste generated within the Specific Plan area.

**Article 9. MITIGATION MONITORING PROGRAM**

**Section 6.901. PURPOSE.**

Section 21081.6 of the California Public Resources Code requires that, when a public agency adopts findings to the effect that mitigation measures have been incorporated in a project or

imposed on a project to avoid significant environmental effects identified in the EIR, a mitigation reporting or monitoring program must be adopted to ensure compliance during project implementation. This article comprises the mitigation monitoring program for the Specific Plan and is included herein as Appendix A.

It shall be the responsibility of the City of Thousand Oaks to monitor the required mitigation of environmental impacts. In carrying out this responsibility, the City may require Applicants to provide information regarding the mitigation of project impacts for which they are responsible.

## **CHAPTER 7: ADMINISTRATION OF THE SPECIFIC PLAN**

### **Article 1. IMPLEMENTATION OF THE SPECIFIC PLAN**

#### **Section 7.101. RESPONSIBLE AGENCY.**

The Department of Planning and Community Development shall have the duty to implement the provisions of this Specific Plan.

### **Article 2. INTERPRETATION OF THE SPECIFIC PLAN**

#### **Section 7.201. RESPONSIBLE OFFICER.**

The Director of Planning and Community Development (Director), or his or her designee, shall have the duty to interpret the provisions of this Specific Plan.

#### **Section 7.202. PROCEDURE.**

- (a) The Director shall reduce each interpretation to written form as a Letter of Interpretation, which shall be permanently maintained as part of the official Specific Plan document.
- (b) Any person aggrieved by such Letter of Interpretation may, within 20 days of the issuance of the Letter, appeal the matter to the Planning Commission by filing a letter setting forth the appeal and reasons therefore with the Planning Director. The Planning Commission shall have the duty to affirm or change the Letter of Interpretation.
- (c) Any person aggrieved by the Letter of Interpretation as affirmed or changed by the Planning Commission may, within 20 days of the Planning Commission's determination, appeal the decision to the City Council by filing a letter setting forth the appeal and reasons therefore with the Planning Director. The Council shall affirm or change the Letter of Interpretation. The City Council's determination is final.

**Article 3. MINOR MODIFICATIONS TO THE SPECIFIC PLAN**

**Section 7.301. APPLICATION.**

The following modifications to the Specific Plan are determined to be consistent with the Specific Plan and shall therefore be deemed Minor Modifications not requiring a formal amendment to the Specific Plan:

- (a) The addition of new information to augment the Specific Plan maps or text for the purposes of clarification or updating, provided that such information does not change the effect or intent of the Specific Plan;
- (b) The modification of infrastructure requirements (including, but not limited to, requirements for drainage, water, sewage, parking and roads) when such modification would not have the effect of increasing the allowable development density of the Specific Plan area or of any Parcel beyond the maximum allowable density for such area or Parcel as specified in the Specific Plan, and when such modification will not cause a major redesign of any part of the Specific Plan;
- (c) In conjunction with any application for any Individual Project, the modification of any quantitative Specific Plan area development standard, specified in Articles 2, 3, 5, 6, 7, 8, 10, and 11 of Chapter 5 of the Specific Plan, provided the new proposed standard does not vary by more than five percent (5%) from the standard in the Specific Plan version last approved or amended by the City Council [this five percent (5%) limitation shall not restrict adjustments to the requirements of the Specific Plan pursuant to Sections 5.903 (b) and 5.1003 (b)]; and
- (d) The modification of the Equivalency Table pursuant to Section 5.903 (b) and the adjustment of the parking ratios pursuant to Section 5.1003 (b).

**Section 7.302. PROCEDURE.**

Minor Modifications may be requested only by a Property Owner and shall be determined by the Director pursuant to the administrative hearing procedures specified in the Thousand Oaks Municipal Code. The Director shall approve, or conditionally approve, a Minor Modification if, and only if, he or she makes each of the following findings:

- (a) The modification, with any conditions imposed, will not adversely affect areas outside the Specific Plan; and
- (b) The modification is not in conflict with the objectives of the General Plan or the general intent of this Specific Plan.
- (c) In the case of a modification to a quantitative development standard pursuant to Section 7.301(c), there is a uniqueness related to the individual project which would justify varying from the applicable standard.

**Article 4. AMENDMENTS TO THE SPECIFIC PLAN**

**Section 7.401. APPLICATION.**

All modifications of the Specific Plan not deemed to be Minor Modifications (Article 3, above) shall require an amendment to the Specific Plan.

**Section 7.402. PROCEDURE.**

Amendments to the Specific Plan shall be considered pursuant to the procedures for such amendments as specified in the California Government Code and Thousand Oaks Municipal Code.

**Article 5. ENTITLEMENT PROCEDURES**

**Section 7.501. GENERAL PROVISIONS.**

All development within the Specific Plan area shall require the filing of the appropriate entitlement applications with the City, and payment of processing fees to the City. The Specific Plan area is divided into three Entitlement Zones for purposes of

entitlement processing. These zones are depicted on Exhibit 7.A, page 155, as the Gateway Zone, the Periphery Zone and the Interior Zone. City Staff shall determine compliance of any application with the Specific Plan and other applicable regulations, using the Project Checklist (Exhibit 7.B, pages 156-157) as applicable. An Applicant may submit a draft Project Checklist with a Development Permit or Special Use Permit application for any Individual Project.

**Section 7.502. GATEWAY ZONE.**

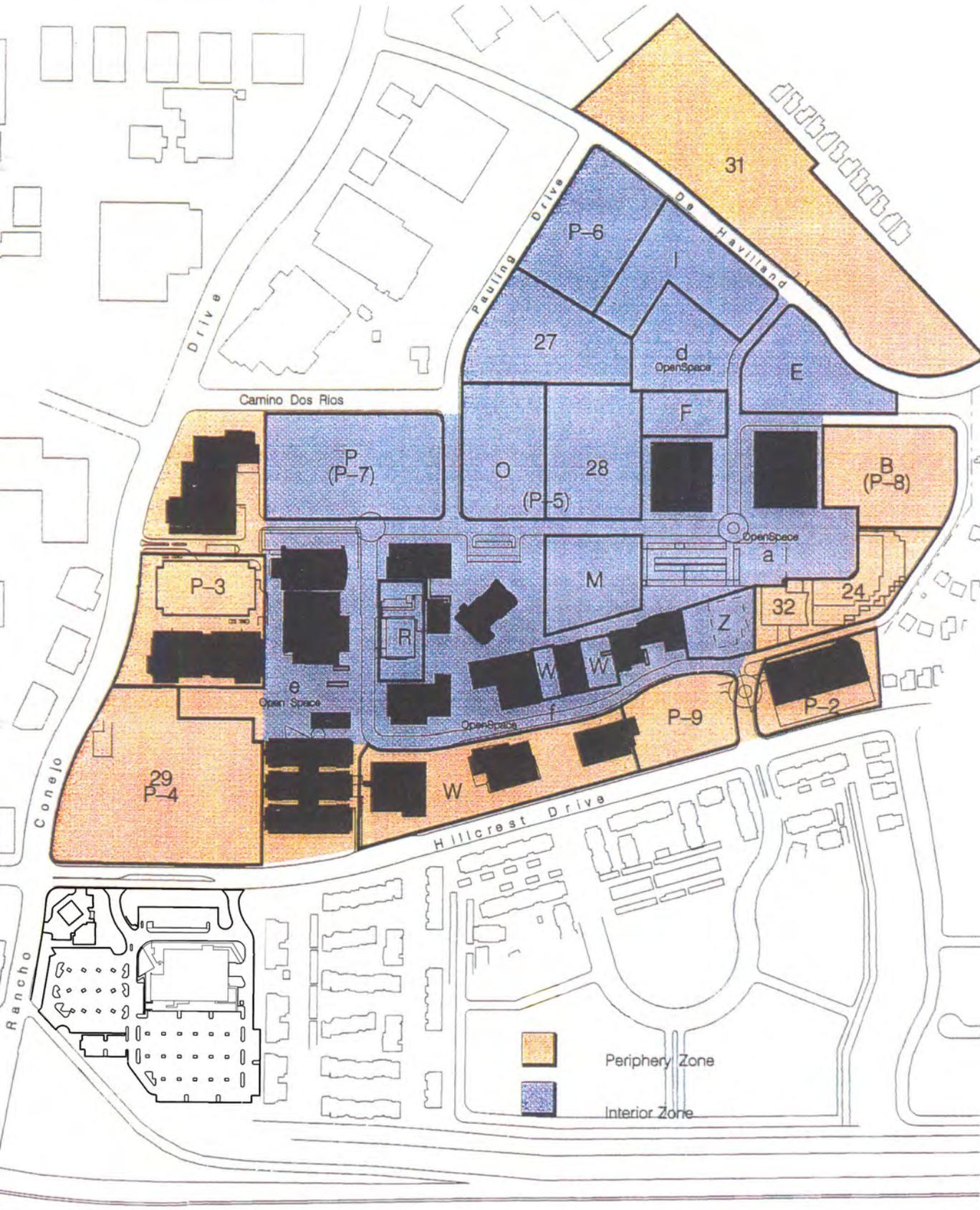
In the Gateway Zone, any Individual Project shall require a Special Use Permit, to be processed according to the provisions of the Zoning Ordinance.

**Section 7.503. PERIPHERY ZONE.**

In the Periphery Zone, any Individual Project shall require a Development Permit. The application for such permit shall be reviewed by, and whether it will be issued shall be determined by, the Director, pursuant to the administrative hearing procedures specified in Section 9-4.2804 of the Thousand Oaks Municipal Code. The Director shall approve the Development Permit if, and only if, he or she makes each of the following findings:

- (a) the proposed development complies with the Specific Plan;
- (b) the proposed development complies with all other applicable zoning and development regulations not addressed in the Specific Plan; and
- (c) the proposed development is aesthetically compatible with surrounding Buildings.

The Director's determination may be appealed as set forth in the administrative hearing procedures of the Thousand Oaks Municipal Code.



ENTITLEMENT ZONES

Exhibit 7.A Page 155

Specific Plan # 16 AMGEN Center

# Amgen Center Specific Plan

## Project Check List

	Condition/ Calculation	Conformance		Notes
		Yes	No	
<b>GENERAL PROJECT INFORMATION</b>				
Building Number / Development Envelope				
Project Address				
<b>Chapter 7</b>				
<b>Article 5</b>				
Entitlement Zone				
Gateway				
Periphery				
Interior				
Corresponding Lot Number (Map #4939)				
Building Use				
Total Gross Square Footage				
Office				
Manufacturing				
Research				
Warehouse				
Common Use <i>Excl. Common Use</i>				
<b>Chapter 5</b>				
<b>Article 3</b>				
<b>5.303</b>				
<b>DESIGN AND DEVELOPMENT GUIDELINES</b>				
Allowable Building Footprint				
Building Setbacks				
Public Street				
Private Roadway				
Major Open Space				
Residential Areas				
Distance Between Buildings				
Infill				
Physically connected to Existing Structures				
Encroachments				
Public Streets				
Lines of Sight				
Landscape Setback				
Maximum Encroachment				
Private Roadways				
Lines of Sight				
Landscape Setback				
Maximum Encroachment				
Percentage of Building Coverage				
Total for Development Envelope				
Cumulative Total @ Amgen Center				
<b>Article 4</b>				
<b>5.403</b>				
<b>Building Height</b>				
Height District				
District 1				
District 2				
District 3				
<b>5.405</b>				
Height Calculation				
<b>5.406</b>				
Total Allowable Increases				
Non Architectural Features				
Mechanical Equipment				
Specialized Use Facilities				

		Condition/ Calculation	Conformance		Notes
			Yes	No	
Article 5	Architectural Design				
5.503	Step Backs				
	Materials and Finishes				
	Exterior Finish Materials				
	Exterior Colors				
	Base Colors				
	Secondary Colors				
	Glazing				
	Accent Materials				
Article 6	Landscape and Open Space				
5.602	Major Open Space				
	Design Standards				
5.603	Major Corridors / Connectors				
	Design Standards				
5.604	Small Scale Open Spaces				
	Design Standards				
5.605	Secondary Connectors / Pathways				
	Design Standards				
5.606	Open Edges / Perimeters				
	Design Standards				
5.607	Site Entrances				
	Design Standards				
5.608	Buffer / Screen Edges				
	Design Standards				
5.609	Water Conservation				
Article 7	Exterior Lighting				
5.703	Street Lighting				
	Site Lighting				
	Parking Area Lighting				
	Architectural Lighting				
	Service Area Lighting				
Article 8	Signage				
5.803	Site Entry / Identification Signs				
	Building Identification				
	On-Site Directional Signs				
Article 9	TRAFFIC MITIGATION				
5.903	Individual Project "resulting trips"				
	Cumulative Project "resulting trips"				
5.1003	Number of standard size parking spaces				
	Percentage of standard size parking spaces				
	Number of carpool / vanpool parking spaces				
	Percentage of carpool / vanpool parking spaces				
	Percentage of parking within Land Use District				
	Distance of parking to building				
Article 11	Access and Internal Circulation				
5.1103	Major Access Roadway dimensions				
	Internal Roadway minimum lane width				
	Driveway minimum width				
Article 12	Transportation Demand Management				

**Section 7.504. INTERIOR ZONE.**

In the Interior Zone, any Individual Project shall require a Development Permit. The application for such permit shall be reviewed by, and whether it will be issued shall be determined by, the Director acting in a ministerial capacity, without public hearing. The Director shall approve the Development Permit if, and only if, he or she makes both of the following findings:

- (a) the proposed development complies with the Specific Plan;  
and
- (b) the proposed development complies with all other applicable zoning and development regulations not addressed in the Specific Plan.

**Section 7.505. DEVELOPMENT PERMITS.**

Notwithstanding any conflicting provision of the Municipal Code, the procedures applicable to the issuance of any Development Permit pursuant to the Specific Plan shall be as specified in the Specific Plan.

**Article 6. RELATIONSHIP OF SPECIFIC PLAN TO  
PRIOR CONDITIONS**

**Section 7.601. GENERAL PROVISIONS.**

Existing development in the Specific Plan area is subject to numerous conditions contained in Special Use Permits, Development Permits, and other entitlements and modifications thereof which predate the Specific Plan. Further, the Specific Plan contains standards and requirements for the entire Specific Plan area which in some cases overlap with those pre-existing conditions of entitlement (including, but not limited to, parking, Open Space, lighting and signage). This Specific Plan is intended to be the controlling document for all existing and future development in the Specific Plan area. Accordingly, when

the Specific Plan provides a standard or requirement relating to a particular subject matter, and such standard or requirement is applicable to a Parcel developed pursuant to entitlements predating the Specific Plan, any pre-existing entitlement condition relating to the subject Parcel which provides a different standard or requirement for that identical subject matter is expressly superseded by the standard or requirement provided in the Specific Plan. Provided, however, that Physical Improvements constructed or entitled prior to the enactment of the Specific Plan shall be allowed to remain in the same configuration as when constructed regardless of whether such Physical Improvements are consistent with the Specific Plan.

**Section 7.602. PROCEDURE FOR SUPERSEDING PRIOR CONDITIONS.**

Whenever a Property Owner contends that a pre-existing entitlement condition is superseded by the Specific Plan pursuant to the preceding paragraph, he or she may apply to the Director for a Letter of Interpretation acknowledging that the entitlement condition at issue is superseded by the Specific Plan. Upon such application, the Director shall issue a Letter of Interpretation, as specified in Chapter 7, Article 2, stating either that the entitlement condition is superseded or that it is not superseded. In the event that the Director executes a Letter of Interpretation acknowledging that the entitlement condition at issue is superseded by the Specific Plan, the following shall apply:

- (a) any agreement entered into so as to give effect to such condition may be voided by the parties thereto;
- (b) any covenant or deed restriction recorded on the subject Parcel so as to give effect to such condition may be deleted according to law; and
- (c) to the extent that the City has acquired, pursuant to such entitlement condition, any rights with regard to the subject

Parcel, the City Manager is authorized to, and shall, promptly release such rights through the recordation of quitclaim deeds and/or the execution of releases.

**Section 7.603. EXISTING IMPROVEMENTS AND USES.**

On the effective date of the Specific Plan Ordinance, there are several Parcels which are not owned by Amgen. While it is contemplated by the Specific Plan that these Parcels may be redeveloped in an integrated manner with other Parcels, as provided by the Specific Plan, it is also permissible under the Specific Plan that these Parcels may remain in their existing configuration with existing uses, and/or be redeveloped with other uses subject to the provisions of the Zoning Ordinance applicable to the underlying zone of such properties at the effective date of the Specific Plan Ordinance.

**Article 7. RELATIONSHIP OF THE SPECIFIC PLAN TO OTHER LAWS**

**Section 7.701. ZONING ORDINANCE.**

The Specific Plan augments the development regulations and standards of the City of Thousand Oaks Zoning Ordinance (Chapter 4 of Title 9 of the Municipal Code). Where the Zoning Ordinance contains standards or requirements relating to a particular subject matter, and the Specific Plan contains standards or requirements relating to the same subject matter (or expressly excludes any standards or requirements), the Specific Plan shall be controlling. Where the Specific Plan is silent on a particular subject matter, the Zoning Ordinance shall be controlling. Provided, however, that Physical Improvements constructed or entitled prior to the effective date of the Specific Plan shall be allowed to remain in the same configuration as when constructed regardless of whether such Physical Improvements are consistent with the Specific Plan. Further, in the event such previously constructed or entitled Physical

Improvements are damaged or destroyed, up to and including one hundred percent (100%), they may be rebuilt or restored to their previous pre-existing condition, and the occupancy of such use of such Physical Improvements may be continued if such restoration or rebuilding is started within a period of twelve (12) months of such damage or destruction and is diligently prosecuted to completion.

**Section 7.702. BUILDING, SAFETY AND PUBLIC WORKS CODES.**

The Specific Plan is not intended to provide comprehensive building and safety standards, including, but not limited to, those governed by building, fire, mechanical and electrical codes, as well as drainage, sewage, public utilities, public works, and grading. Accordingly, all development and construction pursuant to the Specific Plan shall comply with such codes when applicable.

**Section 7.703. STATE AND FEDERAL LAW.**

Where the Specific Plan is in conflict with state or federal law, the applicable state or federal law shall be controlling.

**Section 7.704. GENERAL PLAN.**

The Specific Plan is deemed to be consistent with the General Plan of the City of Thousand Oaks and is intended to implement the General Plan within the Specific Plan area. However, notwithstanding any provisions of the General Plan, the Specific Plan shall be the controlling document for all existing and future development in the Specific Plan area.

**Article 8. SEVERABILITY**

**7.801. GENERAL PROVISIONS.**

If any provision of the Specific Plan is, for any reason, held to be invalid or unconstitutional by any court of competent jurisdiction, such provision shall be deemed separate and distinct and the invalidity thereof shall not affect the validity of the remaining provisions.

## **Appendix A**

**MITIGATION MONITORING/REPORTING PROGRAM  
SPECIFIC PLAN 16 (AMGEN CENTER),  
GENERAL PLAN AMENDMENT C93-23,  
SUP 93-852, SUP 93-855, TENTATIVE TRACT 4939**

State Clearinghouse Number: 93071044

Prepared for:

City of Thousand Oaks  
2400 Willow Lane  
Thousand Oaks, California 91361-4958

February 1994

Prepared by:

Fugro West, Inc.  
2140 Eastman Avenue / Ventura, California 93003

**Mitigation Monitoring/Reporting Program**  
**Specific Plan 16 (AMGEN Center), GP Amendment C93-23, SUP 93-852, SUP 93-855, Tentative Tract 4939**

Mitigation Measure / Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Party Responsible for Monitoring	Method of Verification of Compliance	Verification of Compliance		
					Signature	Date	Remarks
<b>Land Use</b>							
<i>Standard Requirements:</i>							
<ul style="list-style-type: none"> <li>To meet the requirements of California Government Code Section 65454, the Circulation Element of the General Plan should be amended to reflect the privatization of a segment of Camino Dos Rios prior to adoption of the Specific Plan.</li> </ul>	In conjunction with Specific Plan adoption.	Once	TODPCD	Finding of consistency			
<ul style="list-style-type: none"> <li>The proposed Specific Plan includes several structures that exceed the City's 35-foot height limit. This policy inconsistency could be resolved by either changing the City building height policy through adoption of the Specific Plan or revising the Specific Plan to meet existing development policy with respect to building height.</li> </ul>	In conjunction with Specific Plan adoption.	Once	TODPCD	Finding of consistency			
<ul style="list-style-type: none"> <li>The potential site coverage inconsistencies in the areas now zoned C-2 and C-3 should be resolved by either changing the City site coverage policy through adoption of the Specific Plan or revising the Specific Plan to meet existing development policy with respect to site coverage.</li> </ul>	In conjunction with Specific Plan adoption.	Once	TODPCD	Finding of consistency			

\***Legend** TODPCD - Thousand Oaks Department of Planning and Community Development    VCAPCD - Ventura County Air Pollution Control District  
TODPW - Thousand Oaks Department of Public Works    VCFPD - Ventura County Fire Protection District  
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**Mitigation Monitoring/Reporting Program**  
**Specific Plan 16 (AMGEN Center), GP Amendment C93-23, SUP 93-852, SUP 93-855, Tentative Tract 4939 (Continued)**

Mitigation Measure / Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Party Responsible for Monitoring	Method of Verification of Compliance	Verification of Compliance		
					Signature	Date	Remarks
<b>Transportation and Circulation</b>							
Transportation System Management Improvements:							
1. Ventura Freeway northbound ramps/Grande Vista Drive and Camino Dos Rios  <ul style="list-style-type: none"> <li>For 2010 project impacts, the island between the northbound ramp and offramps should be removed to provide an additional lane, and the offramp should be restriped to provide dual left-turn lanes and one optional through-right-turn lane in the westbound direction, along with the necessary signal modifications.</li> </ul>	Prior to issuance of building permits for individual projects affecting this intersection.	Once	TODPW	Project Specific Plan Check			
<ul style="list-style-type: none"> <li>For 2010 cumulative impacts, Grande Vista Drive should be restriped to provide one optional left-turn/right-turn lane and one right-turn only lane in the eastbound direction.</li> </ul>	Prior to 2010.	Once	TODPW	Capital Improvement Plan Check			
2. Ventura Freeway southbound ramps/Old Conejo Road and Wendy Drive							

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**Mitigation Monitoring/Reporting Program**  
**Specific Plan 16 (AMGEN Center), GP Amendment C93-23, SUP 93-852, SUP 93-855, Tentative Tract 4939 (Continued)**

Mitigation Measure / Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Party Responsible for Monitoring	Method of Verification of Compliance	Verification of Compliance		
					Signature	Date	Remarks
<ul style="list-style-type: none"> <li>For 2000 cumulative impacts, the islands on Wendy Drive should be removed to provide an additional lane, and the street should be restriped for one left-turn lane, one through lane, one optional through/right-turn lane, and one right-turn only lane in the southbound direction, along with necessary signal modifications. It may also be necessary to widen the roadway along the north side of Old Conejo Road to provide sufficient width for two westbound departure lanes to accommodate the dual southbound right-turn movement.</li> </ul>	Prior to 2000	Once	TODPW	Capital Improvement Plan Check			
<b>3. Camino Dos Rios and Hillcrest Drive</b>							
<ul style="list-style-type: none"> <li>For 2010 project impacts, the roadway along the north side of Camino Dos Rios should be widened to provide an additional lane, and the street should be re-striped for two through lanes in the west-bound direction across the intersection.</li> </ul>	Prior to issuance of building permits for individual projects affecting this intersection.	Once	TODPW	Project Specific Plan Check			
<b>4. Hillcrest Drive and Rancho Conejo Boulevard</b>							
<ul style="list-style-type: none"> <li>For 2010 project impacts, the west leg should be restriped for one left-turn lane, one through lane, one optional through/right-turn lane and one right-turn only lane in the eastbound direction.</li> </ul>	Prior to issuance of building permits for projects affecting this intersection.	Once	TODPW	Project Specific Plan Check			

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**Mitigation Monitoring/Reporting Program**  
**Specific Plan 16 (AMGEN Center), GP Amendment C93-23, SUP 93-852, SUP 93-855, Tentative Tract 4939 (Continued)**

Mitigation Measure / Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Party Responsible for Monitoring	Method of Verification of Compliance	Verification of Compliance		
					Signature	Date	Remarks
<ul style="list-style-type: none"> <li>For 2010 cumulative impacts, Rancho Conejo Boulevard should be widened to provide an additional lane, and be restriped for dual left-turn lanes and three through lanes in the northbound and south-bound directions, along with necessary signal modifications.</li> </ul>	Prior to 2010.	Once	TODPW	Capital Improvement Plan Check			
5. Ventura Freeway northbound ramps and Rancho Conejo Boulevard							
<ul style="list-style-type: none"> <li>For 2000 project impacts, two "half" traffic signals should be installed on Rancho Conejo Boulevard, the northbound offramp on the west side should be re-striped for dual left-turn lanes, and Rancho Conejo Boulevard should be re-striped for one left-turn lane and two through lanes in the northbound direction.</li> </ul>	Prior to issuance of building permits for individual projects affecting this intersection.	Once	TODPW	Project Specific Plan Check			
<ul style="list-style-type: none"> <li>For 2010 cumulative impacts, Rancho Conejo Boulevard should be widened to provide an additional lane, and the street should be restriped for one left-turn lane and three through lanes in the northbound direction, and three through lanes and one right-turn only lane in the southbound direction.</li> </ul>	Prior to 2010.	Once	TODPW	Capital Improvement Plan Check			
6. Ventura Freeway southbound ramps and Ventu Park Road							

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**Mitigation Monitoring/Reporting Program**  
**Specific Plan 16 (AMGEN Center), GP Amendment C93-23, SUP 93-852, SUP 93-855, Tentative Tract 4939 (Continued)**

Mitigation Measure / Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Party Responsible for Monitoring	Method of Verification of Compliance	Verification of Compliance		
					Signature	Date	Remarks
<ul style="list-style-type: none"> <li>For 2010 cumulative impacts, the southbound offramp should be restriped for one optional left-turn/right-turn lane and one right-turn only lane. It may also be necessary to install traffic signal control at this intersection.</li> </ul>	Prior to 2010.	Once	TODPW	Capital Improvement Plan Check			
<b>7. Hillcrest Drive and Lynn Road</b>							
<ul style="list-style-type: none"> <li>For 2000 cumulative impacts, the west leg should be restriped for dual left-turn lanes and three through lanes in the eastbound direction. The striping on the eastbound departure leg should be modified and the northbound-to-eastbound right-turn movement should be controlled by either a stop sign or yield sign. Additionally, the islands on the east and south legs should be removed for three left-turn lanes, and two through lanes in the westbound direction, along with the necessary signal modifications.</li> </ul>	Prior to 2000.	Once	TODPW	Capital Improvement Plan Check			

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**Mitigation Monitoring/Reporting Program**  
**Specific Plan 16 (AMGEN Center), GP Amendment C93-23, SUP 93-852, SUP 93-855, Tentative Tract 4939 (Continued)**

Mitigation Measure / Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Party Responsible for Monitoring	Method of Verification of Compliance	Verification of Compliance		
					Signature	Date	Remarks
<ul style="list-style-type: none"> <li>For 2010 cumulative impacts, the island on the north leg should be removed to provide an additional lane, and the north leg should be restriped for dual left-turn lanes, three through lanes, and one right-turn only lane in the southbound direction.</li> </ul>	Prior to 2010.	Once	TODPW	Capital Improvement Plan Check			
8. Ventura Freeway southbound ramps and Lynn Road							
<ul style="list-style-type: none"> <li>For 2010 cumulative impacts, the island on Lynn Road should be modified to provide an additional lane, and the street should be restriped for three through lanes and one right-turn only lane in the southbound direction. Additionally, the southbound offramp should be widened to provide an additional lane, and the street should be restriped for two left-turn lanes and one optional left-turn/right-turn lane, along with the necessary signal modifications.</li> </ul>	Prior to 2010.		TODPW	Capital Improvement Plan Check			
<i>Transportation Demand Management Program Measures:</i>							

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**Mitigation Monitoring/Reporting Program**  
**Specific Plan 16 (AMGEN Center), GP Amendment C93-23, SUP 93-852, SUP 93-855, Tentative Tract 4939 (Continued)**

Mitigation Measure / Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Party Responsible for Monitoring	Method of Verification of Compliance	Verification of Compliance		
					Signature	Date	Remarks
1. HOV Parking Areas. At least 10% of all new parking structure spaces should be marked for high-occupancy vehicles. These spaces should be located near building entrances and in other desirable locations. Whenever registered carpools and vanpools in a zone exceed the number of HOV spaces provided, the number of spaces should be increased before the initial 10% allocation.	Plan check as part of building permit review; field check following construction of individual parking structures.	Periodic	TODPW	Plan Check/Field Check			

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**Mitigation Monitoring/Reporting Program**  
**Specific Plan 16 (AMGEN Center), GP Amendment C93-23, SUP 93-852, SUP 93-855, Tentative Tract 4939 (Continued)**

Mitigation Measure / Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Party Responsible for Monitoring	Method of Verification of Compliance	Verification of Compliance		
					Signature	Date	Remarks
2. <b>HOV Staging Areas.</b> To the extent feasible, passenger loading zones should be incorporated into the design of individual building sites. These loading zones should be designed to facilitate the information and operation of multi-building carpools and vanpools.	Prior to approval of individual development projects.	Periodic	TODPW	Plan Check			
3. <b>Ridesharing Information Services.</b> AMGEN's Employee Transportation Coordinator (ETC) should make certain all new employees are aware of their commute options through such programs as new hire orientations, rideshare-matching assistance, informational bulletin boards, signs in parking lots, and articles in the company newsletter. The ETC should also remain apprised of any new techniques developed to promote ride-sharing and implement those which are likely to be effective.	During the life of the project.	Ongoing	TODPW	Field Check			

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**Mitigation Monitoring/Reporting Program**  
**Specific Plan 16 (AMGEN Center), GP Amendment C93-23, SUP 93-852, SUP 93-855, Tentative Tract 4939 (Continued)**

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4. <b>Ridesharing Incentives and Facilities.</b> AMGEN should continue to equip the site with facilities to encourage trip reductions, including bicycle racks, showers and lockers, onsite services which reduce the need for midday travel (e.g., child care, cafeterias, vending machines, and ATM's), and conference rooms equipped for teleconferencing. Additionally, corporate policies promoting use of flexible work hours and telecommuting should be implemented and financial incentives for the use of alternative modes should be continued and expanded. Programs designed to facilitate ridesharing by reducing barriers, such as the Guaranteed-Ride-Home program, should continue and be expanded.	During the life of the project.	Annual	TODPW	TDM plan review			
5. <b>Reduced Parking Levels.</b> Parking requirements should be periodically reviewed and parking supply levels should be reduced to reflect the effect of increased AVR's in reducing site demand. This is intended to avoid having overly abundant parking encourage automobile trips and to avoid having funds misapplied to unneeded parking facilities.	During the life of the project.	Periodic	TODPCD, TODPW	Parking survey review			
<i>Regional Facility Improvements:</i>							
1. For 2010 cumulative impacts, a second lane should be constructed on the Ventura Freeway northbound onramp from Lynn Road to serve as an HOV bypass lane.	Prior to 2010.	Once	TODPW	Capital Improvement Plan Check			

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**Mitigation Monitoring/Reporting Program**  
**Specific Plan 16 (AMGEN Center), GP Amendment C93-23, SUP 93-852, SUP 93-855, Tentative Tract 4939 (Continued)**

Mitigation Measure / Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Party Responsible for Monitoring	Method of Verification of Compliance	Verification of Compliance		
					Signature	Date	Remarks
2. When the Ventura Freeway southbound on-ramp is reconstructed, the onramp should be constructed with two lanes rather than the currently planned single lane.	Prior to 2010.	Once	TODPW	Capital Improvement Plan Check			
<b>Air Quality</b>							
<i>Standard Requirements:</i>							
a. Construction-Related Impacts							
<ul style="list-style-type: none"> <li>All diesel-powered vehicles and equipment shall be operated with the fuel injection timing so as to minimize NO<sub>x</sub> emissions while not increasing particulate emissions.</li> </ul>	Prior to and during construction activities.	Periodic	TODPCD	Contractor Written Verification/Field Check			
<ul style="list-style-type: none"> <li>All diesel-fueled engines shall use reformulated diesel fuel.</li> </ul>	During construction activities.	Periodic	TODPCD	Field Check			
<ul style="list-style-type: none"> <li>All engines shall be properly operated and maintained.</li> </ul>	During construction activities.	Bi-monthly	TODPCD	Submission of certified contractor records			
<ul style="list-style-type: none"> <li>All diesel should be 0.05 weight percent sulfur or less.</li> </ul>	During construction activities.	Bi-monthly	TODPCD	Contractor Written Verification/Submission of fuel analyses			
<ul style="list-style-type: none"> <li>Trucks transporting fill to the site or excess fill offsite shall be covered or maintain a minimum two foot free-board.</li> </ul>	During construction activities.	Periodic	TODPCD	Contractor Written Verification/Field Check			

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Mitigation Measure / Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Party Responsible for Monitoring	Method of Verification of Compliance	Verification of Compliance		
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<ul style="list-style-type: none"> <li>All diesel-powered equipment should be turned off when not in use for more than 30 minutes and gasoline-powered equipment should be turned off when not in use for more than 5 minutes.</li> </ul>	During construction activities.	Periodic	TODPCD	Contractor Written Verification/Field Check			
<ul style="list-style-type: none"> <li>The entire construction area shall be watered as often as necessary to minimize fugitive dust.</li> </ul>	During construction activities.	Periodic	TODPCD	Contractor Written Verification/Field Check			
<ul style="list-style-type: none"> <li>Grading shall be suspended when the wind speed exceeds 20 miles per hour (averaged over one hour).</li> </ul>	During construction activities.	Periodic	TODPCD	Contractor Written Verification/-Field Check			
<b>b. Long-Term Impacts</b>							
<ul style="list-style-type: none"> <li>The applicant shall contribute to the City's offsite TDM program fund. The fee shall be pro-rated to individual projects within the Specific Plan area at the rate of \$0.69 per square foot of net new gross floor area added by the individual project.</li> </ul>	Prior to occupancy of individual development projects, when applicable.	As needed	TODPW	Receipt for Payment Submitted to TODPCD			

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**Mitigation Monitoring/Reporting Program**  
**Specific Plan 16 (AMGEN Center), GP Amendment C93-23, SUP 93-852, SUP 93-855, Tentative Tract 4939 (Continued)**

Mitigation Measure / Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Party Responsible for Monitoring	Method of Verification of Compliance	Verification of Compliance		
					Signature	Date	Remarks
<i>Additional Measure:</i>							
<b>AQ-I Fleet Vehicles.</b> The applicant should transfer all fleet vehicles to fuel-efficient or zero-emissions vehicles at the earliest practicable date.	During the life of the project until transfer is complete.	Every 3 years	TODPCD	Submittal of written verification by AMGEN representatives			
<b>Noise</b>							
<i>Standard Requirements:</i>							
<ul style="list-style-type: none"> <li>Site preparation and construction activities will be limited to between the hours of 7 a.m. and 8 p.m. and shall not occur during weekend periods. Construction equipment maintenance shall also be limited to the same hours. Non-noise generating activities, such as interior painting, are not subject to these restrictions.</li> </ul>	During construction activities.	Periodic	TODPCD/ TODPW	Field Check/Monitor of Complaints			
<ul style="list-style-type: none"> <li>Construction haul routes shall be located away from adjacent residential and school land uses as deemed feasible by the City. The applicant shall submit a copy of scheduled routes and mailing list to the appropriate City regulatory agency prior to the initiation of construction activities.</li> </ul>	Prior to construction activities.	Periodic	TODPCD/ TODPW	Preconstruction meetings with City Staff			
<ul style="list-style-type: none"> <li>Periodic site inspections shall be performed to verify compliance with construction activity haul routes and schedules.</li> </ul>	During construction activities.	Periodic	TODPW	Field check			

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**Mitigation Monitoring/Reporting Program**  
**Specific Plan 16 (AMGEN Center), GP Amendment C93-23, SUP 93-852, SUP 93-855, Tentative Tract 4939 (Continued)**

Mitigation Measure / Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Party Responsible for Monitoring	Method of Verification of Compliance	Verification of Compliance		
					Signature	Date	Remarks
<i>Additional Measures:</i>							
a. Construction-Related Noise							
NOI-1 Construction Equipment. All construction equipment, fixed or mobile, shall be in proper operating condition and fitted with standard factory silencing features. In areas where construction equipment is left stationary and operating for more than 1 day within 100 feet of residential land uses, temporary portable noise barriers should be erected between the piece of equipment and sensitive land uses. As the building is constructed, the use of building structures as noise barriers would be adequate.	During construction activities.	Periodic	TODPCD	Contractor submittal of written verification			
b. Long-Term Noise							
NOI-2 Rubberized Asphalt. Any paving or repaving of roads that must be conducted in conjunction with implementation of the proposed project or cumulative development shall utilize asphalt-rubber paving material consisting of 20 percent or more recycled rubber and 80 percent or less paving-grade asphalt.	During construction activities.	Periodic	TODPW	Plan Check			

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**Specific Plan 16 (AMGEN Center), GP Amendment C93-23, SUP 93-852, SUP 93-855, Tentative Tract 4939 (Continued)**

Mitigation Measure / Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Party Responsible for Monitoring	Method of Verification of Compliance	Verification of Compliance		
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<b>NOI-3 Parking Structure Design.</b> Parking structures proposed for the Specific Plan area should be designed to incorporate noise reduction techniques that alleviate peak noise levels to offsite residences.	Prior to parking structure construction	Periodic	TODPCD	Plan Check			
<b>NOI-4 Loading Dock/Sweeping Restrictions.</b> If unacceptable noise levels that cannot be mitigated arise from loading dock operations and/or parking structure sweeper operations, activities should be restricted only to hours determined appropriate by the City of Thousand Oaks.	During the life of the project.	Ongoing	TODPCD	Monitor Complaints			
<b>NOI-5 Stationary Equipment.</b> Noise impacts from mechanical and electrical equipment, such as ventilation and air conditioning units, should be minimized by locating equipment away from receptor areas, proper selection of equipment, installation of equipment with proper acoustical shielding, and incorporating the use of parapets into building designs.	Prior to construction of individual projects.	Periodic	TODPCD	Plan Check/Monitor Complaints			

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**Specific Plan 16 (AMGEN Center), GP Amendment C93-23, SUP 93-852, SUP 93-855, Tentative Tract 4939 (Continued)**

Mitigation Measure / Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Party Responsible for Monitoring	Method of Verification of Compliance	Verification of Compliance		
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NOI-6 Loading Dock Design. When feasible, loading docks proposed near residential land uses should be designed to have a depressed (below grade) loading dock area and/or internal bays that would allow for a break in the line of sight between sensitive receptors and equipment noise sources.	Prior to construction of individual projects.	Periodic	TODPCD	Plan Check			

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**Mitigation Monitoring/Reporting Program**  
**Specific Plan 16 (AMGEN Center), GP Amendment C93-23, SUP 93-852, SUP 93-855, Tentative Tract 4939 (Continued)**

Mitigation Measure / Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Party Responsible for Monitoring	Method of Verification of Compliance	Verification of Compliance		
					Signature	Date	Remarks
<b>Aesthetics/Viewshed Modification</b>							
<i>Standard Requirements:</i>							
<ul style="list-style-type: none"> <li>All future development within the Specific Plan area shall be in conformance with the provisions of the City's Zoning Ordinance, Specific Plan standards, Gateway Resolution, and Freeway Corridor Guidelines. In cases where Specific Plan standards are in conflict with the Zoning Ordinance, the provisions of the Specific Plan will prevail.</li> </ul>	Prior to construction of individual projects.	Periodic	TODPCD	Plan Check			
<i>Additional Measures:</i>							
<b>AES-1 Gateways Plan for Rancho Conejo Boulevard.</b> The applicant shall prepare a gateway plan for the aesthetic treatment of the east side of Rancho Conejo Boulevard between the Ventura Freeway and Hillcrest Drive. The plan shall augment any modifications that may be required as part of a transportation mitigation measure.	Prior to construction along the east side of Rancho Conejo Boulevard between the Ventura Freeway and Hillcrest Drive.	Once	TODPCD	Plan Check			

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**Specific Plan 16 (AMGEN Center), GP Amendment C93-23, SUP 93-852, SUP 93-855, Tentative Tract 4939 (Continued)**

Mitigation Measure / Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Party Responsible for Monitoring	Method of Verification of Compliance	Verification of Compliance		
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AES-2 Good Housekeeping Plan. The applicant shall prepare and submit a demolition/ construction good housekeeping plan for review and approval by the City. The plan shall include such information as designation of on-site locations for the holding of demolition materials, storage of construction materials, and equipment storage. Other information to be provided shall include a schedule for debris removal and proposed screening mechanisms.	Prior to issuance of demolition / construction permits.	Periodic	TODPCD/ TODPW	Written verification submitted by AMGEN representatives			

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**Mitigation Monitoring/Reporting Program**  
**Specific Plan 16 (AMGEN Center), GP Amendment C93-23, SUP 93-852, SUP 93-855, Tentative Tract 4939 (Continued)**

Mitigation Measure / Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Party Responsible for Monitoring	Method of Verification of Compliance	Verification of Compliance		
					Signature	Date	Remarks
<b>Shadow, Light and Glare</b>							
<i>Standard Requirements:</i>							
<ul style="list-style-type: none"> <li>All development in the Specific Plan area should comply with Section 9-4.2405 of the City of Thousand Oaks Municipal Code, which regulates the height, intensity, and direction of lighting.</li> </ul>	Prior to construction of individual projects.	Periodic	TODPCD	Plan Check			
<i>Additional Measures:</i>							
<b>SLG-1 Screening.</b> All exterior lighting for security and parking structure purposes should either be screened and /or hooded. No unobstructed exterior beam of light should be permitted to be directed toward vehicular traffic on any portion of roadways that would interfere with safety.	Prior to construction of individual projects.	Periodic	TODPCD	Plan Check			
<b>SLG-2 Parking Structure Design.</b> Parking structures proposed for the Specific Plan area should be designed to incorporate light and glare reduction techniques that interrupt headlight beams and reflective glare from vehicles. These features shall be incorporated into detailed plans for the parking structures to be submitted by the applicant.	Prior to construction of individual parking structures.	Periodic	TODPCD	Plan Check			

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**Mitigation Monitoring/Reporting Program**  
**Specific Plan 16 (AMGEN Center), GP Amendment C93-23, SUP 93-852, SUP 93-855, Tentative Tract 4939 (Continued)**

Mitigation Measure / Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Party Responsible for Monitoring	Method of Verification of Compliance	Verification of Compliance		
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<b>SLG-3 Low Reflective Building Materials.</b> Low reflective glass, non-reflective surface or special treated materials should be used on exterior surfaces of structures constructed within the Specific Plan area to reduce potential glare impacts.	Prior to construction of individual projects.	Periodic	TODPCD	Plan Check			

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Mitigation Measure / Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Party Responsible for Monitoring	Method of Verification of Compliance	Verification of Compliance		
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<p><b>SLG-4 Light/Glare Mitigation.</b> Glazing should be defined by the function and structure of the building and contribute to the overall building design. There should be a balance between well and glazed surfaces.</p> <p>1. The color of glazing should be compatible with those colors already in use in the Specific Plan area.</p> <ul style="list-style-type: none"> <li>● clear/silver</li> <li>● blue</li> <li>● green</li> <li>● blue/green</li> <li>● bronze</li> <li>● smoke</li> </ul> <p>2. Tinted or lightly reflective glass (35 percent maximum) is allowable.</p> <p>3. Glazing should be complementary to the glazing in adjacent buildings that are intended to remain throughout the long-term development within the Specific Plan area.</p> <p>4. Clear glass is encouraged at primary entries and on the first floor.</p>	Prior to construction of individual projects.	Periodic	TODPCD	Plan Check			

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Mitigation Measure / Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Party Responsible for Monitoring	Method of Verification of Compliance	Verification of Compliance		
					Signature	Date	Remarks
<b>Earth Resources</b>							
<i>Standard Requirements:</i>							
<ul style="list-style-type: none"> <li>All Specific Plan area development will comply with the Uniform Building Code and Title 7, Chapter 3 of the Thousand Oaks Municipal Code.</li> </ul>	Prior to construction of individual projects.	Periodic	TODPCD/ TOBSD	Plan Check			
<i>Additional Measures:</i>							
<b>GEO-1 Erosion and Dust Control.</b> The applicant should implement pertinent erosion control measures where appropriate, including: <ul style="list-style-type: none"> <li>- Seeding and stabilization of bare surfaces;</li> <li>- Use of straw bales, sand bags, and /or curbs to control and direct water runoff; and</li> <li>- Soil wetting during high wind conditions.</li> </ul>	During construction activities.	Periodic	TODPW	Field Check			
<b>GEO-2 Soil Compaction.</b> If slope instability becomes a problem during project construction, the following measures would be incorporated where appropriate: <ul style="list-style-type: none"> <li>- Restrict, where feasible, operation of heavy tracked equipment in open space areas; and</li> <li>- Disc compacted soils prior to seeding.</li> </ul>	During construction activities.	Periodic	TODPW	Field Check			

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Mitigation Measure / Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Party Responsible for Monitoring	Method of Verification of Compliance	Verification of Compliance		
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<b>GEO-3 Soil Extraction.</b> In the event that slope instability becomes a problem during construction, the unstable slope should be shored up and the angle of the slope should be reduced.	During construction activities.	Periodic	TODPW	Field Check			
<b>GEO-4 Face Masks.</b> The applicant shall inform all employees involved in grading operations on the project site to wear face masks during dry periods to reduce inhalation of dust which may contain the fungus which causes San Joaquin Valley Fever.	During construction activities.	Periodic	TODPW	Written verification submitted by contractor			
<b>Risk of Upset/Human Health and Safety</b>							
<i>Standard Requirements:</i>							
<ul style="list-style-type: none"> <li>The applicant shall comply with all requirements pertaining to the storage of hazardous waste, as outlined in Title 22, Section 66508 et. seq. of the California Code of Regulations.</li> </ul>	During the life of the project.	Periodic	VCFPD	Written verification submitted by AMGEN representatives			
<ul style="list-style-type: none"> <li>All hazardous waste shall continue to be transported by licensed hazardous waste haulers.</li> </ul>	During the life of the project.	Periodic	VCFPD	Field Check			

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**Specific Plan 16 (AMGEN Center), GP Amendment C93-23, SUP 93-852, SUP 93-855, Tentative Tract 4939 (Continued)**

Mitigation Measure / Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Party Responsible for Monitoring	Method of Verification of Compliance	Verification of Compliance		
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<ul style="list-style-type: none"> <li>The applicant shall continue to submit to the Ventura County Fire Protection District an annual inventory of hazardous materials in use onsite, as well as a business emergency plan subject to annual review, as required by SARA Title III, and Chapter 6.95 of the California Health and Safety Code.</li> </ul>	During the life of the project.	Annual	VCFPD	Plan Review			
<ul style="list-style-type: none"> <li>The project applicant shall comply with Ventura County APCD Rule 62.7, which requires notification regarding the extent of demolition and renovation operations and the associated disturbance of asbestos-containing materials.</li> </ul>	Prior to construction of individual projects.	Periodic	VCAPCD	Written verification submitted by AMGEN representatives			
<ul style="list-style-type: none"> <li>Toxic air contaminants emitted from the proposed project shall continue to be monitored and reported to the Ventura County APCD on a biannual basis. A Health Risk Assessment shall be required if NO<sub>x</sub> emissions from the Specific Plan area exceed 25 tons per year at any time in the future.</li> </ul>	During the life of the project.	Bi-annual	VCAPCD	Written verification submitted by AMGEN representatives			
<i>Additional Measures:</i>							

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Mitigation Measure / Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Party Responsible for Monitoring	Method of Verification of Compliance	Verification of Compliance		
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<b>RU-1 Phase I/II Investigation.</b> To determine the presence or absence of petroleum hydrocarbons within site soils, Phase I and/or Phase II investigations should be conducted where excavation for proposed development will occur. In cases where contamination has been detected through Phase I investigation, a Phase II study should be conducted. Subsequent to the Phase I/II study, the applicant shall comply with all necessary remediation measures.	Prior to construction of individual projects.	Periodic	TODPCD	Written verification submitted by AMGEN representatives			
<b>RU-2 Additional Waste Pick-Up Points.</b> With increased construction, there will be a greater need for new waste pickup points due to the addition of new staff and the increase in chemical use. The applicant shall designate additional waste pick up points as appropriate for the project and required by state and federal regulations.	Prior to construction of individual projects.	Periodic	TODPCD	Plan Check			
<b>Surface Water Runoff/Hydrology</b>							
<i>Standard Requirements:</i>							
<ul style="list-style-type: none"> <li>The applicant will comply with the relevant provisions of the statewide General Construction Activity Storm Water Permit for storm water runoff.</li> </ul>	During construction activities.	Periodic	TODPW/ TODPCD	Plan Check/Written Verification			

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					Signature	Date	Remarks
<ul style="list-style-type: none"> <li>The applicant will comply with the relevant provisions of the statewide General Industrial Activity Storm Water Permit for storm water runoff.</li> </ul>	During the life of the project.	Periodic	TODPW/ TODPCD	Plan Check/Written Verification			
<i>Additional Measure:</i>							
<b>SWH-1 Onsite Drainage Pipes.</b> The proposed project should incorporate drainage improvements as recommended in the March 1993 PSOMAS report and shown in EIR Figure 4.9-2.	Prior to construction activities.	Once	TODPW	Plan Check			

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					Signature	Date	Remarks
<b>Public Services</b>							
PS-1 Employee Wellness Program/Center. AMGEN should provide an onsite employee wellness program/center that includes exercise equipment and showers.	Prior to construction activities.	Once	TODPCD	Plan Check			
<b>Utilities (Water, Wastewater, and Solid Waste)</b>							
<i>Standard Requirements (Water):</i>							
<ul style="list-style-type: none"> <li>Water conservation devices and systems, such as ultra lo-flow toilets, low-flow faucets and showers, and hot water lines in water recirculating systems, shall be used on all new construction.</li> </ul>	During design phase for individual projects.	Periodic	TODPW/ TODPCD	Plan Check			
<ul style="list-style-type: none"> <li>Water conservation requirements as stated in the City of Thousand Oaks Municipal Code shall be met.</li> </ul>	During design phase for individual projects.	Periodic	TODPCD/ TODPW	Plan Check			
<ul style="list-style-type: none"> <li>Landscape water conservation requirements as as stated in City Council Resolution No. 93-74, Guidelines and Standards for Landscape Planting and Irrigation Plans, shall be met.</li> </ul>	During design phase for individual projects.	Periodic	TODPCD/ TODPW	Plan Check			

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**Mitigation Monitoring/Reporting Program**  
**Specific Plan 16 (AMGEN Center), GP Amendment C93-23, SUP 93-852, SUP 93-855, Tentative Tract 4939 (Continued)**

Mitigation Measure / Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Party Responsible for Monitoring	Method of Verification of Compliance	Verification of Compliance		
					Signature	Date	Remarks
<i>Additional Measures (Water):</i>							
<b>U-1 Onsite Wastewater Recycling.</b> The City has indicated that it may require AMGEN to recycle wastewater generated by the manufacturing process as a means of reducing water demand. In anticipation of this request, it is recommended that the applicant plan for the storage of water in onsite tanks, as suggested in the 1993 PSOMAS Preliminary Infrastructure Report for the AMGEN Master Plan. This water would be used for irrigation purposes.	As needed.	Ongoing	TODPCD/ TODPW	Written verification submitted by AMGEN representatives			
<b>U-2 Ground Water Plan.</b> AMGEN should cooperate with the City of Thousand Oaks in planning for the use of local ground water resources for landscaping and other uses.	As needed.	Ongoing	TODPCD/ TODPW	Written verification submitted by AMGEN representatives			
<b>U-3 Infrastructure Improvements.</b> The applicant should implement the water system improvements indicated in EIR Section 4.12.1.2 and illustrated in Figure 4.12-1.	Prior to construction activities.	Once	TODPW	Plan Check			
<i>Standard Requirements (Wastewater):</i>							
● The applicant shall implement the wastewater system improvements described in EIR Section 4.12.2.2 and illustrated in Figure 4.12-2.	Prior to construction activities.	Once	TODPW	Plan Check			

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					Signature	Date	Remarks
<ul style="list-style-type: none"> <li>The applicant shall pay wastewater connection fees as contributions toward a capital construction fund for expanding the capacity of the Hill Canyon Treatment Plant.</li> </ul>	Prior to occupancy of individual projects.	Periodic	TODPW	Receipt of payment submitted to TODPCD			

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Mitigation Measure / Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Party Responsible for Monitoring	Method of Verification of Compliance	Verification of Compliance		
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<i>Standard Requirements (Solid Waste):</i>							
• Refuse storage facilities of the size, quantity, and location required by the City shall be provided and constructed in accordance with City standards.	Prior to construction of individual projects.	Periodic	TODPCD	Plan Check			
<i>Additional Measures (Solid Waste):</i>							
U-4 AB 939 Compliance. AMGEN shall participate in any waste reduction, recycling, composting, or funding programs or policies implemented by the County and/or the City to achieve compliance with AB 939.	As needed.	Periodic	TODPCD	Written verification submitted by AMGEN representatives			
U-5 Solid Waste Master Plan. A master plan for onsite recycling of solid waste shall be prepared in conjunction with the City's solid waste coordinator.	Prior to January 1, 1995.	Once	TODPCD	Written verification submitted by AMGEN representatives			
U-6 Waste Reduction Coordinator. The applicant shall designate an onsite waste reduction coordinator to work with the City Utilities Department in reducing waste generated onsite.	Prior to onsite construction activities.	Once	TODPCD	Written verification submitted by AMGEN representatives			
U-7 Presort Recyclables. The applicant shall pre-sort recyclable waste materials for collection.	During the life of the project.	Periodic	TODPCD	Written verification submitted by AMGEN representatives			

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**Mitigation Monitoring/Reporting Program**  
**Specific Plan 16 (AMGEN Center), GP Amendment C93-23, SUP 93-852, SUP 93-855, Tentative Tract 4939 (Continued)**

Mitigation Measure / Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Party Responsible for Monitoring	Method of Verification of Compliance	Verification of Compliance		
					Signature	Date	Remarks
<b>U-8 Recycling Construction-Related Waste Materials.</b> The applicant shall maximize efforts to reduce construction-generated solid waste. Waste reduction measures shall include the recycling of wood and metals and the grinding of inert materials for reuse and/or transportation to offsite recycling facilities.	During construction activities.	Periodic	TODPCD	Written verification submitted by AMGEN representatives			
<b>U-9 Waste Diversion Targets.</b> The applicant shall conduct annual surveys of onsite waste generation and diversion from 1994 through 2010, using City-approved survey methods. If these surveys do not indicate at least a 25 percent diversion rate after 1995 and 50 percent diversion rate after 2000, the applicant shall implement additional waste diversion measures, as directed by the City, to reach these diversion targets.	From 1994 through 2010.	Annual	TODPCD	Written Verification/ Survey Review			
<b>Energy Use</b>							
<i>Standard Requirements:</i>							
<ul style="list-style-type: none"> <li>All onsite utility lines shall be underground in accordance with the City of Thousand Oaks Municipal Code.</li> </ul>	Prior to and during construction.	Periodic	TOBSD	Plan Check			
<ul style="list-style-type: none"> <li>Insulation and insulated glass shall be used per state regulations to promote energy efficient air temperature control.</li> </ul>	Prior to and during construction.	Periodic	TOBSD	Plan Check			

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Mitigation Measure / Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Party Responsible for Monitoring	Method of Verification of Compliance	Verification of Compliance		
					Signature	Date	Remarks
<ul style="list-style-type: none"> <li>Solar energy or natural ventilation for heating and cooling shall be used per state regulations.</li> </ul>	Prior to and during construction.	Periodic	TOBSD	Plan Check			
<ul style="list-style-type: none"> <li>The applicant shall comply with the energy conservation requirements included in Title 24 of the California Administrative Code.</li> </ul>	Prior to and during construction.	Periodic	TOBSD	Plan Check			
<ul style="list-style-type: none"> <li>Easements shall be required for all mains not installed in public rights-of-way.</li> </ul>	Prior to and during construction.	Periodic	TOBSD	Plan Check			

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