PREFACE

This Final Environmental Impact Report (EIR) has been prepared by the City of Thousand Oaks in accordance with the California Environmental Quality Act, Public Resources Code Section 21000 et seq. and State CEQA Guidelines as amended (June 1986).

Certain documents referenced in this Final Environmental Impact Report have been prepared by the applicant's consultants at the request of the City of Thousand Oaks. In such cases, the consultant's report has either been reviewed by Staff, or consultants hired by the City for the specific purpose of evaluating these reports. The findings and conclusions of this Final Environmental Impact Report in turn represent the independent judgment of the City of Thousand Oaks and are intended to be public information, fully disclosing the environmental effects of the proposed project. This does not imply, however, that other aspects of the proposed project are beneficial, detrimental, or of no significance.

During the preparation of this Final Environmental Impact Report, close coordination was maintained with the Local Agency Formation Commission (LAFCO), since that Agency must approve any annexations to the City of Thousand Oaks. The City of Thousand Oaks is the lead agency for this project and this Environmental Impact Report has been written in such a manner as to be useful both to the City in its consideration of the Specific Plans and zone changes and to LAFCO in its consideration of Annexation No. 89.
FINAL
ENVIRONMENTAL IMPACT REPORT
NO. 148
SCH 85032006

SPECIFIC PLAN NO. 8 (Courtly Homes)
Z-78-443 (Courtly Homes)

SPECIFIC PLAN NO. 9 (Operating Engineers Pension Trust, IYOE Local 12)
Z-78-442 (Operating Engineers Pension Trust, IYOE Local 12)

LU-85-143 (Dos Vientos Ranch)

ANNEXATION NO. 89 (City of Thousand Oaks)

February 9, 1987

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Lead Agency Response
LEAD AGENCY RESPONSE - Sub-section A

NOTE: THE FOLLOWING RESPONSE TO PUBLIC COMMENTS RECEIVED DURING THE DRAFT EIR REVIEW PERIOD ARE CROSS-REFERENCED WITH LETTERS AND MEMORANDUMS IN FOLLOWING Sub-section (B) BY MEANS OF:

- Date of Correspondence
- Agency and/or Person Commenting
- Subtitle or paragraph responded to
- A corresponding number that appears on the lower righthand corner of each comment page


SECTION I - SUMMARY

PAGE (1), A - Introduction: The Final EIR text has been amended to consistently reflect these dwelling unit totals.

PAGE (2), C - Significant Environmental Effects - Topography, paragraph one: This comment is consistent with information provided on page 1 of the Final EIR. No further response is necessary.

Paragraph Two: The final EIR text has been amended to reflect these comments.

Paragraphs Three and Four: The Final EIR text has been amended to reflect these comments.

Paragraph Five: As suggested, the term "valley" has been substituted in the Final EIR text to better describe these landform features. No further response is necessary.

PAGE (3) - Paragraph One: These comments are hereby incorporated in the Final EIR. No further response is necessary.

Paragraphs Two and Three: These comments relate to a design concept that is intended to mitigate grading impacts outside the boundaries of Planning Unit 20, which are appropriately addressed on page XV of the Summary. Use of Planning Unit 20 as a disposal site for rock material excavated during tunnel construction will require that some existing natural landform features adjoining the alignment of Borchard Road be buried. Although significant modifications will occur on-site as a result of this grading, it is acknowledged that surrounding ridgeline and ravine features will remain intact.
Paragraph Four: The final EIR text has been amended to reflect these comments. No further response is necessary.

No. 2. GEOLOGY: The Final EIR text has been amended to reflect these comments. No further response is necessary.

No. 3. HYDROLOGY: The Final EIR text has been amended to reflect these comments.

PAGE (4) No. 5. HISTORIC RESOURCES: These comments are hereby incorporated in the Final EIR. No further response is necessary.

No. 6. VIEWSHED MODIFICATION: The Final EIR text has been amended to reflect these comments.

No. 7. AGRICULTURAL LAND: These comments are hereby incorporated in the Final EIR. No further response is necessary.

PAGE (5) No. 8. VEGETATION: These comments are hereby incorporated in the Final EIR. No further response is necessary.

No. 9. WILDLIFE: These comments are hereby incorporated in the Final EIR. No further response is necessary.

No. 11. PUBLIC SERVICES (Law Enforcement): These comments are hereby incorporated in the Final EIR. No further response is necessary.

PAGE (6) (Fire Protection): These comments are hereby incorporated in the Final EIR. No further response is necessary.

No. 11. (Wastewater Services): These comments are hereby incorporated in the Final EIR. No further response is necessary.

PAGE (7) No. 14. TRAFFIC AND CIRCULATION, paragraph one: The Final EIR text has been amended to reflect these comments. No further response is necessary.

Paragraph two: These comments are hereby incorporated in the Final EIR. No further response is necessary.

Paragraph three: These comments are hereby incorporated in the Final EIR. No further response is necessary.

No. 15. NOISE - paragraph one: The Final EIR text has been amended to reflect these comments. No further response is necessary.
PAGE (8) No. 15. NOISE Con't. paragraphs one thru five: The Final EIR text has been amended to reflect these comments. No further response is necessary.

No. 16. PUBLIC SCHOOLS: These comments are hereby incorporated in the Final EIR. No further response is necessary.

PAGE (8) No. 18. AIR QUALITY, paragraph one: The Final EIR text has been amended to reflect these comments. No further response is necessary.

Paragraph 2: Reference to compliance with National Air Quality Standards for TSP has been deleted in the Summary section of the Final EIR text.

D. - Mitigation Measures Incorporated in the Project Design

1. TOPOGRAPHY, paragraphs one, two and three: The Final EIR text has been amended to include portions of these comments where appropriate. No further response is necessary.

Paragraph 3: It should be noted that the total Open Space acreage referred to in this comment includes ranch property that is located outside the boundaries of Specific Plans 8 and 9 within Ventura County's jurisdiction. It is Staff's understanding that no formal dedication of this land has been proposed. Therefore, only acreage that is to be permanently preserved within Lot 22 should be used to calculate the percentage of total Open Space area in the Final EIR. In this case, 1056 acres or 45% will remain as undeveloped natural Open Space within these lot boundaries.

PAGE (10) No. 2. GEOLOGY: The Final EIR text has been amended to reflect the nature of this comment with slightly different wording than suggested. No further response is necessary.

No. 3. HYDROLOGY: The Final EIR text has been amended to note this correction. No further response is necessary.

No. 5. HISTORIC RESOURCES: The Final EIR is hereby amended to incorporate these comments. No further response is necessary.

No. 6. VIEWSHED MODIFICATION, paragraphs one and two: It is agreed that decreasing the intensity of development within Planning Area 18 by establishing a larger estate lot pattern reduces the relative degree of visual impact. However, a golf course which retains more of the natural characteristics of undeveloped Open Space is considered to be an even more effective means to reduce potential viewshed impacts related to urban development.
No. 8. VEGETATION: These comments are hereby incorporated in the Final EIR. No further response is necessary.

No. 11. PUBLIC SERVICES (Law enforcement): These comments are hereby incorporated in the Final EIR. No further response is necessary.

No. 11A. (Fire Protection): These comments are hereby incorporated in the Final EIR. No further response is necessary.

No. 11D. (Wastewater Services): These comments are hereby incorporated in the Final EIR. No further response is necessary.

PAGE (12) WATER CONSERVATION, paragraph one: The Final EIR text has been amended to reflect these comments. No further response is necessary.

Paragraphs two and three: These comments are hereby incorporated in the Final EIR. No further response is necessary.

No. 14. TRAFFIC AND CIRCULATION, paragraphs one through four: These comments are hereby incorporated in the Final EIR. No further response is necessary.

PAGE (13) PUBLIC SCHOOLS, paragraphs one and two: The Final EIR text has been amended to reflect these comments. No further response is necessary.

No. 17. ENERGY RESOURCES: The Final EIR text has been amended to reflect these comments. No further response is necessary.

No. 18. AIR QUALITY, paragraph one: The Final EIR text has been amended to reflect these comments.

PAGE (14) AIR QUALITY (Cont'd.), paragraph two, three and four. The Final EIR text has been amended to reflect these comments. No further staff response is necessary.

E. - Additional Recommended Mitigation Measures

1. TOPOGRAPHY, paragraph one: These comments are hereby incorporated in the Final EIR. No further response is necessary.

PAGE (15) TOPOGRAPHY (Cont'd.), paragraph one: This recommended mitigation measure is not in conflict with the City's policies as it pertains to the Conservation Element or the existing Land Use Element of the Thousand Oaks General Plan. In addition, the Housing Element does not specifically identify either of these sites as suitable for such housing. However, this proposed land use may be compatible providing sensitive site...
planning techniques are utilized to minimize grading impacts to natural landform features.

(b) Paragraph two: These comments are hereby incorporated in the Final EIR. No further response is necessary.

(c) Paragraph three: These comments are hereby incorporated in the Final EIR. No further response is necessary.

2. GEOLOGY (b): These comments are hereby incorporated in the Final EIR. No further response is necessary.

3. HYDROLOGY (a): These comments are no longer relevant to the Final EIR. Based on recommendations made in a revised Hydrology Study prepared by Hawks and Associates a 6 acre retention basin is now being proposed for construction in the southeast corner of Planning Unit 18 (Refer to Volume III, Appendix B).

PAGE (16) - Paragraph two: These comments are no longer relevant for the same reasons as stated above.

5. HISTORIC RESOURCES - (a)(b), paragraphs one and two: These comments are hereby incorporated in the Final EIR. No further response is necessary.

6. VIEWSHED MODIFICATION - (a), paragraphs one and two: These comments are hereby incorporated in the Final EIR. No further response is necessary.

8. VEGETATION - (a)(b)(c), paragraphs one thru three: These comments are hereby incorporated in the Final EIR. No further response is necessary.

PAGE (18) - (i)(k), paragraph one and two: These comments are hereby incorporated in the Final EIR. No further response is necessary.

11. PUBLIC SERVICES (wastewater): These comments are hereby incorporated in the Final EIR. No further response is necessary.

12. WATER CONSERVATION: As previously noted, the Final EIR text has been amended to reflect these comments. No further response is necessary.

14. TRAFFIC AND CIRCULATION, paragraph two: Figure 4A represents future PM peak hour traffic conditions on existing roads. These exhibits are intended to illustrate that unless significant improvements are made to this circulation system as the development of both the Dos Vientos and MGM ranches occurs, significant levels of congestion will result.
Paragraph three: As depicted, Figures 5A and 5B do, in fact, reflect the process of redistributing Rancho Conejo traffic; therefore, no change in the level of service at these referenced intersections would occur.

Paragraph four: Future freeway conditions were assumed to be unchanged as of today as a "safety factor". It is possible that the California Transportation Commission may restripe the freeway in the future to create a "commuter lane" and even possibly an additional "Open" traffic lane. These potential striping changes may be accomplished irrespective of any transportation demand management (TDM) plan that the Rancho Conejo project implements but a "commuter lane" could help guarantee a successful TDM plan for the Rancho Conejo project.

PAGE (19) - paragraph one: This statement is true, however, because there is no accurate way to predict how many residents might live and work in these two planning areas, this analysis was used to predict potential worst case conditions.

15. NOISE: It should be noted that pending provisions to the City's Noise Element classify residential land uses that are exposed to a CNEL exceeding 65 dB as being only conditionally acceptable and require that suitable noise attenuation measures be undertaken. Because of this threshold, a significant number of existing homes located offsite along both Lynn and Borchard Roads may require adequate shielding from traffic noise generated from the Dos Vientos Ranch project.

16. PUBLIC SCHOOLS - paragraphs one thru five: These comments essentially paraphrase mitigation measures addressed in the Draft EIR. No further response is necessary.

17. ENERGY RESOURCES, paragraph one: These comments are hereby incorporated in the Final EIR. No further response is necessary.

PAGE (20) AIR QUALITY (a) paragraph one thru three: Where appropriate, the Final EIR text has been amended to reflect these comments. No further comment is necessary.

F. Alternatives to the Present Proposal

(1.) Density reduction - paragraphs one and two: The Final EIR text has been amended to reflect these comments. No further response is necessary.

(2.) Agricultural/Equestrian Development - paragraph one: Although it is true that the Cal American Water Company does not offer agricultural rates to its customers, the difference in the wholesale cost of domestic water from a purveyor such as Calleguas is relatively small
($202 versus $224 per acre foot). Even at retail rates of $450 per acre foot, the use of efficient drip irrigation systems allows the profitable cultivation of tree crops such as avocados. For this reason, agricultural land uses are considered to be potentially viable on larger estate lots ranging from 5-20 acres in size.

Paragraphs two and three: These comments are hereby incorporated in the Final EIR. No further response is necessary.

PAGE (21) (3. Modified Project Design): These comments are hereby incorporated in the Final EIR. No further response is necessary.

SECTION II - PROJECT DESCRIPTION

D. (PAGE 21), General Plan Amendment: These comments are hereby incorporated in the Final EIR. No further response is necessary.

F. Proposed Density Bonus: These comments are hereby incorporated in the Final EIR. No further response is necessary.

4. Land Use: The Final EIR text has been amended to reflect these comments. No further response is necessary.

PAGE (22) Land Use (Cont'd.): These comments are hereby incorporated in the Final EIR. No further response is necessary.

I. General Plan Policies, paragraphs one thru four: These comments are hereby incorporated in the Final EIR. No further response is necessary.

J. Ridgeline Development Policies, paragraph one: This comment has been previously addressed. No further response is necessary.

Paragraph two: These comments are hereby incorporated in the Final EIR. No further response is necessary.

PAGE (23) SECTION III - ENVIRONMENTAL IMPACT ANALYSIS

A. TOPOGRAPHY, paragraph two: For purposes of land use analysis, it is Staff's opinion that the data provided in Table 1 accurately reflects the topographic characteristics of each of the various Planning units. By means of simple subtraction, land areas less than 25% slope can be easily calculated. Therefore, amendment of the Final EIR to include this data is not considered to be necessary.

Paragraphs three thru six: All of these comments have been previously addressed. No further comments are necessary.
Paragraph six: The Final EIR text has been amended to reflect these comments. No further response is necessary.

Paragraph seven: The Final EIR text has been amended to accurately reflect the height of this cut slope. No further response is necessary.

Page (24) (Major Arterial Highways), paragraph one: The Final EIR text has been amended to reflect these comments. No further response is necessary.

(East Borcherd Road) These comments have been previously addressed. No further response is necessary.

3. Mitigation Measures: All of these comments have been previously addressed. No further response is necessary.

B. GEOLOGY, 2. Impact, "Blasting": These comments are hereby incorporated in the Final EIR. No further response is necessary.

Geologic Hazard Evaluation, "Slope Instability": Those comments are hereby incorporated in the Final EIR. No further response is necessary.

Page (25) Geologic Hazard Evaluation (Cont'd.): These comments are hereby incorporated in the Final EIR. No further response is necessary.

3. Mitigation Measures: These comments are hereby incorporated in the Final EIR. No further response is necessary.

B. Specific Mitigation Measures (1)(2)(3)(4): These comments are hereby incorporated in the Final EIR. No further response is necessary.

Page (25)(26) - C. HYDROLOGY/DRAINAGE: These comments no longer apply to the Final EIR text. Section C, Volume I, of the Final EIR text has been revised to include the findings and recommendations of a new hydrology report prepared by Hawks and Associates (Refer to Volume III, Appendix B). No further response is necessary.

Page (26) - HISTORIC RESOURCES, Environmental Setting: paragraphs one thru three: These comments are hereby incorporated by reference. No further response is necessary.

Page (27) - 2. Impact: Since the Draft EIR was released for public review, these referenced structures have been designated as Ventura County Landmark No. 99. This formal action was taken by the Ventura County Board of Supervisors on May 6, 1986 at the recommendation of the Cultural Heritage Board. Because of this newly acquired status, demolition of these historic structures requires notification of the Cultural Heritage Board and a 6-month waiting period prior to their removal.
3. Mitigation Measures, (1): These comments are hereby included in the Final EIR. No further response is necessary, (b): As previously noted, the historic significance of these structures has now been established. However, since the Park District does not appear to be interested in renovating them for future use and the School District is unwilling to trade sites, recommended mitigation measure (a) appears to be infeasible. On the other hand, representatives of the Cultural Heritage Board have previously expressed interest in relocating one of the barns off-site. While this proposal has been withdrawn because of cost, it may still be feasible to relocate one or more of these structures on-site as outlined in recommended mitigation measure (b).

F. AGRICULTURAL LAND - Environmental Setting, paragraphs one and two. These comments are hereby incorporated in the Final EIR. No further response is necessary.

PAGE (28) - Impact, paragraphs one and two: The Final EIR text has been amended to reflect these comments. No further response is necessary.

Mitigation Measures: These comments are unwarranted. As addressed in the Draft EIR, the Dos Vientos Ranch property is designated by the Ventura County Conservation and Open Space Elements as a "growth area" within the Thousand Oaks Sphere of Influence and therefore is not recommended to be maintained for agricultural land uses. For this reason, no mitigation of this impact is deemed to be necessary.

G. VEGETATION AND WILDLIFE, Mitigation Measures (Vegetation), paragraph one: These comments are hereby incorporated in the Final EIR. No further response is necessary.

Paragraph Two: The use of native plant materials on all manufactured perimeter slopes that adjoin natural open space is a mitigation measure which is routinely recommended by the Conejo Open Space Conservation Agency (COSCA). Because many introduced plant materials are also drought tolerant and more likely to escape from landscaped areas into natural habitats, native species are preferred in these sites. The availability of landscape stock should not be restricted since several large wholesalers that specialize only in native plant materials have outlets which are located in the Southern California region.

Paragraph Three: These comments are hereby incorporated in the Final EIR. No further response is necessary.

PAGE (29) VEGETATION AND WILDLIFE (cont'd), paragraphs one and two: These comments are hereby incorporated in the Final EIR. No further response is necessary.
3A. - Mitigation Measures (Wildlife), (a) paragraph one: While it is acknowledged that extensive undeveloped natural areas exist to the north and west outside the boundaries of these two Specific Plans, credit cannot be given for acreage that is not actually proposed to be dedicated as permanent Open Space.

(c)(f)(j)(k and l)(n) paragraphs two thru six: These comments are hereby incorporated in the Final EIR. No further response is necessary.


(Fire Protection) 1. Environmental Setting: While to a certain degree these comments are correct, the Ventura County Fire Department routinely imposes very strict development conditions on projects constructed in fire prone, brushy hillside areas. Correspondingly, fire insurance premiums are also significantly higher for homes built in those areas because of greater risk of property damage or loss due to increased exposure to uncontrollable wildfire conditions.


(Wastewater Treatment): Previous response applies.

I. Water Conservation: Previous response applies.

PAGE (30) - TRAFFIC AND CIRCULATION, 2. Impact, paragraph one: The Final EIR text has been amended to reflect this corrected traffic data.

Paragraph Two: The intent of the traffic study is to provide a conservative (high) estimate of future traffic conditions. For planning purposes it is not advisable to make land use assumptions which cannot be substantiated that reflect significantly lower traffic conditions.

Paragraph Three: There is no way of knowing what the actual timing of individual projects may be, given the unforseeable nature of large scale residential and commercial development. The assumption is therefore made that the development of these areas will occur over the next 25 years, so the analysis looks at the "ultimate" 25 year traffic scenario.

Paragraph Four: Such an analysis is undertaken to evaluate what impacts would occur if a development occurred without road improvement mitigation measures. This methodology is regularly used by the City's Traffic Engineer as the basis for imposing mitigation measures. No other implication is intended.
TRAFFIC AND CIRCULATION (cont'd.), Paragraph Two: The Final EIR is hereby amended to incorporate these comments. No further response is necessary.

Paragraph Three: In each of the EIRs, an assignment of the potential traffic generated by each major project was shown individually as well as collectively so that these values could be easily related to one another and evaluated as to relative degree of impact, totally so those values could easily be related to one another as to relative degree of impact.

Paragraph Four: See response 5.

Paragraph Five: See response 5.

TRAFFIC AND CIRCULATION (Cont'd.), paragraphs one thru three: These comments are hereby incorporated in the Final EIR. No further response is necessary.

3. Mitigation Measures (e) paragraphs one and two: These comments are hereby incorporated in the Final EIR. No further response is necessary.

TRAFFIC AND CIRCULATION (Cont'd.), paragraphs one and two: These comments are hereby incorporated in the Final EIR. No further response is necessary.

L. NOISE: Previous responses apply.

M. PUBLIC SCHOOLS, paragraphs one thru three: It should be noted that the revised public school facilities report referenced in this comment is now included as Appendix D of Volume III. Recommended changes to Tables I and II have subsequently been made to reflect more recent data. However, no corrections have been made to the original text of the consultant's report since the impact analysis in the Final EIR text has been amended to supersede this information.

2. Impact: The final EIR has been amended to reflect this lower total figure.

TRAFFIC AND CIRCULATION (cont'd): The Final EIR text has been amended to reflect the increased need for additional classroom facilities at grade levels 7-8 and 9-12. Table III has also been corrected to depict increased student enrollment projection figures through the year 2006. No further response is necessary.

TRAFFIC AND CIRCULATION (Cont'd) The Final EIR text as well as Tables IV and V have been amended to reflect these suggested corrections. No further comment is necessary.
PAGE (38) Impact (Cont'd): Table VI has been corrected to reflect these comments. No further response is necessary.

3. Mitigation Measures: The Final EIR text has been amended to incorporate these comments. No further response is necessary.

PAGE (39) Mitigation Measures (Cont'd), (c)(d)(f)(g)(h) paragraphs one thru six: These comments paraphrase mitigation measures previously addressed in the Draft EIR. No further response is necessary.

PAGES (39)(40) - Volume II, CONSULTANT STUDIES, (Sections A, B, Findings and Recommendations): As addressed in a prior response, the Public School Facilities report referenced in these comments is now included as Appendix D of Volume III. These comments are incorporated in the Final EIR and referenced in a separate notation preceding this appended report, therefore no revisions to the original document are considered to be necessary.

PAGE (41) O. AIR QUALITY, paragraphs one and two: The Final EIR is hereby amended to incorporate these comments. No further response is necessary.

Impact (Mobile Emissions), paragraph three: This Air Quality section has been completely reorganized and the Final EIR amended to include impact data referenced in this comment. No further response is necessary.

Paragraphs four and five: The Final EIR text has been amended to accurately reflect project phasing and corrected total population figures for the entire Dos Vientos Ranch development. Based on recent data, the remaining AQMP population allocation available within the Southern Ventura County Planning Area is 23,767 (1986). No further response is necessary.

SECTION IV - ALTERNATIVES TO THE PRESENT PROPOSAL

Paragraphs one and two: These comments are hereby incorporated in the Final EIR. No further response is necessary.

PAGE (42) "Circulation" (Cont'd): These comments are hereby incorporated in the Final EIR. No further response is necessary.

SECTION V - ADVERSE IMPACTS which cannot be avoided if the project is implemented.

C. VIEWSHED ALTERATION: These same comments have been previously addressed. No further response is necessary.

I. SCHOOLS: These comments are hereby incorporated in the Final EIR. No further response is necessary.
M. HYDROLOGY: As suggested by these comments, potential hydrology impacts related to proposed development of the Dos Vientos Ranch can be totally mitigated. Therefore the Final EIR text has been amended to delete this impact description. No further response is necessary.

SECTION IX - ORGANIZATIONS AND PERSONS CONSULTED

Paragraph one: The Final EIR text has been amended to reflect this change in business name. No further response is necessary.

Appendices - paragraphs one and two: As previously noted Volumes I and III of the Final EIR text have been amended to include this revised information. No further response is necessary.

Memorandum Dated: October 24, 1985, Ventura County Public Works Agency

TRAFFIC AND CIRCULATION, Paragraph one (1): The location of Dos Vientos at the physical westerly boundary of the Thousand Oaks community suggests that the possibility of non-residential traffic through or to the community will be negligible. If Dos Vientos were more centrally located in the Newbury Park community, it is probable that some of the trips to and from Dos Vientos service facilities would be made by non-residents.

It is probable that many of the people working in Dos Vientos will live elsewhere. The employment within Dos Vientos will be primarily service type positions. Except for the schools, many of the jobs will be part time and scheduled so that much travel will not be during peak periods. Most non-resident travel to Dos Vientos will be in the opposite direction to the major directional movement during the peak traffic hours. In view of the fact that the traffic analysis was based on peak hour movements and that the peak direction is the critical movement, it appears that the trip generation assumptions regarding external traffic are appropriate to the state of the art. A conservative safety factor is that vehicle occupancy, in both directions, was considered as minimum (maximum trip generation), without allowance for any future ridesharing programs. This assumption should more than compensate for any underestimating of non-residential work trips to/from Dos Vientos.

Paragraph two (2): The total westerly external traffic was assumed as 17 percent of the total traffic as shown in TABLE 4, Volume III, Appendix H. The 2% assignment to Potrero Road is equivalent to 12% of the total movement to the west. Demographic information available in the 1984
Conejo Valley Attitude Survey indicates that approximately 7% of the Thousand Oaks residents commute to the west for employment purposes.

While a 17 percent projection of future employment in this area of the County is considered high by the Planning Department, peak hour assignment to and from the west can be used to evaluate potential "worst case conditions." A 5% assignment to Potrero Road out of a 10% total westerly assignment would yield 50% of the total westerly movement to Potrero Road. Based on dispersed destinations, this assumption also seems high. However, an increase from 2% or 33 trips to 60 trips in the peak hour direction is possible. This assignment would reduce traffic on Wendy Drive to about 12% as shown in Figures 5 and 6 of Appendix H, Volume III.

Paragraph three (3): The data regarding alignment, traffic and accident characteristics are in the files of the Ventura County Public Works Agency. Any traffic impact analysis of Potrero Road is best conducted with the County as lead agency. The Public Works Department of the City of Thousand Oaks is prepared to cooperate with the County in any desired analysis of future traffic conditions upon Potrero Road.

Paragraph four (4): Wendy Drive between Conejo Road and Borchard Road is a 64 foot paved roadway section. This is a conventional width for a 4-lane secondary arterial road. Due to the fact that housing faces Wendy Drive, the roadway has been striped for one 14 foot lane in each direction separated by a 10 foot optional left turn lane which functions as a left turn storage lane at intersections. This striping provides for a marked 13 foot curb lane. The wide curb lane provides for parking, bicycle movement and greater ease in driveway ingress and egress.

Channelization of signalized intersections has been modified to accommodate two lanes plus a left turn lane in each direction on Wendy Drive. Figure 2 of Section VIII of Volume II indicates a present Level of Service (LOS) of C at Wendy Drive and Old Conejo Road and LOS of A at Borchard Road and Wendy Drive. Figure 5A shows that future conditions will be Level of Service "C" at Wendy Drive and Old Conejo Road and Borchard Road. The present one lane striping on Wendy Drive, between major intersections, provides for balance between adjacent residential amenities and local traffic movement.

Paragraph five (5): As depicted in Table 13, Appendix H, Volume III, the Internal Street System is designed to accommodate approximately 5,000 ADT (page 14) on Dos Vientos Parkway north of Potrero Road. The same table on page 15 shows about 5,000 on Lynn Road east of Dos Vientos Parkway. Based on present information the traffic on Potrero Road will be less than 5,000 per day. Another reason for the proposed design was to require through traffic between the Oxnard plain and Thousand Oaks to stop at the western boundary of Thousand Oaks.
The requirement that through traffic stop at the boundary between suburban and rural environments was considered to be a desirable feature of the proposed street design. Changes can be made to the proposed Potrero Road intersection prior to final design.

Memorandum Dated: November 13, 1985 - Air Pollution Control District, Scott Johnson

VOLUME I

Item No. (1): The Final EIR text has been amended to note that the Dos Vientos Ranch project is located within the Oxnard Plain Airshed. No further response is necessary.

Item No. (2): The statement indicates that attainment of the current TSP standards will not occur countywide. This does not mean that the entire county is non-attainment of the TSP standard, but rather that some portions of the county have not reached attainment of the federal standard. The Final EIR is hereby amended to incorporate these comments. No further response is necessary.

Item No. (3): The Final EIR text has been amended to incorporate this recommended language revision. No further response is necessary.

Item No. (4): The Final EIR text has been amended to incorporate this recommended language revision. No further response is necessary.

Item No. (5): An updated version of Table 2-1 presenting federal and state ambient air quality standards has now been included in Volume III, Appendix G and follows page 9 of the consultant's report. No further response is necessary.

Item No. (6): The statement should have read, "Based upon recorded exceedances of federal standards, portions of Ventura County are designated "non-attainment" for total suspended particulates (TSP)."

Since the AQMP indicates that the attainment of TSP is not expected throughout the entire County, any measures identified in the AQMP to control emissions can only bring the ambient concentrations closer to the federal standards, thus approaching the attainment status.

Item No. (7): The Final EIR text has been amended to incorporate this recommended language revision. No further response is necessary.
Item No. (8): At the time of the preparation of these data the 1984 Ventura County Reasonable Further Progress Report and the 1984 Air Quality Data Summary were not available. For completeness, however, Tables 2-2 and 2-3, which now include updated information for 1984 have been included in Volume III, Appendix G.

Information relating to state and federal ozone standards have also been corrected in the Final EIR. Since the majority of the ozone exceedances occur during the smog season (68% and 98% for 1983 and 1984, respectively, at the Simi Valley Station and 100% for both years at the Thousand Oaks Station), the data presented are considered to be sufficient to address air quality trends in Ventura County. No further response is necessary.

Item No. (9): The Final EIR text has been amended to reflect these recommended language changes and corrections. No further response is necessary.

Item No. (10):

The project is expected to be completed over a period of approximately 16 years (1987 through 2003 - 192 months) and is expected to cover approximately 2230 acres. Thus, the average disturbed area is 11.6 acres/month. The emission factor from AP-42 estimates the uncontrolled emissions from construction activities as 1.2 tons/acre-month. The estimated control efficiency from watering is assumed to be 50 percent. Therefore, the average particulate emissions are:

\[
\text{TSP emissions} = 1.2 \text{ tons/acre-month} \times 11.6 \text{ acres} = 7.0 \text{ tons/month or 0.2 tons/day.}
\]

The Ventura County Environmental Health Department has identified San Joaquin Valley Fever (Coccidioides mycosis) as a potentially significant adverse impact. San Joaquin Valley Fever is a fungal disease that is endemic to the nearby Simi Valley area. The fungus is also a common inhabitant of soil in the southwest's desert and dry grassland areas. Proposed grading activities that may result in the emanation of dust at the construction site can therefore potentially expose construction workers and others to Valley Fever. Because of the serious health hazard associated with contracting this type of infection, mitigation measures should be implemented. These include: (1) the preferred employment of local workers who have greater immunity to the disease; (2) use of face masks; and (3) use of air-conditioned cabs in heavy construction and grading equipment where possible.

Based upon the emissions demonstrated above, the maximum 24-hour TSP concentration is expected to be below the federal 24-hour TSP standard of 150 ug/m3 during daytime conditions, when the construction activities are
expected to occur. The control of fugitive dust emissions has been included under recommended mitigation measures in the Final EIR text. No further response is necessary.

Item No. (11): As recommended, base line emission percentages have been incorporated in the Final EIR text. However, since construction operations may vary widely from year to year, it has been suggested by the air quality consultant that the figure for particulate emissions be reduced to show a lower range of approximately 28 percent.

Reference to Specific Source Category indicates that emissions were estimated from data obtained for individual sources. These are considered the point source inventory. Non-Specific Source Category indicates that the emissions were estimated by generalizing the emissions from small individual emissions sources which contribute significant amounts of pollutants when combined. These sources are considered in the area source inventory.

Item No. (12): The necessity of rerunning the Caline 3 model for the intersections within the Dos Vientos project area is considered to be unwarranted by the air quality consultant for the following reasons: (1) The results of the analysis indicated that the maximum 1-hour and 8-hour CO contributions from the traffic associated with the proposed project were 4.1 ppm and 2.0 ppm, respectively. (2) With the addition of a conservative background value of 3.0 ppm, the total ambient concentrations were less than 36 percent and 56 percent, respectively, of the California 1-hour and 8-hour CO standards. (3) In nearly all the cases modeled, the emission factors from EMFAC6C would be lower than the factors used in the EIR analysis. Therefore, a generally more conservative approach is considered desirable for planning purposes.

Item No. (13): For the air quality section of the EIR, the determination of significant impacts was based upon the exceedances of the air quality standards, rather than more subjective criteria (i.e. citizen complaints) as stated in the comment. As stated in the response to Comment #10, the impacts from the construction activities are not expected to exceed the short term air quality standards and thus were not considered significant. Due to the lack of data pertaining to the specific area regarding risk analysis, criteria other than the air quality standards were not used to assess the significance.

Item No. (14): The emissions for NO and ROC are stated in the text and are clearly detailed in Table 3-4 in Volume III, Appendix C. A table, in this case, for only two numbers does not seem warranted.

Suggested language revisions regarding the mitigation of adverse air quality impacts have been incorporated in the Final EIR text. No further response is necessary.
Item No. (15): Based upon the information provided in the 1982 Ventura County AQMP (page II-1), attainment of the ozone and TSP standards are not expected to occur and therefore it is the consultant's opinion that the paragraph should be included in the report.

Item No. (16): The values used in this analysis were approved for the latest AQMP. However, the values adopted by the Ventura County Board of Supervisors have not yet been approved for the use in the new AQMP. Therefore, the projections used in the consistency demonstration are consistent with the latest AQMP for Ventura County.

Suggested language revisions regarding the Ojai Valley and Oxnard Plain Airsheds have been incorporated in the Final EIR text. No further response is necessary.

Item No. (17): Consultant staff were unable to respond to this comment as written.

Item No. (18): This section of the Final EIR text has been completely revised and expanded to include recommendations to reduce NO emissions from heavy construction vehicles and separate long and short-term mitigation measures. However, the development of specific implementation plans for mitigation measures is well beyond the scope of the information needed or intended for the preparation of an EIR. The EIR has described the mitigation measures available and, where possible, has quantified the estimated emission reductions for such measures and their associated costs.

Volume II

Item No. (1) See Response to Comment #4, Volume I

Item No. (2) See Response to Comment #5, Volume I

Item No. (3) The Final EIR is hereby amended to reflect these comments. No further response is necessary.

Item No. (4) See Response to Comment #6a, Volume I

Item No. (5) See Response to Comment #6, Volume I

Item No. (6) See Response to Comment #7, Volume I

Item No. (7) See Response to Comment #8, Volume I

Item No. (8) See Response to Comment #9, Volume I

Item No. (9) See Response to Comment #9, Volume I
Report Dated: October 21, 1985 - Born, Barrett & Associates

VOLUME I

Page (3-6) Item 1: As noted in the Draft EIR the Dos Vientos Ranch is located within the City's "Sphere of Influence" and has also been identified within the year 1990 urban limits of Thousand Oaks in the County's Regional Land Use Plan (RLUP, 1975). Formal discussions regarding the annexation of this property were initiated between the City and LAFCO as early 1978 and have continued to date as a part of the environmental review process for revised Specific Plans 8 and 9. Prior to preparation of the Draft EIR, LAFCO was contacted regarding the scope of issues to be addressed in this document and following its release for public review comments were also solicited. Documentation of these contacts is included in the Final EIR. Reference made to the District Reorganization Act is no longer relevant since these statues have been superseded by the Courtes/Knox local Government Reorganization Act of 1985.

Regarding the statement that, "the DEIR contains little evidence that several of the issues of prime concern to LAFCO have been addressed", the following response is offered.
As proposed this development is consistent with the adopted goals and policies of the Regional Water Quality Plan "208".

It is also consistent with the most recently adopted Ventura County Air Quality Management Plan (1985).

It conforms with Government Code Section 56001, relating to the state's policy to encourage orderly growth and development within local agency (City) boundaries.

It conforms with Government Code Section 56300, relating to encouraging well-ordered, efficient urban development patterns with appropriate consideration of preserving open-space lands.

It conforms with Government Code Section 56377, which encourages the development of nonprime agricultural lands for urban uses within the "sphere of influence" of a local agency and finally;

It conforms with Government Code Section 56425, which requires LAFCD to determine and periodically update its evaluation of the present and probable future need for public facilities and services within a City's sphere of influence.

Regarding the statement that "technical deficiencies in the control of flood waters emanating from the proposed development will exacerbate an already existing, serious, downstream flood problem." It should be noted that an updated hydrology analysis has been prepared by Hawks and Associates (Volume III, Appendix B), which recommends that a total of four (4) retention basins be constructed on-site in order to eliminate any increase in runoff resulting from a 100-yr. magnitude storm. These facilities have in turn been incorporated in the revised land use plan being proposed for the Dos Vientos Ranch property.

If approved, this project will actually serve to reduce stormwater runoff volumes from the tributary watersheds of Conejo Mountain Creek and the South Branch Arroyo Conejo to below that which now occurs under existing undeveloped conditions. Prior to amending the Final EIR text to reflect these findings and conclusions this report was first reviewed by the Ventura County Flood Control District to insure that there were no technical deficiencies in the information provided.

Regarding the statement that the DEIR fails to mention the cumulative effects of approval of the Dos Vientos development with regard to the effects of annexation and development of the downstream areas, it is appropriate to note that the City of Camarillo is not impacted by the proposed project in any way, since mitigation measures are being incorporated to reduce stormwater runoff to below that which now occurs
under existing undeveloped conditions. Therefore, no discussion of cumulative effects is required.

PAGE (6 cont'd) Item 2 - Development in hillside areas requires conformance with City grading ordinances, particularly as they relate to slope heights, steepness and the conveyance of runoff. Erosion control is routinely addressed at the construction stage during periodic field inspections by the City's Public Works Department. All downstream drainage conveyance facilities will be in underground conduits, eliminating major sources of erosion. In addition, desilting basins will also be required in order to reduce downstream sediment generation within the project and beyond.

Item 3: The change in velocity has been addressed in the Hawk & Associates hydrology report by recognizing increased velocity and reduced time of concentration for each subarea. While development of any watershed will increase flow volume, proposed retention basins will regulate outflow from the project to a level equal to, or less than, existing developed conditions. The use of underground conveyance facilities in the project area will also eliminate scour and potential downstream sedimentation.

PAGES (6-7) Item 4: Refer to preceding response statements. The utilization of retention basins serves to retard the time to peak of the inflow to the basin. Thus, the peak outflow is shifted and reduced.

PAGES (7, 8 and 9) Item 5: While it is true that regulations and conditions applicable to the development require mitigation of flood hazard to insure that flood discharges to downstream properties do not exceed the natural or predevelopment conditions, it is not true that these requirements are based on the FEMA regulations. These regulations are generally contained in Section 60 - Criteria for Land Management and Use. This section delineates the requirements and criteria to be used by communities participating in the Flood Insurance Program.

The specific paragraph of the regulations that applies to a development proposal is paragraph 60.3(a)(4). This paragraph requires that the community "Review subdivision proposals and other proposed new development to determine whether such proposals will be reasonably safe from flooding. If a subdivision proposal or other proposed new development is in a flood prone area, any such proposals shall be reviewed to assure that (i) all such proposals are consistent with the need to minimize flood damage within the flood prone area, (ii) all public utilities and facilities, such as sewer, gas, electrical, and water systems are located and constructed to minimize or eliminate flood damage, and (iii) adequate drainage is provided to reduce exposure to flood hazards;
This paragraph has no direct reference to limitations on any increase in flood hazard or any increase in base flood level. The City of Thousand Oaks' policy regulations and conditioning process establish clearly and definitively the need for limiting development runoff. The hydrology and drainage study of the Dos Vientos Ranch has, accordingly, established the necessary mitigation measures to ensure the reduction of developed runoff rates to a level equal to or less than existing or undeveloped rates. This form of mitigation has been proposed for the project since 1976 and continues to receive review and refinement.

FEMA has not taken a position whether or not increased flood flows caused by development should be allowed but has merely insisted that their regulations with respect to encroachment into the flood plain be observed. No development is permitted in a defined floodway, but full encroachment is permitted in the floodway fringe. These issues do not address the concern for hydrology and flood flow rates. However, it has been FEMA policy to study communities based on existing conditions. The resulting regulatory floodway, and delineation of base flood elevations are then used in the administration of the community flood plain management program. In a development proposal, a particular project must comply with the community flood plain management regulations. If the project is located in an area that has not been studied by FEMA and therefore flood plain elements are not published and available, it is incumbent on the project to establish the 100-year flood levels and demonstrate protection from flooding. It is not required by FEMA regulations that a new project demonstrate no impact on the downstream flood plain except to the extent that such proposed development encroaches into a previously defined flood plain.

PAGES (9-10) Item 6: Refer to preceding response statement. It should be noted that the Hawks & Associates study report proposes a retention basin on the tributary to the South Branch Arroyo Conejo in response to the EIR's recommendation to mitigate any increase in flow from that portion of the project watershed. No further response is necessary.

PAGES (10-11) Item 7: Although some of the potential for seepage of runoff into the ground water via the natural channel will be eliminated due to development, it has been previously demonstrated that the ground is typically saturated during large storm events, precluding the chance for natural seepage. In addition, sufficient earth channel bottoms exist downstream of the project limits to provide the opportunity for natural seepage of low flow nuisance water emanating from the project area. No further response is necessary.

PAGE (11) Item 8: Refer to preceding response statement Item 2. No further response is necessary.
PAGE (12) Item 9: This comment has been thoroughly addressed both in the updated Hawks and Associates hydrology report and the Final EIR with regard to a technical evaluation of proposed watershed modifications.

PAGE (12 cont'd) Item 10: Growth in inducing impacts related to the Hill Canyon wastewater treatment plant is appropriately addressed in the Final Supplemental EIR for that project. Since development of the Dos Vientos Ranch will not increase the stormwater runoff conditions, there is no requirement to amend the Public Services section to identify the need for adequate downstream flood conveyance capacity.

PAGE (12 cont'd) Item 11: Under the provisions of the California Environmental Quality Act, a potential impact may be identified for which project level mitigation is considered to be infeasible. However, mitigation measures have been addressed in the Final EIR text that would serve to significantly reduce on-site water consumption. Actions necessary to complete the State Water Project system in order to secure an adequate, long-term water supply for the Southern California Region are simply beyond the reasonable scope of this EIR to address.

PAGE (13) Item 12: As previously addressed, provision has been incorporated in the project region to mitigate flow increases from the 100-year storm although this is not a Federal requirement. The interim levee policy is also not a requirement for operation or maintenance of retention basins. However, provision for methods of maintenance of the basins will be addressed in the conditions of approval of Specific Plans 8 and 9. Sufficient freeboard will also be provided at the construction to prevent any overflow from these basins in accordance with proper design criteria.

PAGE (13-14) Item 13: Increases from road surfaces, the school and commercial development have been considered in the hydrology calculations (Refer to Volume III, Appendix B). No further response is necessary.

PAGE (15) Item 14: The school site has been considered for its impervious area in the hydrology calculations (Refer to Volume III, Appendix B). No further response is necessary.

PAGES (14, 15, 16) Item 15: A retention basin has been proposed in the latest plan to mitigate any increase in flow from the South Branch tributary for the 100-year event. An additional retention basin has also been proposed at the downstream project limits on Conejo Mountain Creek to mitigate any increase in flow from that watershed due to the 100-year storm. Other retentions are proposed offsite and downstream in compliance with conditions of development as determined by the Ventura County Flood Control District. These issues are addressed in more detail in the Hawks & Associates hydrology report (Volume III, Appendix B). No further response is necessary.
PAGE (16) Item 16: It is agreed that assurances should be made in the conditions maintenance of any temporary desilting basins. The use of the temporary basins as permanent facilities is not appropriate and will not occur. No further response is necessary.

PAGE (16) Item 17: It is agreed that the use of retention basins for permanent water impoundments must consider available storage for control of runoff from a 100-year storm. No further response is necessary.

PAGE (17) Item 18: The present plan is to construct all storm drain facilities as underground conduits except for a short reach of channel traversing Planning Unit 6A. The need for rock riprap on the channel bottom will be dependent on design slope and velocity considerations.

PAGE (17) Item 17: Refer to previous response, Item 10. Comments in agreement with the EIR are hereby acknowledged. No further response is necessary.

PAGE (18) Item 20: Calculations have included the increase in impervious areas within the development area. It is the opinion of the consultant that offsite road widening will have an insignificant effect on stormwater runoff in relationship to total watershed area. Therefore, no further response to this comment is necessary.

PAGE (18 cont'd) Item 21: Calculations reflect the school sites identified as Planning Unit No. 13 which accommodates two (2) elementary and one (1) intermediate schools. No further response is necessary.

PAGE (20) Item 25: Planning Unit No. 23 will require extensive excavation in order to accommodate the proposed retention basin. The site has been reviewed and found adequate to accommodate the inflow generated from a 100-year storm. No further response is necessary.

PAGES (20, 21) Item 26: Refer to preceding response statements. The project plan has been reviewed for inclusion of additional retention basin sites.

Computerized analysis has been conducted for the 10, 50 and 100-year storms. These results are included in the Hawks & Associates report (Volume III, Appendix B). No further response is necessary.

PAGES 21, 22) Item 27: There is no requirement that the Dos Vientos project correct downstream channel deficiencies, only that this development mitigate the increase in flood flow generated from its tributary watershed area. The remaining comment refers to effluent generated from the wastewater treatment plant. Mitigation measures proposed to totally eliminate or significantly reduce these impacts are more appropriately
addressed in the Final Supplemental EIR for the Hill Canyon Wastewater Treatment Plant expansion.

PAGES (22, 23) Item 28: The hydrology information presented in the DEIR may not have been clear enough to indicate that proposed on-site retention basins were sized and located properly to mitigate 50-year flood flow increases. The updated hydrology report by Hawks & Associates is based on conveyance via underground conduits. The project drainage system has in turn been designed to mitigate any increase in the 100-year runoff.

The comments correctly state that flood plain maps developed for FEMA are based on the development existing at the time of preparation of the map. The comments fail to say that flood plain limits and maps developed for FEMA are periodically updated (depending on available funds) to reflect topographic changes and increases in flood flow due to an increase of development in the watershed.

PAGE (24) Item 29:

Comments are valid regarding capacity requirements although the third basin now recommended in the Conejo Mountain Creek watershed will allow for flexibility in the capacity of the other basins.

Retention basins can be maintained by a private entity with suggested annual review by the City's Public Works Department. It is the consultant's opinion that comments pertaining to FEMA levee policy have no basis with respect to CEQA guidelines.

PAGE (24) Item 30: These comments would be valid if capacity requirements were only marginal. This is not the case, however, since the latest plan provides for flexibility in the design of the storm drain system and retention sites. No further response is necessary.

PAGE (25) Item 31: This comment is valid as it pertains to maintenance. However, under grounding of the storm drain system will negate this consideration. No further response is necessary.

PAGE (25) Item 32: This comment has been previously addressed in the response to Item 11. No amendment to the Final EIR text is necessary.

PAGE (25) Item 33: It is acknowledged in the DEIR that future approval of individual projects located within the boundaries of Specific Plans 8 and 9 is contingent upon improvements to the City's wastewater collection and treatment system being completed in order to accept additional effluent flows. No further discussion of these issues is required in the Final EIR.
PAGE (26) Item 34: As previously stated, the school site (Planning Unit No. 13) was considered in the hydrology calculations. No further response is necessary.

PAGES (26, 27) Item 35: This comment continues to ignore proposed mitigation measures which will reduce runoff to a level less than or equal to runoff from existing or undeveloped conditions.

PAGES (27, 28) Item 37: This statement was made in error. The Final EIR has subsequently been amended to delete any reference to unavoidable adverse hydrology impacts associated with development of the Dos Vientos Ranch. As previously noted mitigation measures have been incorporated in the project design that will serve to reduce downstream flood hazards.

PAGES (29, 30) Item 41: The comment again fails to recognize the proposed project mitigation methods which will not increase the downstream flood hazard and may actually reduce the flood hazard from existing conditions.

PAGE (30, 31) Item 42: This comment continues to ignore the proposed project mitigation measures incorporated in the project design.

PAGE (31) Item 43: In the opinion of the consultant, this comment has a basis with regard to the occurrence of back to back storms, however, this issue and is briefly addressed in the Hawks & Associates hydrology report (Volume III, Appendix B). In the most recent plan storm water flows are significantly reduced in the South Branch Arroyo Conejo during Q50 and Q100 conditions.

VOLUME III, PAGE (31) Item 44: Reference is made to the Hawks & Associates hydrology report which has addressed mitigation measures for the 100-year storm, and the general response statements which address the extent to which federal flood insurance regulations apply.

There is no need to include additional FIA downstream flood plain maps since the map included in Volume III should be representative of downstream problems and a justification of why the project is being required to mitigate downstream flow increases.
Letter Dated: October 18, 1985 - Greg Van Orman, Monticello Estates
Homeowners

(a) TRAFFIC AND CIRCULATION, Item (1) DESTINATIONS:

The destinations of future trips by Dos Vientos residents were derived from several sources. These included the January 1979, Thousand Oaks Development Plan, Future Circulation Requirements by Wilbur Smith and Associates, the 1975 Special Census of Thousand Oaks and the 1984 Conejo Valley Attitude Survey conducted by the Department of Planning and Community Development. These findings are summarized below:

- The 1970 Wilbur Smith study was based on a maximum Thousand Oaks Planning Area population of approximately 194,000. Based on these population figures the Wilbur Smith analysis projected that external traffic would decrease from 56% to 25%.

- A special Census indicates data from 1975 employment destinations of Thousand Oaks residents to be approximately 9% to the north, 41% to the east, 13% to the west and 37% local within the Conejo Valley.

- Data compiled during the most recent 1984 Conejo Valley Attitude study indicates that external job-related traffic is approximately 55% external and 45% internal. The external figure is broken down further to approximately 44% easterly 7% to the west and 4% north to the Moorpark-Simi area.

In the Draft EIR, the analysis of future Dos Vientos traffic assumed 17% of all destinations would be orientated to the west. This increase above all other previous projections was based on the current development trends in the Oxnard Plain Area. It is the opinion of the traffic consultant that this figure is conservatively high, since no employment information is available which justifies a higher trip assignment to the west.

In regard to the Dos Vientos development, the split between external traffic to the east and north and internal traffic is only meaningful to those destinations west of Moorpark Road. All traffic to any destination east of Moorpark Road will utilize the Ventura Freeway. The critical issue regarding work-related travel destinations on local roads is the future availability of jobs in the presently undeveloped area north of the Ventura Freeway and west of Lynn Road (MGM Ranch). The 20% assignment to the north of the Ventura Freeway results in approximately 328 trips or about 400 employees based on an auto occupancy of 1.2. Previous discussions by the Thousand Oaks Planning Commission related to the future development of the MGM Ranch suggest that maximum industrial buildout of this property is not likely and that some residential land uses are likely
to occur. Any residential development north of the Ventura Freeway will therefore reduce the potential for Dos Vientos peak direction, peak hour traffic to this destination.

The completion of Hillcrest Drive between Lynn Road and Rancho Conejo Boulevard provides a local route between the Civic Center area and Dos Vientos. TABLE 4 assigned 5% to this route, for a total of 25% to the north across the Ventura Freeway. The traffic report projected a destination to the north within Thousand Oaks and to the west in Ventura County of 42%. The 1984 Attitude Survey suggests a 7% destination using Hillcrest to the east and approximately 6% rather than 3% to the Newbury Park area south of U.S. 101. It should be remembered that TABLE 4 is for peak direction only. TABLE 6 shows a significant non-peak direction during the peak hour of 28% to/from Dos Vientos and the Newbury Park area.

Item (2) TRAFFIC DISTRIBUTION: Four basic factors underlie the assignment of the primary Dos Vientos traffic to Lynn Road. These are:

- That any future development north of the Ventura Freeway and west of Lynn Road will impact the freeway interchanges at Ventu Park Road, Borchard Road, and Wendy Drive. From a planning standpoint it is better to separate Dos Vientos traffic to the maximum extent possible from other future traffic at existing freeway interchanges.

- Borchard Road, like Wendy Drive, is a 64 foot roadway on an 84 foot right of way with existing residential homes having direct access to the street. It is therefore desirable to minimize the utilization of Borchard Road by Dos Vientos traffic.

- Lynn Road between Reino Road and the Ventura Freeway can be developed as a six-lane divided highway with no residential frontage and cross traffic only at intersections. (Type B-1 Standard Primary Road Controlled Access).

Figure 5A of Volume III, Section VIII, indicates that future traffic along Lynn Road between Reino Road and the Ventura Freeway will have a Level of Service ranging between A and C. This figure assumes maximum buildout of all undeveloped land tributary to this section of Lynn Road.

- It is possible to design the internal circulation of Dos Vientos so that drivers would prefer to travel along Lynn Road. This would include constructing Borchard Road as a basic 2-lane roadway west of present development. Such action would further discourage travel along Borchard Road.
Most intermediate destinations, except for child care and educational facilities, are based on convenience and when needed. Intermediate stops can be made at either end of the trip and at the commercial and public facilities to be provided within Dos Vientos. Parcel 9 on Dos Vientos Parkway about 3,000 feet north of Lynn Road has been set aside for a church site and can be used as a day care center. A day care center at this location would attract traffic to Lynn Road. High school hours do not coincide with the afternoon critical peak period and most trips to elementary schools are made by non-working parents.

In answer to the "what if" 25% rather than 12% traffic were to use Borchard Road, the a.m. out and p.m. in movements would be increased from 197 to 402 and 190 to 397, respectively. The two-way peak hour traffic on Borchard Road would increase from 244 and 275 to 509 and 575, respectively. This would result in changing the volume/capacity rating at the intersection of Borchard Road and Wendy Drive from 0.66 to 0.85 and from a Level of Service B to a high C. A LOS of 0.88 would yield a LOS of D.

The projected distribution of traffic between Borchard Road and Lynn Road also has flexibility. A 75/25 or 70/30 distribution would not create any serious negative impacts. Even under a 70/30 distribution it is possible to accommodate future Dos Vientos traffic on a basic two-lane section of Borchard Road between the existing development west of Reino Road and the easterly boundary of the Dos Vientos development.

Item (3) BORCHARD ROAD: It is correct that an increase in peak hour Borchard Road traffic of from 700 to 800 vehicles per hour would create serious negative impacts. However, with Lynn Road as a preferred alternative route, it is the opinion of the traffic consultant that there is no reason for such traffic volumes on Borchard Road.

Level of Service F means extreme delay. Such a condition is contrary to the implication in the remarks under Traffic Distribution that Borchard Road is preferable to Lynn Road. "Shorter" does not imply preference. All traffic engineering studies have shown the travel time is the critical factor. The comments regarding Borchard Road substantiate the fact that travel time to most destinations will be less via Lynn Road.

Item (4) GENERAL PLAN CIRCULATION ELEMENT: Prior to incorporation of this area, subdivisions were permitted by the County along Borchard Road with access to this roadway. The EIR correctly notes on page 19 that access between intersections is permitted. Therefore, a subsequent reference to this road being a controlled access secondary highway is in error.

With regard to future widening of this roadway to its ultimate configuration as depicted in the Circulation Element, there is no justification for the
expense to condemn developed property along Borchard Road when sufficient right-of-way already exists along Lynn Road that will accommodate a 6-lane type B-1 primary, controlled access roadway. In keeping with this designation, the Thousand Oaks Public Works Department has been proceeding with improvements to Lynn Road which will ultimately become the preferred means of circulation access for the Dos Vientos Ranch.

Item (5) LYNN ROAD AND FUTURE DEVELOPMENT: The City and developer have taken into account all future development along Lynn Road to project future traffic volumes and needs. An appropriate share of the future traffic has, therefore, already been directed to both Borchard and Lynn Roads. A preliminary Project Description which was published in the Draft EIR reflected alternate layouts with circulation access to Borchard Road from other portions of the project, namely Planning Units 2 and 3. Further study and refinement of both the development plan and supporting traffic data resulted in limiting access toward Borchard due to Lynn Road's ability to satisfactorily accept greater traffic volumes. As a result, the current circulation pattern proposed by the applicant will result in a relatively even distribution of traffic as envisioned by the General Plan. A full discussion of project traffic data and concepts are contained in the consultant's Traffic Report, Volume III, Appendix H, as well as in previous responses.

Item (6) LYNN ROAD IMPROVEMENT PHASING: When Potrero Road is re-constructed as a "cul-de-sac", Lynn Road will be extended westerly of Reino Road as a fully improved roadway eliminating the existing situation.

Item (7) TRAFFIC SIGNALS AND SIDE STREET ACCESS: It is fully expected and planned that traffic signals will be installed at all arterial road intersections along Lynn Road. These are known as "Master Planned" signals. All approved projects within the City pay fees that are in turn placed into a master fund used exclusively for the construction of new signals thereby mitigating such impacts. With respect to these referenced intersections, all other signals will be installed when traffic volumes reach the point that justify these improvements by State standards.

Item (8) SCHOOL CHILDREN SAFETY: The school district normally tries to place school boundaries along arterial roads to minimize the need for students to cross these highways. As a matter of policy, all existing and future traffic signals have special pedestrian signals, actuation and timing phases to maximize crossing safety. In addition, the City does provide for adult school crossing guards where needed.
Item (9) TRAILS: A bike path system will be provided on Lynn Road to replace the one on Potrero Road or a "bike" connection between Potrero and Lynn will be made.

(b) PROJECT DENSITY: Whether or not these Specific Plans qualify for a density bonus under the provisions of AB1151 or merit incorporating "unused" housing inventory in the overall project design will be addressed in a separate report prepared for the Planning Commission and City Council. As a part of this review process, due consideration will be given to determining compliance with State Law as well as consistency with the City's General Plan and its related Elements including: Housing, Circulation, Noise, Open Space, Conservation, etc. All future projects seeking exemption from the Thousand Oaks Residential Growth Control Initiative will in turn be required to provide documentation of affordability prior to receiving approval by the City.

(c) NOISE: The noise levels referred to in the Draft EIR (Volume III, Section 1, Table 2), represent noise levels measured at 50 feet from the roadway centerline. Measurements were taken at these locations for the purpose of calibrating the noise model which was in turn used to predict future sound levels along primary access routes to the Dos Vientos Ranch. These measurements were not taken at the rear of existing homes which are typically located approximately 100 feet from the roadway centerline. Solid block perimeter walls at many of these locations function to reduce traffic noise. Therefore, CNEL levels reported in the Draft EIR should be thought of a reference noise levels and tend to be significantly higher than actual conditions within these lots. A Supplemental Report which addresses these conditions in more detail has been prepared for inclusion in the Final EIR (Appendix 11).

Specific locations along Lynn Road where barrier walls are recommended in order to mitigate the effects of Dos Vientos traffic are indicated in the supplemental noise report. These walls are proposed to be constructed in such a way that the line of sight between the roadway and the lower wall area of a single-story home would be interrupted. Where two-story homes are affected and will not benefit from wall construction, double glazed windows are recommended for upper floor rooms facing this roadway. In combination, these measures will ensure that interior noise levels in all habitable spaces will comply with the 45 dB CNEL criterion established by the State. No areas along Borchard Road are recommended for mitigation because of the presence of existing walls and future noise levels are not significantly increased by Dos Vientos traffic.
With regard to comments that previous conditions and CC&R's restrict the placement of solid block walls along portions of Lynn Road, it would first be necessary for the Department of Planning and Community Development to process a minor modification to the original Residential Planned Development (RPD) permit for these tracts to administratively review the design and location of any new proposed structures in these areas. However, once approval is granted, construction could then proceed. The processing of necessary permit applications and payment of all costs associated with both forms of recommended mitigation will be the joint responsibility of the applicants and will be made a condition of Specific Plan approval. The actual timing of these improvements is contingent upon project phasing and further acoustical analysis in order to determine at what point sound levels generated as a direct result of Dos Vientos traffic will result in the 65 dB CNEL exterior noise standard being exceeded (Thousand Oaks Noise Element, Draft 1987).

In response to what extent peak hour traffic volumes would have to be reduced in order to lower noise levels to within State standards, it should be noted that noise levels resulting from roadway traffic are dependent upon the number of vehicles such that doubling the number of vehicles results in a 3 dB increase. Conversely, halving these traffic volumes would result in a 3 dB decrease. Land Use Compatibility Standards established by the State of California indicate that single-family residential uses are conditionally acceptable up to a maximum exterior noise range of 70 dB CNEL provided interior noise levels do not exceed 45 dB CNEL. Existing residences along Lynn Road are currently exposed to noise levels greater than 60 dB CNEL.

2. AIR POLLUTION: It should be remembered that these emission figures are based upon full buildout of the Dos Vientos Ranch, therefore, impacts affecting Regional Air Quality will occur incrementally over a period of 15-20 years. Funding of Commuter Computer is only one potential means of off-set mitigation recommended in the Final EIR. Another, which has been successfully implemented by the City of Ventura imposes a fee on all new development to fund traffic flow improvements such as signal synchronization. This type of direct action at a local level serves to reduce high motor vehicle emissions that are associated with prolonged idling and repeated acceleration due to congested highway conditions. Other variations that have also been addressed include the funding of necessary capital improvements to the Thousand Oaks Transit System or allocating a portion of these monies to pay the salary of the City's Transportation Demand Coordinator. This latter position which has recently been filled by the Public Works Department assists local employers in implementing staggered shift schedules, vanpools, carpools, etc. in order to reduce congestion and improve traffic circulation.
Letter Dated: November 4, 1985 - Ventura Local Agency Formation Commission (LAFCO); Robert L. Braitman, Executive Officer

PAGE (1) - No. 1 PROJECT DESCRIPTION: In response to this comment, the Final EIR text has been revised in compliance with Section 15124 of the CEQA Guidelines. In addition, a land use exhibit that identifies planning area boundaries and lists acreages and unit totals has been included and proceeds the project description.

No. 2 SUMMARY: In response to this comment, this section of the Final EIR text has been abbreviated wherever possible. However, because of the range of issues addressed in these two Specific Plans, it is not possible to adequately summarize this information within the general limits set forth by these guidelines.

In response to comments requiring compliance with Section 15123 of CEQA, the Final EIR text has been amended to include a discussion of areas of controversy known to the Lead Agency in the Summary.

PAGE (2) - No. 3 GROWTH INDUCING IMPACTS: These comments are hereby incorporated in the Final EIR. No further response is necessary.

No. 4 PROJECT ALTERNATIVES: The Dos Vientos Specific Plans 8 & 9 are proposed for the last major undeveloped parcel of land located within the City's Sphere of Influence. There are no other similar areas identified by the Thousand Oaks General Plan which are considered to be suitable from both a zoning and land use capability standpoint of accommodating all of the various aspects of these project proposals.

No. 5 GEOLOGY, ENVIRONMENTAL SETTING: The Final EIR text has been amended to reflect these comments. No further response is necessary.

No. 6 TRAFFIC AND CIRCULATION: Figure 5B assumes a 50% trip reduction from the Rancho Conejo Project via Transportation Demand Management schemes whereas figure 5A assumes that there is no trip reduction. The changes to the Borcherd Road off-ramps and on-ramps were not specifically shown in figure 6 as the new geometry was clearly illustrated in figure 5.

Some of the mitigation measures identified in the Draft EIR will be constructed by the City or other projects as they develop in the future. Specific traffic impact mitigation measures that will be required as a condition of approval of Dos Vientos Specific Plans 8 and 9 include the following:

1. Subdivisions may be serviced from either Lynn Road or Dos Vientos Parkway alone up to the maximum number of dwelling units indicated below. Any number in excess thereof shall be served by another
secondary or primary highway or by "looping" said roads to other roads as approved by the Director of Public Works.

A. (1) Dos Vientos Parkway (fully approved) from Lynn Road northerly with an emergency access via Kimber Drive = 1,100 units maximum.

(2) Dos Vientos Parkway (fully improved) from Lynn Road northerly looping back to Lynn Road = 2,000 units maximum.

B. The developer shall improve Lynn Road from Capitan Street to Dos Vientos Parkway to create at least 4 continuous and divided traffic lanes prior to the issuance of any building occupancy permits. A credit will be allowed the developer by the City for undertaking such construction activity against the Newbury Park Area Road Improvement fees. The City Engineer shall approve any credit to be applied prior to the developer incurring any expense.

2. Sidewalks or street lights will be required within all areas. Appropriate traffic regulatory and warning signs plus lane striping with raised pavement reflectors shall be required on major streets at the direction of the City Engineer prior to opening any streets to traffic.

3. Tunnels and underpasses shall be illuminated as directed by the City Engineer. In addition, these structures shall be designed in compliance with local and state seismic safety requirements.

4. The applicants will pay the Newbury Park Area Road Improvement Fee in an amount equal to $1800 per dwelling unit or 454 per sq. ft. of non residential use.

5. The applicants will pay into the Master Plan Traffic Signal Fund equal to $16.30 per A.D.T. generated by the project.

6. The applicants will be required to fully fund all roads and traffic signals proposed within the project.

PAGE (3) - Fire Protection Setbacks: Normally, the Ventura County Fire Department's policy is to allow credit for irrigated, landscape vegetation within this 100 foot brush clearance zone. Depending upon lot size and the rear yard setback of future homes, this clearance zone could range from none at all in the case of larger estate lots to a maximum of 80 feet where a minimum rear yard of 20 feet in depth is proposed. In environmentally sensitive areas, Fire Department representatives have also
allowed selective retention of larger native shrubs provided they are trimmed to remove dead wood and are spaced approximately 20 feet apart.

Memorandum Dated: October 23, 1985 - Ventura County Flood Control and Water Resource Agency; W. G. Haydon, Senior Engineer

Item Nos. 1 thru 5: Following circulation of the Draft EIR, a new Hydrology Report was prepared by Hawks and Associates utilizing updated data provided by the Flood Control District which is referenced in the amended Final EIR text and included as Appendix B of Volume III. Mitigation measures to reduce storm water runoff from Q-100 frequency storms are being recommended for both the Conejo Mountain Creek and South Branch Arroyo Conejo Creek tributary watersheds. These proposed flood control improvements are designed to actually reduce runoff volumes below that which occurs under existing undeveloped conditions.

With regard to the discharge of nuisance water into downstream channels, these issues have been thoroughly addressed in the Final Supplemental EIR prepared for the Hill Canyon Wastewater Treatment Plant expansion. In terms of the City's participation in a regional approach to minimizing these impacts, the following mitigation measures have been recommended:

1. Adoption of an Ordinance that would establish a special fund to be used exclusively by the Ventura County Flood Control District (VCFCD) for maintenance purposes in the Conejo/Calleguas Creek system. The fund would generate sufficient monies to pay for the City's share of an overall comprehensive maintenance program. The fund would initially generate approximately $100,000 per year through a supplemental charge to developed properties on wastewater service bills. The use of these monies by the VCFCD would be conditional upon the execution of an agreement between the City and the District regarding the amount and use of these monies and the development by the District of a program (to be approved by other contributing agencies) whereby monies from these other entities would also be contributed to the comprehensive maintenance program. Factors to be taken into account in developing costs for an overall maintenance program include the proportional cost to various agencies for:
   a. Base maintenance costs.
   b. Sediment removal costs.
   c. Incremental additional costs as a result of the existence of a low flow.
d. Current funding available and the origin of these funds.

2. Adoption of an Ordinance that would establish a Drainage Facilities Charge and a Drainage Improvements Fund. Monies in this fund would be used for the City's share of a Regional improvement project or, if a Regional project is not developed or its implementation not committed to by the appropriate participating agencies by January 1990, the Fund would be used for a local project to construct a master retention basin for storm flows originating from within the City of Thousand Oaks. An estimated $5-8 million could be raised from a fee of $500-$700 per new residential unit or equivalent. The fee assessment could be based upon:

   a. Square footage for all improvements.
   b. Set fee based on use and/or acreage.
   c. Assessment of developed properties by the City.
   d. Sub-zone assessment by VCFCD.
   e. Combination of (a) and (d).

Letter Dated: October 28, 1985 - National Park Service, Santa Monica Mountains National Recreation Area; Daniel R. Kuehn, Superintendent

With the exception of statements regarding the adequacy of oak tree protection measures, these comments are hereby incorporated in the Final EIR and require no further response at this time.

In response to the comment suggesting that the protected zone for oak trees, especially Quercus lobata, should extend to twice the canopy diameter, the City's Oak Tree Consultant is in agreement that the further construction impacts occur away from these trees the more likely they will suffer no significant ill effects. However, a considerable body of evidence has also been compiled by experts in the field which supports the position that if proper horticultural techniques are followed, grading and construction can also occur at much closer distances up to and even encroaching within the tree's dripline. The City policy as addressed in the recently adopted Oak Tree Ordinance (July 1986) restricts any development or construction within a "protected zone" extending 5 feet beyond the dripline.
Memorandum Dated: October 24, 1985 - Caltrans, Transportation District 7;
W. B. Ballantine, Chief

Paragraphs one and two: Volume II of the Final EIR titled "Figures 1 thru 7 and Landform Photos" does show Level of Service and volume/capacity ratios for all street intersections and critical intersections with freeway ramps. This information is shown for Cumulative Future Traffic on Existing Roads and Figures 4A and 4B of Section VIII. It should be noted that Figure 4B shows a 50% reduction in external traffic to Rancho Conejo but no reduction, or change in vehicle occupancy, for the traffic between the residential Dos Vientos and Rancho Conejo which accounts for over 300 trips in the peak hour peak direction. Figures 5A and 5B show the Cumulative Future Traffic on Planned Roads with Level of Service and volume/capacity ratios.

Travel time studies are usually of value in selection of alternative routes. TABLE 4 of the Traffic Impact Report published in Volume III of the Final EIR, indicates that approximately 55% of the Dos Vientos peak hour peak direction traffic will utilize the Ventura Freeway for travel to/from the east. To project any travel time analysis would require assumptions regarding future travel conditions along the Ventura Freeway. Correspondingly, if the Level of Service on the freeway, between Lynn Road and Ventu Park Road, would be E or F as shown in Figure 5A or 5B in Volume II, the fastest route to/from the east would be along Lynn Road assuming the interchange with Lynn Road and the Ventura Freeway were able to accommodate the new traffic. In regard to the 17% total movement to the west, Table 5A indicates a Level of Service of B and therefore relatively free flowing conditions along the Ventura Freeway. The curvilinear alignment and grade of Potrero Road discourage substantial traffic volumes.

Accident rates are not commonly included in the traffic impact analysis of new developments. The number of variables relating to future conditions suggests that any projection of accident rates is more likely to be speculative rather than factually valid.

Paragraphs Three and Four: The City of Thousand Oaks is making every effort to work with Caltrans on the joint programming of efforts to increase the traffic-handling capacity of the Ventura Freeway and increase the capacity of routes that parallel the freeway. The City has also initiated transportation demand management programs and proposes to ultimately improve Lynn Road to a 6-lane primary controlled access facility. This section of roadway, parallel to and south of the Ventura Freeway would extend from Reino Road easterly approximately 4 miles to the Lynn Road interchange of the Ventura Freeway. Joint studies are also underway between the City of Thousand Oaks and the engineers for Dos Vientos regarding the feasibility of a two-lane westbound off-ramp at Lynn Road and a three-lane left turn movement from the off-ramp southwesterly.
along Lynn Road to the Dos Vientos development. Such improvements offer the possibility of separating the freeway interchange movements of the Dos Vientos traffic from that of the proposed Rancho Conejo development north of the Ventura Freeway. These circulation system modifications in combination with transportation management programs and future consideration of part-time freeway commuter lanes, should accomplish the objective of mobility through optimization of transportation resources.

Memorandum Dated: October 15, 1985 - Utilities Department; Richard Bardin, Principal Engineer

PAGE (1) Section H - DOMESTIC WATER - paragraph one and two: These comments are hereby incorporated in the Final EIR. No further response is necessary.

Section H - WASTEWATER COLLECTION AND TREATMENT - paragraph one: The Final EIR text has been amended to reflect this comment. No further response is necessary.

Paragraph Two: These comments are hereby incorporated in the Final EIR. No further response is necessary.

PAGE (2) ENVIRONMENTAL SETTING - paragraphs one, two and three: It should be noted that since this memo was prepared, the City Council has taken action to certify the Final Supplemental EIR for the Hill Canyon Wastewater Treatment Plant Expansion, however, a request for approval of a new National Pollutant Discharge Elimination System (NPDES) permit has not been made. While construction schedules addressed in this comment are still considered to be realistic by the Utility Department, further delays could result if the City becomes involved in litigation with downstream property owners. If it were to occur, development of the Dos Vientos Specific Plan would also be affected in that there would not have sufficient capacity available to serve future residential and commercial projects.

PAGE (3) Section I - Water Conservation: These comments are hereby incorporated in the Final EIR. No further response is necessary.
Letter Dated: November 21, 1985 - Nedjatollah Cohan

These comments are hereby incorporated in the Final EIR. No further response is necessary.

Letter (No Date): Ms. Jody Martin

These comments are hereby incorporated in the Final EIR. No further response is necessary.

Letter Dated: October 19, 1985 - Gary L. Rupp

It should be recognized that Borchard Road has an 84 foot right-of-way which is sufficient for only a 4 lane roadway. Lynn Road has a 108 foot right-of-way which is sufficient for a 6 lane roadway. When the Dos Vientos project was originally designed, most of its traffic was oriented toward Borchard Road. The end result was that Lynn Road would operate at Level of Service (LOS) "A" and Borchard Road would operate at LOS "F" (Failure). Therefore, the project was redesigned to orient most of its traffic onto Lynn Road to better balance congestion levels between the two roadways. The resulting Levels of Service along Borchard and Lynn Roads now averages D. Therefore, no further traffic should be encouraged to utilize Borchard Road.

Future development of adjacent properties that will access Lynn Road (i.e. the Broom Ranch, etc.) have been accounted for in cumulative traffic projections for the year 2010. Lynn Road is designed to be able to accommodate these traffic levels. The relative pros and cons of another freeway interchange at the top of the Conejo Grade was explored by the Circulation Element Update Subcommittee of the General Plan Review Committee in 1983 and the interchange was deleted from the Circulation Element, due to the massive grading in rugged hillside terrain that would be necessary to complete this linkage. In addition, it should be remembered that only approximately 10% of the Dos Vientos traffic will be generated to the west that would benefit from such an interchange, so its relative impact on traffic along Borchard or Lynn would be minimal.
SUBSECTION B

Public Comments
Mr. Greg Smith
Planning Department
City of Thousand Oaks
401 W. Hillcrest Drive
Thousand Oaks, CA  91360

Subject: Draft E.I.R. response for Dos Vientos Ranch;
Specific Plan Nos. 8 & 9

Dear Greg:

The following letter represents the formal Draft E.I.R. response from the owners of the Dos Vientos Ranch. This response includes input from the following professional consultants:

Haaland & Associates, Inc. (Civil Engineering)
Cohen, Alexander & Clayton, Charles W. Cohen, Esq. (Legal)
Wallen Associates (Traffic)
Bolt, Beranek & Newman, Inc. (Noise)
Lee Newman & Associates, Inc. (Landscape Architecture)
Sage Institute, Inc. (Schools)
Alfred Gobar & Associates (Economics)
Gorian & Associates, Inc. (Soils, Geology)

In an attempt to simplify and ease the City's response, comments address the D.E.I.R. in section sequence. While some duplication of comments may occur, this method provides for completeness in each section without time consuming cross referencing.

SUMMARY COMMENTS

SECTION I

A. INTRODUCTION

Page I - The proposed dwelling unit counts shown for each Specific Plan on this page are correct. These numbers should be used consistently throughout the E.I.R. text. Nevertheless, on page 4 of the main text, the dwelling unit numbers shown do not
match those on Page 1, and no clarification is given as to why they differ. In this instance, Planning Unit 1, the senior housing site offered to the City, was grouped into the project D.U. count.

C. SIGNIFICANT ENVIRONMENTAL EFFECTS

1. TOPOGRAPHY

Page III (Planning Unit 1) - This environmental impact will occur only if the City elects this site for senior housing. Since it is an elective option on the City's part, said 222 dwelling units are not part of the proposed net density. If the City chooses not to utilize this site for senior housing, then it will be left as natural open space, resulting in no environmental impact. This was stated in the May 14, 1985 letter enclosed in the "CORRESPONDENCE" section).

In the event that P.U. 1 is graded out to accommodate a senior housing site, the disposal of dirt in P.U. 3 will not cause the removal of or adversely effect the three oak trees. Said three trees pose no hindrance to such grading.

Page III (Planning Units 11 and 12A) - The land use in Planning Unit 11 is a single family detached, medium density (5.5 - 6.0 DU/AC) affordable "Measure A - exempt" project. It is intended to be a pre-manufactured housing product, a housing type presently unavailable in the City. Planning Unit 12 is a single family detached, low density project (3.5 - 4.0 DU/AC).

The term "sheet grading" does not accurately describe the landform modification within P.U. 11 & 12A. The proposed moderate densities for these areas allow for adequate design flexibility and discreet grading. In particular, the knolls noted on page IV between P.U. 11/12A are to be preserved as much as possible to naturally buffer and visually divide the two areas.

Page IV (Planning Unit 15) - In the topographic description for this area, the D.E.I.R. states that the east west trending knolls are separated by "narrow canyons", a term which exaggerates the actual condition. There are no slopes steep or long enough to qualify these as true canyon landforms; e.g. Wildwood or Hill Canyon. The area within P.U. 15 (and all of the Dos Vientos Ranch for that matter) is at or near the top elevation of the regional watershed, thus the cumulative erosional forces are insufficient to create canyons.
Mr. Greg Smith  
4 November 1985  
Page 3

These particular areas are similar to other valley land forms found in hilly terrain throughout the City. Improvements will be compatible with existing City policy. The floors of these valleys are under 25% in slope, and it is here that the development will take place.

Page IV (Planning Unit 20) - The Borchard Road tunnel is proposed to minimize grading impacts. Grading for Borchard Road without a tunnel would result in cut slopes on either side of the road ranging in height from 140 - 200 feet, some of which would be visible outside the Dos Vientos Ranch.

The filling of the ravine floor is a direct result of the Borchard Road street improvements as the road climbs at an 8% grade to the tunnel entrance. Not filling to street level these side pocket areas on either side of Borchard Road would result in two fill "holes" of little aesthetic value or use. Drainage could be a problem unless additional grading was done to assure positive flow.

While the bottom of said ravine will be filled in as a function of the street improvements, the side ravines and the surrounding ridgeline viewsheds are preserved. Please amend the statement "very little in the way of natural landform features will exist on site after this work is completed" to reflect the after-tunnel construction condition.

2. GEOLOGY

Page V - "Difficult ripping and probable blasting for deep cuts" is not a "problem" geotechnically. Please delete the word "problem".

3. HYDROLOGY

Page V - The Summary of the E.I.R. should explain Project effects on the environment only. This section speaks in general of typical development and cumulative effects of urban development without specific discussion of the project facilities which mitigate negative effects. This section presently leads one to believe that the net result of the project increases runoff by 27 percent when in fact the net runoff from the Dos Vientos Ranch is a considerable reduction over existing runoff. This section, as presently worded in the D.E.I.R., is not germane.
5. HISTORIC RESOURCES

Page VI - Proposed development within Planning Unit 13 of a combination elementary/intermediate school site will result in the demolition of structures built prior to World War II when the Clark family initiated a citrus and farming operation which eventually proved to be unsuitable for the site. The existing buildings, 3 large barns and a two story ranch headquarters building are all that remain after a fire swept through this area approximately 15 years ago. They are in a general state of disrepair.

6. VIEWSHED MODIFICATION

Page VI - The future developed areas of Dos Vientos have limited visibility to the existing community, consisting basically of the viewsshed north of Potrero Road and the immediate area along the east property line coinciding with the City boundary. Otherwise, the Ranch is topographically screened to outside observation.

Undeveloped landforms will remain visible from a City-wide scale. Such areas are to be designated open space.

Also, the E.I.R. should mention that the major activity centers of Rancho Sierra Vista National Recreation Area and Mugu State Park, namely the parking/staging area and Sycamore Canyon, are isolated from Dos Vientos by topography and are not visible to these areas. Only at the proposed access point to Rancho Sierra Vista - along Lynn Road, at the south property line is Dos Vientos readily visible. The proposed land use along said section of Lynn Road is very low density residential with 2-5 acre lots. An equestrian/estate theme is fully compatible with the future park entrance and rural nature.

7. AGRICULTURAL LAND

Page VII - Successful farming operations on the Dos Vientos Ranch took place largely on those portions of the Ranch which now are located in the Camarillo Sphere of Influence. The citrus and farming operations initiated by Malcomb Clark prior to World War II declined largely due to lack of water availability and to the relief and drainage of the property. The cost of importing the water which would be necessary to support citrus and avocado production makes this alternative use of the land economically infeasible.
8. VEGETATION

Page VII - Out of the entire 2331 acres proposed for City annexation, only five oak trees located within the Borchard Road alignment are affected. If any removals are required, then the City Oak Tree Ordinance will govern replacements. The remaining 60 oak trees on site shall all be preserved.

On page VIII, paragraph two, man-induced impacts (ORV's, dumping, horse riding, etc.) presently occur on the property even though it is fenced off from general public use.

9. WILDLIFE

Page VIII - During construction and through the long term of the project's phasing, some wildlife will be disturbed. The landscape program causes hydroseeding of many of the sage and grasses in open space areas. Wildlife needs are provided by water, migratory corridors, natural open space, landscaping and other means. Once the project is completed, much of the wildlife will return.

It is suggested that the City allow early construction grading of all the major roadways and slopes. Realizing that this project will take approximately 20 years to complete, plants installed on the manufactured slopes along the major arterials will be well developed before the project nears completion. It is proposed to plant early in these areas and also landscape some open space areas with fast growing large specie trees. If, as an example, five (5) gallon trees were planted early on, say the Eucalyptus varieties (3-4 feet tall), in ten years they could be approximately 30 feet in height. This early planting concept mitigates removal of vegetation. The large existing Eucalyptus groves will be preserved until new planting reintroduces nesting and foraging areas for wildlife.

11. PUBLIC SERVICES

Page X (Law Enforcement)

The need for the additional patrol vehicles and personnel is not immediate. Additional law enforcement will arise as the project builds out over 20 years. As an example, assuming a buildout of 200 DU/YR. (at 3 persons/unit) the first additional patrol unit will be necessary in 1993-94, the second in 1999-2000.
Project phasing dictates need. Assuming a buildout of 200 DU/YR with 3 persons/unit (as described above) the first additional firefighter will be needed in 5-6 years, or 1991-92. One additional personnel would be added every 4-5 years thereafter.

Page XI (Wastewater Services)

It should be pointed out that Unit E is at or near capacity at this present time only at certain reaches of the line, as stated in the Master Plan for wastewater collection and transmission (1981). This report states that the Unit E replacement program was scheduled for implementation in late 1982 and 1983. It is our understanding that the Unit E replacement is now re-scheduled for implementation in the next two to three years. With this new schedule Dos Vientos will be running concurrent with the preparation and construction of Unit E, and will consequently not have any impact on Unit E. The additional peak flows of 0.8 CFS can be resolved by the proper sizing of pipes in the new line. The City of Thousand Oaks has a $200.00 per dwelling unit fee due prior to connecting to the wastewater system which would be a condition to this project at time of the tentative process. This will cover the cost of replacement to Unit E.

In response to units not being occupied until critical segments of unit E occurs, this should be addressed on the tentative map conditions.

12. WATER CONSERVATION

Page XII - The Dos Vientos Ranch insignificantly impacts water sources, particularly in view of the 20 year buildout. Our water system and needs have been fully reviewed and studied by the water purveyors Cal Am Water and Calleguas Municipal Water District. There are no anticipated or known problems of supply and distribution.

This kind of general statement found in the D.E.I.R. is best left in the main text of report, and not in the Summary section, which should be devoted to impacts from the project itself.
14. TRAFFIC AND CIRCULATION

Page XII - The second paragraph lists certain intersections which will operate at level of service F under existing geometrics. The text should be changed to state that the analysis was cumulatively calculated, including both Rancho Conejo and Dos Vientos. There should be a comment about the positive effect of no Rancho Conejo project.

The city traffic engineer is in the process of revising the traffic analysis for Rancho Conejo. It is proposed to shift some of the Rancho Conejo traffic from the Ventu Park Road interchange to the Borchard or Rancho Conejo Boulevard interchanges. Changes by the traffic engineer would significantly change the locations at which level of service F would occur.

The last line of the first paragraph references a level of service F under existing road geometrics. Under no circumstances will the Dos Vientos Ranch be developed and the external roadways remain the same. The analysis should consider improved external roadways and traffic methods.

15. NOISE

Page XII - An introductory paragraph is appropriate here. The following should be inserted as the first paragraph:

"Noise impact is assessed by comparing (1) future noise exposure with existing noise exposure, and (2) future noise exposure with noise criteria. The unit of noise exposure used in this analysis is the Community Noise Equivalent Level (CNEL), which is an average of all the sounds during a 24-hour period with adjustments applied to the sounds occurring during evening and nighttime hours. Increases in CNEL of up to 3 dB are not significant, while increases of 10 dB or more are significant. For residences, a CNEL greater than 65 dB is generally considered unacceptable."
On page XII, in the last paragraph, between the second and last sentence, the following should be inserted:

"This increase in noise exposure represents an adverse impact, particularly for the sections from east of Wendy Drive to west of Reino Road where the increase is 9 dB and above."

On page XIII, in the first paragraph, line 10, after "unacceptable" add "and should be mitigated." Then delete the last sentence of said paragraph.

The above changes will result in a more clearly organized excerpt from the Noise Report prepared by BBN Laboratories, Inc.

Further, on page XIII, first paragraph, the potential for adverse impact exists only for houses within 50 feet of the noise source, not all residences.

16. PUBLIC SCHOOLS

Page XIII - Over the next 20 years the project will add approximately 1,294 elementary, 352 intermediate and 705 high school students to area schools at a gradual rate. In determining the need for additional classrooms due to this development, the declining enrollment in static areas should be considered as an offset to the maximum possible need as stated in the D.E.I.R. To accomplish this, an additional elementary school site has been designated for Phase III should the need for such arise.

It is estimated that approximately 110 new students per year could enter the school system, 49 K-6 students, 20 7-8 graders, 41 at high school level.

18. AIR QUALITY

Page XIV - The first paragraph should be revised to clarify that the 137 tons/yr. of ROC and 104 tons/yr. of NOx are estimates based on full project buildout, which will not occur for 15-20 years.

A review of the Air Quality Report, essentially paraphrased in the D.E.I.R. text, raises a question about the conclusion regarding TSP standards. While the APCD may state
that the County as a whole has the potential to exceed TSP standards, the data gathered for Thousand Oaks is highly inconclusive. TSP standards have been exceeded on only one day (December 11, 1979) during the period of testing ranging from 1973 - 1979. As noted in the Air Quality Report, comprehensive data collection has not been undertaken for TSP in the City since 1980, a period of almost six years. Stating that Dos Vientos will exceed the TSP standards with this data as the source is speculative at best.

On page XIV, paragraphs 3 and 4, the NAAQS requirements for ozone and TSP will not be achieved for the County with or without Dos Vientos. Project contributions to the regional air quality is a minor component of the overall air quality picture.

D. MITIGATION MEASURES INCORPORATED IN THE PROJECT DESIGN

1. TOPOGRAPHY

Page XV - Additional comments regarding mitigation follow:

- The effect of the two project tunnels, on Dos Vientos Parkway and Borchard Road, cannot be overemphasized in minimizing grading and ridgeline impacts. Otherwise, the cut slopes necessary for the streets would be 60 - 90' and 150 - 200' in height, respectively.

- After project approval, the total amount of dedicated open space over the entire Dos Vientos Ranch will amount to approximately 3280 acres, or 72% of the entire Ranch property.

- The more "intense" urban uses, such as the commercial center, schools, high density residential areas, etc., have been located in the central valley area, away from the hillsides and existing Newbury Park community. This is not only functional, but also minimizes topographic impacts.

- The reservoirs will be bermed and landscaped with native and drought tolerant species. This planting will stretch beyond the immediate area of the tanks to link these zones better with the natural vegetation. This added vegetation will provide additional areas for wildlife to forage.
All manufactured slopes will be creatively planned to blend into the surrounding areas. Slopes will be contour graded and landscaped with native and drought tolerant species. Irrigation systems will provide low amounts of precipitation.

2. GEOLOGY

Page XV - In subsection (b) re: north facing slopes - The general statement regarding north facing cut slopes alludes to a blanket non-acceptability even though the "wherever feasible" clarifier is added. The remote possibility of adverse geologic conditions exposed on north facing cut slopes is expected to be localized and easily mitigable. Substituting the phrase "Though not expected to be significant," for "Generally" would be more accurate.

3. HYDROLOGY

Page XVI, Page XVII(b) - The reinforced concrete box noted as ±72' x 10' should be 10' x 10'.

5. HISTORIC RESOURCES

Page XVII - Although no mitigation measures were incorporated into the project submittal, this issue was researched to determine if either the Conejo Recreation and Park District or the Conejo Valley Unified School District would be interested in the preservation of the existing ranch building. Representatives of both organizations toured the site to view the structures which they then determined to be of no interest or importance to them.

6. VIEWSHED MODIFICATION

Page XVII - The golf course mentioned in the D.E.I.R. can only exist if the proposed project dwelling unit count is approved, and even then it is subject to intense future study as to feasibility. The land use currently planned for this area (Planning Unit 18) is very low density residential, with lot sizes ranging from 2-5 acres. This is a non-intensive urban use, and is fully compatible with the existing Potrero Road viewsheg.

The D.E.I.R. omits one of the major land use features of the project germane to viewsheg, that of density transfer. As will be discussed later in more detail, a primary design concept locates the bulk of the project in the main valley, away from the existing community and associated exposure.
8. VEGETATION

Page XVII - The Dos Vientos Ranch project will have a significant landscaping program for all aspects of the development including the following:

- Planting and irrigation of all graded slopes.
- Transitional planting in the open space into the existing native species.
- Full street tree planting.
- Tree planting in the open space.
- Riparian species planting in the retention basin.
- Additional native seeds and native tree and shrub species to the open space areas.

Numerous oaks exist within the open space, both Quercus Agrifolia and Lobata. Currently, there are no large areas of native oaks; a stronger oak woodland statement on-site is proposed. Open space areas will also be reinforced with the appropriate plant specie that corresponds to the Coastal Sage scrub vegetation.

11. PUBLIC SERVICES (Law Enforcement)

Page XVIII - Dos Vientos will contribute a substantial sum of money to the Police Facilities Fee Fund throughout the life of the project. This mitigation is proposed.

11.A (Fire Protection)

Page XVIII - As with the Police fees, Dos Vientos will contribute to the Capital Facilities Fee of the Fire Department as the project is built out.

The County property tax revenue base will increase as the project progresses, making further additional funding available to the County Fire Department.

11.D (Wastewater Services)

Page XIX - As previously stated, the buildout of Dos Vientos will be proceeding concurrently with the Unit E
replacement. Additionally, Dos Vientos will be contributing $200.00 per dwelling unit in order to assist in the Unit E cost.

12. WATER CONSERVATION

Page XIX - Water conservation measures are proposed. It would be appropriate for all the measures noted in the "Additional Mitigation" section to be placed in this section.

Everyone is aware of the need to conserve water. The Dos Vientos civil engineer and landscape architect have completed Tract 3465 - Lynnbrook within the Thousand Oaks area which has been landscaped utilizing drought tolerant concepts. The tract has a demonstration model, including the public and private slope planting areas have been landscaped utilizing as many native and drought tolerant plants as possible. This project will enable us to apply the knowledge gained to better produce the naturalization of the Dos Vientos Ranch. While providing an energy efficient irrigation system, coupled with the drought tolerant landscape concept, we are confident the savings will be substantial.

This landscape concept produces an exciting landscape rather than a ragged look. The developer and the City could use this project as a model to wise planning and landscape conservation for other sections of the Valley.

14. TRAFFIC AND CIRCULATION

Page XIX - (a) The bike/pedestrian pathway system specially relates to the schools, parks, convenience commercial and other activity centers. The "safe route to school" pattern utilizes pedestrian facilities and minimizes the exposure of students to open street traffic. Where necessary, traffic signals will be provided for pedestrian crossing of Dos Vientos Parkway.

The traffic generated by the Dos Vientos Ranch is based on 1970 vehicle occupancy rates of slightly more than 1 person per auto. Implementation of any program which would require local or regional employers to increase vehicle occupancy and therefore reduce peak hour auto traffic generated by business or commercial establishments would also reduce Dos Vientos trips. Reductions in Dos Vientos traffic will occur if any local or regional rideshare programs are implemented by existing or future employers within the Conejo Valley.
(b) The Dos Vientos Ranch project will contribute to the Newbury Park Road Fee Fund approximately $7.1 million over the life of the development based on 1985 dollars and 3719 D.U.

(c) Dos Vientos will contribute to the Master Plan Signal Fee Fund for 3719 D.U. and at 1985 dollars approximately $580,000 for the entire project.

16. PUBLIC SCHOOLS

Page XX - (a) As identified in the Land Use Map exhibit Volume III, Figure 1d, 28.5 acres of land, identified as Parcel Unit 13, within Specific Plan No. 8 is proposed to accommodate a joint elementary (9.1 acres)/intermediate (14.7 acres) school site. If required by the CVUSD, the elementary and intermediate school sites can be separated within two Planning Unit areas (12 & 13) retaining the same acreage for each. Another 9.1 acre elementary school site has been identified, within Planning Unit No. 3, to be reserved for future school site use if deemed necessary by the CVUSD. This land is to be designated or leased to the CVUSD due to the availability of funding sources for site purchase. If the district is not able to purchase the designated site at the time the District determines the site is necessary, then the site would be leased to the District at a nominal cost. Should the District, based on demographic information, decide that only one elementary site (K-6) or only K-8 facilities are needed, the remainder of the designated site areas would revert to the developer.

In addition, facility construction satisfactory to the CVUSD may also be required. Since the CVUSD currently has the ability to generate funds to build the needed facilities, this form of mitigation has not been specified.

17. ENERGY RESOURCES

Page XX - Please revise the impression that no mitigation measures are being proposed for energy conservation. All projects within the Dos Vientos Ranch will meet all local and state energy requirements as noted in the "Additional Mitigation" section.

18. AIR QUALITY

Page XXI - A major component of the land use concept is the village core with a proximate, highly accessible
(pedestrian, bicycle and vehicle) and convenient commercial center, schools and park significantly decreasing vehicular trips traveled in and out of the Dos Vientos Ranch.

Long term project phasing contributes to reducing emissions over time and allows for improvements in emissions control to occur long before build-out.

The statement from the Air Quality Report should be noted in the Project Summary section as follows:

"The Dos Vientos Ranch Development was developed within the Thousand Oaks General Plan. Therefore, it is not anticipated that there will be an incremental impact of this project that is not accounted for in the General Plan which was amended and approved. There are no large emission sources within this study area other than those associated with automobiles. Furthermore, development of this project will be regulated by the City's Residential Development Control System (Measure "A") which is a basis for future growth estimates through 1990."

(ERT, Air Quality Report for Dos Vientos Ranch, June 1985, page 43)

The above statement should be incorporated into the Final E.I.R. as a provided mitigation measure.

E. ADDITIONAL RECOMMENDED MITIGATION MEASURES

1. TOPOGRAPHY

Page XXI - (a) This upland valley area can accommodate the proposed land uses without the grading measures portrayed in the Draft E.I.R. In particular, the knolls between P.U. 11/12A would be preserved as buffer open space area. The relative isolation of this upland valley area from the outside community and from within the main valley of Dos Vientos Ranch make it an ideal location for the proposed uses, namely low density residential - P.U. 12, medium density residential (single family detached - manufactured housing) - P.U. 11, and medium density attached residential - P.U. 10.
Also, P.U. 10 & 11 are within Phase I of construction for the project. From an economic standpoint the density provided by these two areas are important to successful project inauguration. The D.E.I.R. suggestion of revising the land use in this upland valley to simply very low density is counter to City land use planning policies, and negates bringing detached affordable housing stock into the City's housing inventory.

(b) The future development of P.U. 15 can take place as envisioned without adjusting the open space planning unit boundary as suggested. The very low density proposed for P.U. 15 allows for the transfer of residences into the intervening shallow valley areas in the terrain less than 25% in slope. This eliminates encroachment into the hillside terrain. It is proposed to enforce subsequent hillside encroachment through deed restrictions and equivalent mechanisms used by the City.

(c) Also, it is the intention of the developers to provide landscape treatment to all slope areas as the grading occurs. We have suggested previously that the project's major roadways be allowed to be graded in the first phases; therefore, permitting us to commence our landscape program:

1. Native plants species.
2. Drought tolerant species.
3. Water conservation measures.
5. Utilize some well water for open space plant establishment.
6. Establishment of pond areas in the open space zones.

2. GEOLOGY

Page XXII - (b) Contour grading of hillside areas to resemble natural landforms where remedial grading has been recommended by the soils engineer or engineering geologist is primarily a matter of aesthetics as opposed to engineering design.

3. HYDROLOGY

Page XXII - (a) A detailed study of several retention basin alternatives was completed by Haaland and Associates in connection with this project and downstream projects. A retention basin in the main fork of the South Branch of the Arroyo Conejo tributary area (as suggested by the D.E.I.R.)
proved to be redundant, ineffective and unnecessary. Off site Tract No. 3666 has been conditioned to provide retention facilities downstream of the suggested Dos Vientos location. This downstream facility is the control point for the system. No matter how much or how little flow is retained at this area of the Dos Vientos Ranch, the outlet flow condition of Tract No. 3666 remains the same and provides the necessary reduction in peak flow. Ventura County Flood Control District has stated that this condition will remain with the development of Tract No. 3666 regardless of how that project proceeds.

The recommendation for this additional basin in Dos Vientos Ranch is therefore unwarranted and should be removed from the D.E.I.R. In addition, the City of Thousand Oaks is studying a retention basin at the outlet of Hill Canyon in the Santa Rosa Valley. Also various additional retention basins are being planned on projects within the Conejo Valley.

5. HISTORIC RESOURCES

Page XXIII - (a) The design alternative that would retain the ranch structures by switching land uses in Planning Units 6 and 13 will be reviewed with both the CVUSD and CRPD. District representatives have toured the site and viewed the buildings; neither has an interest in using the buildings in current state. Should the City be interested in renovating them for public use, financial assistance from Federal and State Histor Preservation Funds should be sought. Since both sites are located in Phase II of the project, there is adequate time for such an approach to be undertaken. However, long range plans by the National Park Service for Rancho Sierra Vista should be reviewed to avoid any duplication of effort.

(b) Due to the unsafe condition of these buildings which borders on delapidation, the option to disassemble and relocate them cannot be accomplished.

6. VIEWSHED MODIFICATION

Page XXIII - (a) As mentioned in the D.E.I.R., the photo site line overlays for the water reservoir locations are submitted for incorporation into the Final E.I.R.

Although the D.E.I.R. mentions underground water tank designs as an alternative to the proposed above-ground tanks, Cal American Water does not allow the construction of underground tanks. Such tanks are prohibitive from a cost standpoint and are
subject to maintenance problems. The proposed berming should effectively mitigate the associated viewshed impacts of the tanks.

8. VEGETATION

Page XXIV - (a) Slopes will be planted with as many native species as possible, in accordance with City standards. Permission will be sought for a tree farm program in open space areas. This will enhance the wildlife habitat. All large greenbelt areas will receive large, fast growing trees. Some of this work should begin in the early phases to establish slope vegetation and provide increased habitat and foraging for the wildlife.

(b) During tentative map processing, a comprehensive Oak tree analysis will be completed.

(c) The concept mentioned here certainly is feasible. The retention basin in P.U. 23 and part of the primary park site (P.U. 6), are available for this type of passive "riparian" recreational use.

9. WILDLIFE

Page XXIV - (a) This mitigation measure is feasible and will be addressed on the final Land Use Plan.

(c) The 6' x 8' wildlife corridor culverts are impractical. These culverts may very well work satisfactorily in a natural environment such as a forest or mountains. Even in this rural setting, human interference is inevitable. None of these culvert locations would be naturally isolated. They are expensive to build, maintain and insure. Such culverts impact drainage in functioning as cross-storm drains under streets.

The corridor widths provided in the plan are adequate for the amount of wildlife movement anticipated.

(c) There are no rock outcrop areas planned for removal as hypothesized in the D.E.I.R.

(h) Existing ponds are being considered riparian and water impoundment amenities as beneficial to the wildlife and as part of the rural Dos Vientos Ranch theme.
(i) As stated in earlier sections, water impoundment areas are being designed within the retention basin areas. Within the open space areas, earthen barriers will be created to hold natural rain runoff for wildlife sustenance.

(k) Eucalyptus species (E. Globulus) found on the Dos Vientos Ranch have shallow roots and are generally hazardous and very messy. Nevertheless, these trees will be preserved as long as possible, allowing for maturation of newly planted species early in the development process. The Oak trees within the development will be preserved. These trees will continue to be arboreal habitats for raptors in addition to the new tall tree plantings.

11. PUBLIC SERVICES (Wastewater Services)

Page XXVIII - (a) As stated in the summary, the City is scheduled to replace Unit E within two to three years, thus Dos Vientos can proceed incrementally in conjunction with the line replacement.

12. WATER CONSERVATION

Page XXVIII - As previously mentioned, the suggested measures should be incorporated into the "Proposed Mitigation" section, as all (12a, 12b, 12c) are standard design requirements.

14. TRAFFIC AND CIRCULATION

Page XXIX - The following comments apply to the exhibits noted in Volume III, Section VIII:

Figure 4A. The title does not say whether this is ADT or morning or p.m. peak hour. Figures 4A and 4B are not helpful in that future development will not take place without road improvements.

Figures 5A and 5B. The City is in the process of redistributing Rancho Conejo traffic from the Ventu Park interchange to the Borchard interchange. This would probably change traffic conditions at the intersection of Hillcrest and Ventu Park and Hillcrest at Borchard.

Somewhere in the Figures 5A or 5B there should be reference to possible systemic changes in the Ventura Freeway, such as a high occupancy vehicle lane. This might be most appropriate on Figure 5B in conjunction with the proposed "50% reduction in Rancho Conejo traffic."
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Figure 5B shows a 50% reduction in Rancho Conejo traffic but omits the corresponding reduction in Dos Vientos traffic. Any increase in vehicle occupancy resulting in fewer trip attractions at the place of work must reflect fewer trips originating at the place of residence.

15. NOISE

Page XXIX - (a) New or enhanced walls, barriers or other noise alteration measures are appropriate only where the future CNEL is expected to exceed 65 dB. Only a few existing residences so qualify.

16. PUBLIC SCHOOLS

Page XXX - (a) The CVUSD should continue to attempt to minimize the number of facilities needed to house students without adversely affecting the educational process. The most cost effective method of providing housing for students is to maximize the use of its existing resources especially during peak enrollments.

(b) The CVUSD currently has the ability to generate funds to build the needed facilities through the use of existing impaction fees, revenues and surplus property sale or lease. Student population growth at the projected cumulative levels may require a new educational K-6 site and facilities.

(c) Mitigation measures on an interim basis include the use of existing surplus classrooms and/or relocatable facilities. Also alternative scheduling offsets peak enrollments.

(d) Among the typical means of long term adjustment to varying levels of enrollment are boundary adjustments, grade reconfigurations and transportation adjustments.

(e) As in some of the surrounding districts, year-round school scheduling needs study. Changing employment and other social patterns, including an ongoing need to reduce social event concentration (e.g. spread recreational facility uses beyond summer months), argue for consideration of schedule revisions.

17. ENERGY RESOURCES

Page XXX - As previously mentioned, all reasonable energy conservation measures will be utilized.
18. AIR QUALITY

Page XXXII - (a) In general and particularly because of being a part of the Los Angeles air basin, local entities are not responsible for this mitigation. Please add to the last sentence:

"(...federal level) and not from local agencies or the project itself."

(b) This is standard construction practice, and could be incorporated into the Provided mitigation section.

F. ALTERNATIVES TO THE PRESENT PROPOSAL

Page XXXIII - 1. Reduce Density of Development

- Previous comments apply as to the land use concept for P.U.'s 10 and 11.
- The D.E.I.R. should refer to P.U. 15 instead of 16 as indicated in this paragraph.

2. Agricultural/Equestrian Development

Page XXXIII - Agricultural uses are not possible under current physical conditions of the Dos Vientos Ranch because of purveyor water use policies. Since the Dos Vientos Ranch is located in a designated growth area, the Metropolitan Water District will not allow sale of water to Calleguas (and subsequently to Cal-Am) for agricultural uses. Thus, potential agricultural land uses should be unequivocally deleted from E.I.R. discussion.

Estate lot development ignores the housing, social, and recreational needs of the Newbury Park community. Estate developments, as suggested in the D.E.I.R., tend to be privately oriented and discourage general public access and use. Dos Vientos Ranch development philosophy emphasizes opening the area for mutual benefit of the existing Newbury Park community in the manner of Westlake, Wildwood Park, etc.

Approximately 34% of residential land use area is devoted to very low density areas.
3. Modified Project Design

Page XXXIV - Very low densities are located in the more environmentally sensitive areas - both from topographic (P.U. 15) and viewshed (P.U. 18) standpoints. For example, P.U. 18 is at a density of .3 DU/AC, with 74 2-5 acre estate lots on 207 acres.

MAIN TEXT

SECTION II

PROJECT DESCRIPTION

D. GENERAL PLAN AMENDMENT

Page 2 - City's General Plan. The existing General Plan formed the basis for the essential concepts, such as dwelling unit count, circulation layout, and land use diversity of the Dos Viento Ranch proposed specific plans. Except in the number of dwellings proposed -- increased to accommodate a variety of entry level housing types -- these specific plans track the City General Plan policies and goals. These specific plans integrate state of the art planning and development concepts as well as evolving City policies, standards and future planning. The Specific Plan process utilizes the General Plan to further detail, clarify and modify the General Plan concepts where necessary.

F. PROPOSED DENSITY BONUS

Page 3 - One of the land use issues discussed in the D.E.I.R. involves a planned affordable project - P.U. 11. This planning unit is proposed for a single family detached - manufactured design subdivision of approximately 531 lots. No similar project currently exists in the City.

H. LAND USE

Page 4 - Actual proposed dwellings should be revised as follows:

- Specific Plan No. 8, Courtly Homes: 1901,
- Specific Plan No. 9, Operating Engineers Pension Trust: 1818.
The figures shown on page 4 are gross totals, including the 221 units from P.U. 1. It should be clarified here (as well as throughout the remainder of the E.I.R. document) that P.U. 1 is not a part of the applicant's proposal. Rather, these units will come into the plan only if the City initiates the senior housing development. As noted in other sections of the report, this particular planning unit is on a minor internal ridge which could be rough graded and donated to the City for use as a senior citizen housing site only if the City wishes to pursue it. The alternative land use for this parcel is natural open space.

I. GENERAL PLAN POLICIES

Page 5 - With reference to the last paragraph in this section, the E.I.R. should reflect the proposed land use design for the whole project, as opposed to using slope lines as a pure design criteria. The bulk of the project density has been transferred to the main valley for reasons of function, circulation, marketing and to satisfy environmental constraints. Medium and high density planning units 2, 7 and 8, located within the village core, are components of this concept.

Planning units 11 and 16 are proposed as affordable projects, consisting of SFD manufactured-design and own-your-own mobile home lots, respectively. Locational criteria was an important factor in determining these uses. Both sites benefit from topographic (visual) isolation, being located in valleys within the Dos Vientos Ranch.

Planning unit 10 is adjacent to P.U. 11 within the same upland valley area. Because of its relatively small area (± 38 acres) and adjacency to the manufactured-design single family project, very low density could conflict.

Planning unit 1 is being offered for the City to determine and, at its choice, cause development as a senior housing site.

J. RIDGELINE DEVELOPMENT POLICIES

Page 6 - Previous comments apply regarding P.U. 15 and its relationship to the internal knolls within this area.

Again, the impact to P.U. 1 occurs only if the City elects to utilize this site for a senior housing project.
SECTION III
ENVIRONMENTAL IMPACT ANALYSIS

A. TOPOGRAPHY

Page 8 - In addition to Summary comments concerning the topographic impacts and mitigation:

- The slope analysis table submitted to the City on June 7, 1985 has been edited with the "Areas less than 25% slope" omitted from the D.E.I.R. document. The Slope Analysis Table on page 9 of the D.E.I.R. should be amended to include this data.

- Page 10 (Planning Unit 1) - Summary comments apply. Again, these impacts occur only if the City exercises this development.

- Page 11 (Planning Units 11 & 12A) - Summary comments apply.

- Page 11 (Planning Unit 15) - Summary comments apply.

- Page 12 (Planning Unit 20) - Summary comments apply. The future land use is a public benefit equestrian staging center.

- Page 13 (Planning Unit 22)

  (Tank site R-1) - As noted in the D.E.I.R., two conceptual plans were submitted for initial review, both to the City and to the Cal-American Water Co. Cal-Am rejected the narrow tank (56' height) due to its policy of not allowing reservoirs greater than 40 feet in height. Because of this height limitation, the tank width is fixed.

  (Tank R-4) - The cut slope for this reservoir is not 120' high, as noted in the D.E.I.R. To wit - tank pad elevation is 1028, top of cut is 1110 (reference Exhibit 5C); slope height is 82 feet.
Page 14 - MAJOR ARTERIAL HIGHWAYS - The "64 foot graded right-of-way" in the introductory paragraph should be changed to "64 foot pavement section, with additional right-of-way necessary for the parallel trail system and greenbelts".

Page 15 (East Borchard Road) - Summary comments about the grading impacts without the Borchard Road tunnel apply. The tunnel is a significant mitigation measure.

3. Mitigation Measures
   
   (b) Page 15 - Summary comments apply.

   (c) Page 16 - Summary comments apply.

   (d) Page 16 - The artist renderings suggested in the D.E.I.R. are being prepared and will be submitted for incorporation into the Final E.I.R. Cal-Am Water will not build underground water reservoirs, thus pursuing this mitigation is fruitless. The Final E.I.R. should reflect this reality.

B. GEOLOGY

2. Page 19 - Impact

   A. "Blasting" - This portion of the Draft E.I.R. states that evaluations of rock riprap and blasting potential is to be addressed on case by case basis in the Tentative Tract design stage. This is proper and normal. If necessary, a blasting plan will be prepared containing prudent engineering and safety elements. The plan will be in compliance with existing standards within the Building Code, Grading Ordinances and CalOSHA requirements.

   2A. Geologic Hazard Evaluation

   Page 20 - Slope Instability - Although local conditions of weaker sediments may be encountered on cut slopes, these and any other adverse geologic conditions including rockfall potential will be mitigable. Numerous existing housing developments in the Thousand Oaks area are underlain by this same geologic formation. The Conejo Volcanics formation as a whole
represents one of the least troublesome geologic formations in the Conejo Valley.

Page 21 - Seepage - No special action or work is anticipated other than that which is normally a part of Tentative Tract design.

3. Mitigation Measures

Pages 21-22 - A. All potential geotechnical engineering impacts are mitigable.

B. Specific Mitigation Measures

1. North facing cuts (Subsection 3c) - The intent to avoid major north facing cut slopes wherever feasible during the planning stage should not be construed to imply that all north facing cuts will expose adverse conditions and consequently would be a significant constraint to development. Site and development specific mitigation measures can and will be provided. As was stated earlier (1B), a rewording of this section substituting for the word "Generally" the phrase "Though not expected to be significant..." would be more accurate.

2. Potential rockfall hazard mitigation measures listed are considered to be normal and acceptable mitigation methods consistent with current geotechnical engineering design and practices.

3. As stated previously (IC), the requirements for contour grading to resemble natural landform features for hillside terrain is a matter of aesthetics as opposed to actual engineering design, however, it is our intent to use this approach as much as possible.

4. The potential groundwater seepage mitigation measures listed in the Draft E.I.R. as well as others that may be recommended as a result of future geotechnical reports addressing Tentative Tract map reviews are anticipated to be within the limits of normally accepted engineering design and practices.

C. HYDROLOGY/DRAINAGE

Our previous summary comments apply. Other comments are as follows:

1. Page 23 - Environmental Setting, paragraph 4:
The last word in the fourth line shown as "lost" should be "lots."  

3. Page 26 - Mitigation  
   (b) The previous comments of Subsection E.3(a) apply here.  

It is recommended that in the first paragraph on page 27, a statement be added concerning the previous studies of a retention basin in this area and the lack of benefit such a basin would avail to the downstream watershed because of the proposed control retention basin more effectively located in Tract No. 3666.  

E. Historic Resources  

1. Page 31 - Environmental Setting  

The Dos Vientos Ranch is a part of a 30,593 acre Rancho Guadalasca Spanish land grant made to Isabel Yorba in 1836. Much later, sometime around 1901-06, Joseph F. Lewis established a business partnership with Adolfo Camarillo and actively farmed approximately 8000 acres of this property located between Potrero Road to the south, U.S. 101 to the north, Reino Road to the east and Las Posas Road to the west; eventually constructing a permanent homsite on the grounds that are now the Camarillo State Hospital facility. Mr. Lewis was famous for first establishing the lima bean industry in Ventura County and also was responsible for planting one of the largest walnut groves in California during this period. This portion of the property is not being considered in this document as it is located outside the development area of Specific Plans 8 and 9.  

The Ranch, following several subsequent ownerships, was acquired as a second home by the Malcomb Clark family prior to World War II at which time an extensive citrus and farming operation was initiated and a horse breeding stable established. Eventually, the agriculture uses declined due to lack of water availability and to the relief and drainage of the property.  

Several structures that are representative of this period of ranching in the Conejo Valley are located in the main valley area west of Kimber Drive. These include three large barns, a two-story, stucco, ranch headquarters building, livestock corrals and agricultural processing and storage sheds. Constructed in the mid-to late 1930's, the original Clark family
home and adjacent worker cottages were destroyed in a large brush fire approximately 15 years ago. The buildings still standing on the site have been inspected by the CRPD and determined not to be significant and of too poor condition to be moved or renovated. They are the historic evidence that agricultural uses are not viable.

2. Page 31 - Impact

As depicted in the Land Use Plan for the Dos Vientos Ranch (Volume III, Figure 1d), Planning Unit 13 encompasses land on which these historic structures are located. Provided no revisions are made to Specific Plan 8, these buildings, which have been inspected by the Park District and determined not to be significant, will be taken down when this 28.5 acre parcel is designated as a combination elementary/intermediate school site to serve the residents of the Dos Vientos Ranch.

3. Page 32 - Mitigation Measures

(a) The design alternative, suggested by Planning staff, that calls for the preservation of these structures, by exchanging the land uses identified for Planning Units 6 and 13, needs to be reviewed once again by both the CRPD and CVUSD, despite their previous expressions of no interest in the preservation or future use of these buildings.

(b) As noted in response to Section I - Summary, E. Additional Recommended Mitigation Measures; 5. Historic Resources, (b) the physical condition of these structures makes highly unlikely the possibility of these buildings being disassembled and relocated. The reader of this document should not be misled to believe in either the significance or saving likelihood of these structures. Some visual use could possibly be made of the structure materials within as entry features open space or the community park area.

F. AGRICULTURAL LAND

1. Page 33 - Environmental Setting

Statements presented in this section which pertain to agriculture in Ventura County are general in nature and subject to misconstrual as being applicable to the Dos Vientos Ranch.

There is no active cropland in the Conejo Valley. Soil alone does not establish agricultural viability. One of the main
necessities for crop production is adequate water. On the Dos Vientos Ranch there is neither an adequate indigenous supply nor the availability of imported water.

2. Page 33 - Impact

As stated previously, since the land of the Dos Vientos Ranch lacks an adequate water supply and is also subject to relief and drainage problems, the conversion of soils classified as Class II, III, and IV to urban development cannot be considered a significant impact.

Likewise, general statements in this section, pertaining to agricultural land in Ventura County are misleading and do not apply to Thousand Oaks.

3. Page 34 - Mitigation Measures

The stated premise is wrong and needs to be corrected. No mitigation measures are necessary as the land of the Dos Vientos Ranch proposed for annexation to the City of Thousand Oaks and subsequent development is not viable for agricultural production.

G. VEGETATION AND WILDLIFE

Page 35 - Summary comments apply to this section, however additional comments are:

3. Page 52 - Mitigation Measures - Vegetation

The native Coastal Sage will be preserved within the open spaces. The Chaparral areas will be reinforced where the zones adjoin residential areas. The site has a total of 65 Oaks located in relatively isolated areas with no specific strong stands. Additional locations on Dos Vientos Ranch will be planted with Oaks to create a future Oak woodland.

Many additional native plants will be planted. Natives though are very difficult to attain and have experienced some difficulty in growing. Drought tolerant species (non-native) will be planted where the open space parcels and cut and fill slopes adjoin. Natives will be planted in areas adjacent to the developed areas.

Trees will be planted within the open space, on cut and fill slopes and in park sites, and all trees will be irrigated either permanently or temporarily.
The landscape concept combines natural and practical plantings. At the present time, the park site and retention basins are planned to have a water element. This feature will be planted as natural as possible and will be compatible for both human and animal usage.

As the development plans become more specific detailed Oak Tree reports will be produced. Drip lines shall be primary constraints.

3A. Page 53 - Mitigation Measures - Wildlife

(a) This section should reflect the total amount of open space within Dos Vientos, including the open space outside of the project annexation boundary. The total ranch area is some 4,570 acres, with the proposed developed area consisting of approximately 1287 acres. The actual open space remaining over the whole site, therefore, is 3,283 acres - approximately 72% of the total area.

(c) A golf course becomes feasible upon an acceptable number of dwelling units to spread the enormous cost.

(f) Summary comments apply to the culverts.

(j) Pedestrian and equestrian trails systems within the open space will be designed at a minimum. Where feasible, barriers for off-road vehicles will be installed. Trail systems and ponds and new plantings will be placed to create nature study areas.

(k and l) The proposed location of Retention Basin "C", at the top of the mountain, is not feasible to retain water. The design and location of alternate sites have been considered and will be in the final exhibits. All the ponds will be landscaped with the appropriate plant species. The water impoundment area within Planning Unit 15 cannot be retained because of improvements. Nevertheless, a new location within the open space will be sought. This will allow the wildlife to have intermittent watering depending on the amount of rain and surface runoff.

(n) Eucalyptus and other introduced plants are not intended to be preserved over the long run. However, most are located within the Phase II development area. These trees could be preserved as long as possible, in order to allow new planting to achieve height and structure.
The Phase II Development could be 5 years from now. If this is the case, the new planting would have a good start on growth. The City will be requested to allow open space plantings ahead of development.

H. PUBLIC SERVICES

LAW ENFORCEMENT

2. Page 57 - Impacts - Land Use

Planning Units 6 (Park) and 13 (school) are separated by a 194' wide buffer; that being the 100' greenbelt and Dos Vientos Parkway, a 94' right-of-way limited access street. The Final E.I.R. should acknowledge.

2A. Page 58 - Cumulative Effects and 3. Mitigation Measures

Summary comments apply.

FIRE PROTECTION

1. Page 58 - Environmental Setting

Actually, the opposite is true in regard to open space/hillside fires being more difficult to fight due to development. The streets allow better access, the infrastructure allows more adequate water flows and development provides firebreaks to the large open space areas.


Summary comments apply.

WASTEWATER TREATMENT

Page 61 - Summary comments apply.

I. WATER CONSERVATION

Page 65 - Summary comments apply.
K. TRAFFIC AND CIRCULATION

In addition to Summary comments:

2. Pages 75 - 79. **Impact**

- The Table on page 77 is a combination of Tables 5 and 6. In the column on outbound traffic via 101 east of Lynn the number 226, should be 151. The total then adds up to 503. As shown in this Table, the total would add up to 578, not the 502 printed.

- On page 77, the reference to external dwelling units in Newbury Park south of the Freeway should be reviewed as to likelihood and timing of construction. One obviously questionable area is the Broome Ranch, where 500 dwelling units are to be located on the south side of Potrero Road across from the Dos Vientos Ranch. Since it is recognized policy to have Very Low Density on the perimeter of the City, it is doubtful that this area would build out at its current General Plan designation of 2 - 4 units per acre. The adjacent area of the Dos Vientos Ranch, P.U. 18, has been designated at a density of approximately .3 DU/Acre in order to be in compliance with City policy. Such residences would likely be built in minor annual numbers over the next 20 years.

- On the top of page 78, the traffic generated by projects other than Dos Vientos may be too high and erroneously infers rapid build out. This relates to the previously mentioned 2294 dwelling units. This residential development contributes approximately one-half of the total future traffic including Rancho Conejo. An explanation of when and where these dwelling units might be constructed would be most appropriate. Such analysis would provide a better understanding of the relative traffic generated by the Dos Vientos Ranch and when the cumulative effects of total development would occur. The additional 2294 units represents 37% of the traffic projections for areas south of the Freeway and thus Dos Vientos traffic is only a portion of the total projected impact.

- Page 78 concerning the paragraph referring to intersections operating under existing road conditions. It is implied that the Dos Vientos Ranch is to be built out with no consideration given to road development. Under no circumstances would Dos Vientos develop without any external roadway improvements.
To consider future traffic on the existing roadway system, particularly when the development of Dos Vientos Ranch is involved with the widening of Lynn Road and other roadway improvements, is misleading and provocative. Future levels of service should consider additional population, but also recognize the roadway improvements which will be required ahead of occupancy.

- Page 79, concerning list of intersections that will not operate at level of service C or better. This list notes that the intersection of Ventu Park and Hillcrest will operate on level of service F. This is due to the assignment of most of the Rancho Conejo traffic to the Ventu Park interchange. The City traffic engineer is in the process of balancing the Rancho Conejo traffic between the Ventu Park interchange and the Borchard Road interchange. This means that the Ventu Park and Hillcrest level of service will improve in rating. Again, it would be most appropriate if in the Dos Vientos E.I.R. it were noted which traffic is attributable to Rancho Conejo, which traffic is attributable to the 2294 dwelling units south of the Freeway, and those impacts attributable to the Dos Vientos Ranch. E.g. conditions at Lynn and Hillcrest are primarily Dos Vientos related while those at Ventu Park and Hillcrest are primarily those of Rancho Conejo.

Expanding further, it is highly relevant to include in the Final E.I.R. LOS ratings for traffic calculations showing the effect of just Dos Vientos on local streets and the freeway, with an explanation in the text of how Dos Vientos relates to the Rancho Conejo project, especially with a 50% reduction in the traffic generated by that project.

- Page 79, concerning the two paragraphs referring to the Ventura Freeway:

It is appropriate to show the combined traffic impact of the residential Dos Vientos the other projected projects (2294 DU) and industrial Rancho Conejo. At the same time, the difference between roadway utilization by residential and industrial traffic should be stated.

Discussion of the Ventura Freeway was prepared by the City of Thousand Oaks prior to any dialogue with Caltrans as to possible alternatives to accommodate future traffic along the Ventura Freeway. The reference to the impact of ramp meters on local streets is incorrect. It is present Caltrans' policy that ramp meters will not be operated in such a manner as to have a
significant or measurable negative impact on local surface street traffic. Caltrans' policy as stated in the D.E.I.R. has been changed since 1982.

Caltrans' recent policy is to install new freeway lanes to be used by high occupancy vehicles (HOV) at the request of the local community if warranted. One of the warrants for such action is a local policy or effort to increase vehicle occupancy through the promotion of ridesharing and higher vehicle occupancy. It is feasible to install an HOV lane on the Ventura Freeway through the City of Thousand Oaks. Such action would materially improve freeway conditions. It would be an incentive to those persons who rideshare to travel the freeway at unimpeded comfortable speeds.

Another important outcome of joint Caltrans and City of Thousand Oaks effort would further City objectives to have commercial and industrial developers, such as Rancho Conejo and Westlake reduce peak hour travel through ridesharing and other contemporary traffic reduction techniques.

It is contradictory to require a development such as Rancho Conejo to reduce peak hour work trips through ridesharing and state that there are no means of ameliorating future freeway traffic conditions. City willingness to work with Caltrans could provide reciprocal improvements along the Ventura Freeway corridor.

3. Page 80 - Mitigation Measures

(e) The bike and pedestrian pathway system has been designed to facilitate access to schools, parks, activity and commercial facilities within the Dos Vientos Ranch. A total pedestrian system will be an integral part of the final development; traffic signals or grade separations will be provided at pedestrian crossings of Dos Vientos Parkway.

From recent discussions with the City traffic engineer, it is conceivable that Borchard Road, which has been designed as an 84+ foot graded right of way limited access highway similar to the westerly portion of Dos Vientos Parkway, could be changed to a 2-lane limited access roadway rather than a 4-lane roadway. Through the residential area of Dos Vientos, all that is required is one through-lane plus left turn pockets and an adequate shoulder. Between the existing westerly terminus of Borchard Road and the beginning of development a full 4-lane roadway does not need to be constructed. Such a 2-lane segment
would serve as a safeguard to preclude high traffic volumes on Borchard Road east of Reino Road.

Other potential circulation alternatives include feeding additional traffic flow onto Borchard Road, or even possibly opening Kimber Drive up to a portion of the development traffic. This would balance out the traffic onto existing street systems. Those choices would need to be weighed by the decision making bodies of the City as these roads have been constructed to the boundaries of Dos Vientos with the intention of serving the Ranch for roadway circulation.

Our current circulation pattern has evolved out of considerable work and coordination with the City. We believe that this traffic pattern and internal project design is the most receptive to the community, and that this is the concept that should proceed forward. It's highly possible that some changes may occur, and if so, we will work with the City in order to accomplish the direction furnished.

L. NOISE

Page 82 - Summary comments apply.

M. PUBLIC SCHOOLS

Extensive revisions have had to be made to this Section of the D.E.I.R. since the information used as the basis of the analysis by staff was from a preliminary school report submitted to the City in February of 1985 rather than from the revised report submitted on June 18 to supercede the earlier one. The revised document, however, was included as Section C of Volume II of the D.E.I.R. Data and information from the more recent report should be incorporated into the main text of the D.E.I.R. for consistency.

In addition, several tables (as indicated below), in both Volumes I and II, should be updated to present the most current information available from the Conejo Valley Unified School District.

Page 90 - The total affordable generator factor set forth as .29 should be changed to .56 (The same correction should be made in Volume 2, Section C, page 8.)
TABLE I

STUDENTS PER HOME

<table>
<thead>
<tr>
<th></th>
<th>Districtwide Average</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>K-6</td>
</tr>
<tr>
<td>Single Family</td>
<td>.40</td>
</tr>
<tr>
<td>Multi Family</td>
<td>.15</td>
</tr>
<tr>
<td>Affordable</td>
<td>.30</td>
</tr>
</tbody>
</table>

Source: Conejo Valley Unified School District

The grade level breakdown, however, is correct. Since it was the latter that was applied to the gross housing annual development rate prescribed by the Dos Vientos Ranch Plan, the projections are not affected.

Page 90 - The figures for Newbury Park High School for 84/85 enrollment and available space should be corrected as below:

TABLE II

EXISTING ENROLLMENTS - AVAILABLE CAPACITY

<table>
<thead>
<tr>
<th></th>
<th>Capacity</th>
<th>84/85 Enrollment</th>
<th>84/85 Available Space</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cypress Elementary</td>
<td>552</td>
<td>519</td>
<td>33</td>
</tr>
<tr>
<td>Banyan Elementary</td>
<td>585</td>
<td>470</td>
<td>115</td>
</tr>
<tr>
<td>Maple Elementary</td>
<td>585</td>
<td>415</td>
<td>170</td>
</tr>
<tr>
<td>Subtotals</td>
<td>1722</td>
<td>1404</td>
<td>318</td>
</tr>
<tr>
<td>Sequoia Intermediate</td>
<td>1004</td>
<td>907</td>
<td>97</td>
</tr>
<tr>
<td>Newbury Park H. S.</td>
<td>2253</td>
<td>2222</td>
<td>31</td>
</tr>
</tbody>
</table>

2. Page 90 - Impact. From correcting the following table, it should be noted that approximately 110 (not 114) new students per year could enter the school system.
Page 91 - 
K-6 49 students
7-8 20 students
9-12 41 students
TOTAL 110 students

Page 91 - Figures for classroom space for the maximum Dos Vientos Ranch student generation should be adjusted as follows:

<table>
<thead>
<tr>
<th></th>
<th>K-6</th>
<th>7-8</th>
<th>9-12</th>
</tr>
</thead>
<tbody>
<tr>
<td>Classrooms</td>
<td>32</td>
<td>13</td>
<td>27</td>
</tr>
</tbody>
</table>

(Update, same information on page 9 of Volume II, Section C.)

Page 92 - Update Table III as follows with the latest available information from the District.

**TABLE III**

**ESTIMATED 5 YR. - STUDENT ENROLLMENTS**

<table>
<thead>
<tr>
<th>DOS VIENTOS RANCH</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Projected</strong></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>1986</td>
</tr>
<tr>
<td>1991</td>
</tr>
<tr>
<td>1996</td>
</tr>
<tr>
<td>2001</td>
</tr>
<tr>
<td>2006</td>
</tr>
</tbody>
</table>

*The above student generations are saturation projections and do not reflect anticipated attrition factors which could potentially lower these figures by 10 to 30%.*

Also on page 92 (Conditions in Surrounding Elementary Schools), a change should be made to state that CVUSD policy for an elementary school permits 650 (rather than 600) students.

Page 93 - Update Table V (also Table VII, Vol. 2, Section C) with the latest available figures from the District.
Mr. Greg Smith
4 November 1985
Page 37

TABLE V
NEWBURY PARK AREA ELEMENTARY SCHOOLS
CAPACITIES AND ENROLLMENTS

<table>
<thead>
<tr>
<th>Schools</th>
<th>Capacity State Formula</th>
<th>Capacity Board Approved</th>
<th>84/85 Space Enrollment</th>
<th>84/85 Board Approved</th>
<th>84/85 Percent Utilized</th>
</tr>
</thead>
<tbody>
<tr>
<td>Banyan</td>
<td>714</td>
<td>585</td>
<td>502</td>
<td>83</td>
<td>86%</td>
</tr>
<tr>
<td>Cypress</td>
<td>581</td>
<td>552</td>
<td>502</td>
<td>50</td>
<td>91%</td>
</tr>
<tr>
<td>Maple</td>
<td>614</td>
<td>585</td>
<td>419</td>
<td>166</td>
<td>72%</td>
</tr>
<tr>
<td>Walnut</td>
<td>526</td>
<td>439</td>
<td>381</td>
<td>58</td>
<td>87%</td>
</tr>
<tr>
<td>Manzanita</td>
<td>638</td>
<td>580</td>
<td>477</td>
<td>103</td>
<td>82%</td>
</tr>
</tbody>
</table>

3073 2741 2281 498 83%

Page 93 (Conditions in Surrounding Intermediate and High Schools) should be amended to say that by 1987, declining enrollments at elementary schools will relieve any crowding problem at the intermediate school level and shortly thereafter, at the high school level. This precedes the first predictable Dos Vientos Ranch residence by one year.

Page 94 Table VI in Volume 1 should be replaced with Table VIII from page 14, Section C, in Volume 2 as presented below. Update both Tables using 1985-86 enrollment figures.

TABLE VI
SEQUOIA INTERMEDIATE SCHOOL ENROLLMENT

ACTUAL VS. PROJECTED*

<table>
<thead>
<tr>
<th>Capacity</th>
<th>State Guidelines</th>
<th>District Policy</th>
<th>Actual Enrollments</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>83/84</td>
<td>84/85</td>
<td>85/86</td>
</tr>
</tbody>
</table>

1154 1004 1085 907 742

Page 94 - The district's data summary (Table VII) illustrates that total enrollments at the K-6 level are operating at 84% of "Board Capacity" and leveling off. The 7-8 level of instruction is operating at 88% of "Board Capacity" and declining; and the 9-12 level of instruction is operating at 103% of "Board Capacity" and projected for declines.

Table VII should be updated and amended to remove the information regarding Special Ed as no "board capacity" is assigned to this sector of the student population. See below.

<table>
<thead>
<tr>
<th></th>
<th>Past Enrollment</th>
<th>Total Current &quot;Board Capacity&quot;</th>
<th>Difference</th>
<th>Percent Utilized</th>
</tr>
</thead>
<tbody>
<tr>
<td>83/84 84/85</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>K-6 7569</td>
<td>7464</td>
<td>*8863</td>
<td>+1399</td>
<td>84%</td>
</tr>
<tr>
<td>7-8 3313</td>
<td>2929</td>
<td>3322</td>
<td>+393</td>
<td>88%</td>
</tr>
<tr>
<td>9-12 7074</td>
<td>7138</td>
<td>6953</td>
<td>-185</td>
<td>103%</td>
</tr>
<tr>
<td>TOTAL 17,956</td>
<td>17,531</td>
<td>19,138</td>
<td>1,608</td>
<td></td>
</tr>
</tbody>
</table>

Note: Declines at elementary and intermediate should commence "pass-through" the high school in 1987.

**Totals reflect the subtraction of 78 students attending Conejo Valley High School.

***Figures from 1986 through Maturity are based on the Board approved attendance boundary. Source: CVUSD Facility Master Plan.

3. MITIGATION MEASURES

Page 95 (a) As identified in the Land Use Map exhibit, Volume III, figure 1d, 28.5 acres of land within Specific Plan No. 8 is proposed to accommodate a joint elementary/intermediate school site. Another 9.1 acre site is reserved for development in Phase III if needed. This land will be designated or leased to the CVUSD. In addition, facility construction satisfactory to
the CVUSD may also be required, however, this form of mitigation has not been specified.

Page 95 (c) The CVUSD currently has the ability to generate funds to build the needed facilities through the use of existing impaction fees, revenues and surplus property sale or lease. Student population growth at the projected cumulative levels may require a new educational K-6 site and facilities. The State aid building program provides for both site acquisition and entitlements for site improvements for qualifying districts.

Page 95 (d) Mitigation measures on an interim basis include the use of existing surplus classrooms and/or relocatable facilities. Also, alternative scheduling has the potential to offset peak enrollments. [The District's inventory currently indicates a surplus of relocatables.]

Page 96 (f) Among the typical means of long term adjustment to varying levels of enrollment are boundary adjustments, grade reconfigurations and transportation adjustments.

Page 96 (g) As in some of the surrounding districts, year-round school scheduling needs study. Changing employment and other social patterns, including an ongoing need to reduce social event concentration (e.g. spread recreational facility uses beyond summer months), argue for consideration of schedule revisions.

Page 96 (h) Reference should be made to Volume II of the D.E.I.R., Sage Report, Section B, which provides for a variety of alternatives to mitigate a project of this magnitude.

Other sections of the Public School Facilities Report found in Volume II, Section C of the D.E.I.R. which should also be amended to include the latest District information are as follows.

VOLUME II CONSULTANT STUDIES

C. PUBLIC SCHOOL FACILITIES REPORT

SECTION (A)

Page 6 - Table 11. Update figures for Newbury Park High School per new information received from CVUSD; i.e. 2nd month enrollment: 2222; available space 32.
Page 7 - Table III. Correct the cumulative affordable number from .29 to .56, the K-6 number from .3 to .30.

Page 9 - The number stated for size of elementary facility should be increased from 600 to 650.

Page 15 - Table IX - Projected Newbury Park High School enrollment total for 1993 should be 2141, rather than 2443.

Page 16 - Table X - Delete the 329 figure under current capacity as there is no Board adopted capacity figure for Special Ed students. Total current approved capacity then becomes 19,138, which does not reflect the space available and used currently by the Special Ed program.

Page 17 - Mitigation Analysis, Section A. Districtwide surplus is used as public school mitigation should be approached on a Districtwide basis as an overall methodology. The individual attendance areas which are impacted or at capacity, could be readjusted by attendance boundary changes in order to reduce impaction of a given area.

MITIGATION

SECTION B

Page 18 - In last sentence of paragraph entitled Funding Element, delete the word Elementary.

FINDINGS

Page 34 - Change finding 3 to read. For 8 years the School District has had a steadily decreasing student population. This year’s slight increase will have to be tracked to see whether or not the District is increasing or has actually leveled out its overall enrollments.

RECOMMENDATIONS

Page 33 - Sites. Add to this section the following statement. (The issue of donated versus dedicated sites should be evaluated on a case-by-case, project by-project basis.)

N. ENERGY RESOURCES

Page 97 - Summary comments apply.
O. AIR QUALITY

Page 101 - All of our summary comments apply to the appropriate sections of the main text. Additional comments are as follows:

- Page 102 - The meteorological description of the Santa Ana condition is awkward. Is it not true that in a well developed Santa Ana condition the dynamic high pressure ridge is centered inland, in the Nevada/Idaho/Utah region, and not on the California coast as stated? Also, to complete the description of this phenomenon, it should be noted what is on the receiving end of this pressure gradient - namely the thermal low in the Gulf of California / Sonoran Desert area.

- Page 108 - Impacts (Mobile Emissions) This whole section is devoid of impact data support. It merely contains back-up material that would be best left in the Air Quality Report itself, and referenced in the Final E.I.R. If it is felt that this section must remain, then provide the Dos Vientos data and results that relate to it.

- Page 114 - The population increase from Dos Vientos in the table is inconsistent with all other population estimates found in the Draft E.I.R. The generation factors used by the City should be used for population forecasts, and not those utilized by the APCD.

- Page 115 - Stating that the project will be complete in three years is inaccurate. The realistic build out time for Dos Vientos is 15 - 20 years, in 3 - 6 major phases. These figures should be consistent. Please bring these figures into conformity throughout the Final E.I.R.

SECTION IV

ALTERNATIVES TO THE PRESENT PROPOSAL

Our previous summary comments apply to this section. Additional comments are as follows:

Page 119 - Modified Project Design, paragraph 3. The additional greenbelt treatment mentioned here currently does exist on the secondary highways. As a directly related component to the off-street bike/ped trail system, additional landscaped right-of-way has been added to all portions of Dos Vientos Parkway, Lynn Road and even Borchard Road. Please reference the
"CIRCULATION" exhibit for actual details. No such uniform and extensive greenbelt and trail system is now existing in the City of Thousand Oaks.

SECTION V

ADVERSE IMPACTS WHICH CANNOT BE AVOIDED IF THE PROJECT PROPOSAL IS IMPLEMENTED

Most of our previous summary and text comments have covered this section, however, some additional comments do arise:

C. VIEWSHED ALTERATION

Page 120 - Again, the extent that Dos Vientos is visible to the existing community is highly limited. Mostly, only the valley along Potrero Road is readily seen and in this area very low density, two to five acre estate lots are planned. This low intensity use cannot be more emphasized.

I. SCHOOLS

Page 121 - The estimated projected students for the Dos Vientos Ranch Specific Plan will not come on-line at any one time nor will projected students necessarily accumulate to the level as stated in this section based on the District’s enrollment history. Consequently, the stated need for additional facility space may not materialize to the degree stated in the report. In fact, if District surpluses continue at current levels, other than the proposed designated elementary facility to serve Dos Vientos, there may only be a minimum need for additional classrooms at the junior high and high school levels. The Ranch may, in actuality, serve to keep both the intermediate school and the high school operating at their respective cost effective and functional design capacities.

M. HYDROLOGY

Page 122 - The general discussion of hydrology and drainage presented here does not apply to this project. The increased runoff and reduced time of concentration noted here not only CAN be avoided, but will be mitigated by the project facilities, as well as by other proposed projects in the City.
Mr. Greg Smith  
4 November 1985  
Page 43

SECTION IX

ORGANIZATIONS AND PERSONS CONSULTED

Page 127 - "Hale, Haaland and Associates (Project Engineer)" should be Haaland and Associates (Project Engineer).

APPENDICES

The draft report, dated February 5, 1985 was included in the D.E.I.R. rather than a revised project description submitted to the City on June 7 (see attached letter). Consequently, the revised description was not incorporated into the document. The most up-dated version (enclosed) should be used in the Final E.I.R.

Likewise, it should also be noted here that staff, in preparing the Main Text of the D.E.I.R., used the preliminary school report submitted to the City on February 21, 1985. However, Volume II, Section C of the D.E.I.R. contains the Revised School Impact Report delivered to the City on June 8, 1985 with the direction that this document superceded the earlier one and the request that it be incorporated into the Draft E.I.R. The most up-dated version should be used in the Final E.I.R.

This concludes our formal response to the Dos Vientos Ranch D.E.I.R. We look forward to the preparation of the final document.

Very truly yours,

Robert S. Haaland, R.C.E 15231

Charles W. Cohen, Esq.

CWC:RSH:RLT:NG:cl:pf

Enclosures

cc: Dos Vientos Project Development Team  
   City of Thousand Oaks City Council  
   City of Thousand Oaks Planning Commission
MEMORANDUM

To: Land Development

From: Transportation Dept.

Subject: DRAFT EIR

DOS VEINTOS RANCH
CITY OF THOUSAND OAKS

Date: Oct. 24, 1985

TRAFFIC AND CIRCULATION

In general, the report is satisfactory and appears to adequately address the traffic impact of the proposed Dos Vientos Ranch development. However, we would appreciate receiving responses to the following questions and/or comments.

1. In Volume I, page 76 and Volume II, Appendix G, page 9, "Traffic Generation: One-Way Trips", it appears all of the non-residential trips (commercial and school) were deleted from residential trips to get "external traffic" totals. Is it appropriate to assume all non-residential trips will be internal to the development? Although minimal, isn't it possible the non-residential sites will generate external traffic such as employees, etc?

2. In the discussion about trip distribution, Volume I, page 77 and Volume II, Appendix G, page 11, the report shows only 2 to 3% of the external trips using Potrero Road to and from the west. This value seems low. Potrero Road provides good access to the southerly portion of Oxnard, Camarillo and Port Hueneme. It would appear the Potrero Road route may carry a greater percentage of external traffic; perhaps 5 to 7%.

3. There is very little discussion of the traffic impact on Potrero Road. Although we recognize the impact will probably be minimal, we would appreciate some discussion directly addressing the impact of this project on Potrero Road.

4. In the discussion of future traffic on Wendy Drive, Volume II, Appendix G, page 39, did the authors take into consideration the County portion of Wendy Drive between Borchard Road and Lois Avenue is only one lane in each direction?
5. The proposed street system shows Potrero Road intersecting Lynn Road/Dos Vientos Parkway in a new "T" intersection. Although we see the reasoning for this design, we would appreciate seeing some ADT's justifying this design over a Potrero Road/Lynn Road through street design.

DRAINAGE

The drainage issues are identified and adequately addressed in this report. All mitigating measures identified in the report should be implemented.

We will appreciate an opportunity to review the final EIR.

AE/RKG/KG:gb
TO: Ron Vogelbaum
FROM: Scott Johnson
DATE: November 13, 1985

SUBJECT: Draft Environmental Impact Report (DEIR), Specific Plans 8 & 9/Annexation 89, Land Use Amendment 85-143; Dos Vientos Ranch, City of Thousand Oaks

Air Pollution Control District (APCD) staff has reviewed the subject document and has the following comments:

A. Volume I

<table>
<thead>
<tr>
<th>No.</th>
<th>Page</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>XIV</td>
<td>Third paragraph (Air Quality): A statement indicating that the proposed project is located in the Oxnard Plain Airshed should be included.</td>
</tr>
<tr>
<td>2.</td>
<td>XIV</td>
<td>Fourth paragraph (Air Quality): The statement pertaining to the county's attainment status for total suspended particulates (TSP) is no longer correct. Effective June 15, 1984, portions of the County north of 34° 23' north latitude were designated attainment for TSP. The redesignation affects the Ojai Valley, Piru, and Fillmore. The proposed project is not located in the TSP attainment zone.</td>
</tr>
<tr>
<td>3.</td>
<td>XIV</td>
<td>Fifth paragraph (Air Quality): The county is in attainment of the nitrogen dioxide and lead standards.</td>
</tr>
<tr>
<td>4.</td>
<td>104</td>
<td>Third paragraph (Regulatory Agencies/Control): This section should indicate that air quality analysis is required to help inform the public and decision makers of potential constraints and impacts of the proposed project.</td>
</tr>
<tr>
<td>5.</td>
<td>104</td>
<td>Fourth paragraph (National Ambient Quality Standards): Table 2-1 presenting the federal and state ambient air quality standards is out of date. A list of the current federal and state ambient air quality standards is attached.</td>
</tr>
</tbody>
</table>
6. 105  First paragraph:

The statement pertaining to the county's attainment status for total suspended particulates (TSP) is incorrect. Effective June 15, 1984, portions of the County north of 34° 23' north latitude were designated attainment for TSP. The redesignation affects the Ojai Valley, Piru, and Fillmore. The proposed project is not located in the TSP attainment zone.

The Ventura County Air Quality Management Plan (AQMP) and its appendices identify measures to attain, rather than simply approach the ambient air quality standards for TSP and ozone.

The word "regionally" should be deleted from the last sentence.

7. 106  First paragraph:

The first sentence should be revised to read: "The APCD developed the 1982 Air Quality Management Plan (AQMP) which characterizes current emissions in the county, relates those emissions to recorded pollutant levels, and sets forth control measures to reduce emissions as required to achieve the federal and state ambient air quality standards for ozone and total suspended particulates".

The second sentence should be revised to read: "Since the federal primary ozone standard is not expected to be attained in the Oxnard Plain Airshed any time this century, the County has adopted emission limitations for nitrogen oxides and reactive organic compounds associated with new projects in the Oxnard Plain Airshed".

The third sentence that discusses the county's nitrogen oxide and reactive organic compound significant impact threshold of 13.7 tons per year should be deleted and replaced with the following statement: "According to the Ventura County Guidelines for the Preparation of Air Quality Impact Analysis, July 1983, any project in the Oxnard Plain Airshed which will emit 13.7 tons per year or more of either reactive organic compounds (ROC) or nitrogen oxides (NOx) will individually and cumulatively have a significant adverse impact on air quality".

8. 106  Third paragraph (Existing Air Quality):

The discussion of existing air quality in Ventura County (pages 106-108) is out of date and should be revised using the appropriate air quality information contained in the 1984 Ventura County Reasonable Further Progress Report and the 1984 Air Quality Data Summary.
The state and federal ozone standards cited in the first paragraph on page 107 are incorrect. The California ozone standard is 0.10 ppm (1-hr. average) and the federal primary ozone standard is 0.12 ppm (1-hr. average).

It is recommended that a table be included presenting the number of days and the percentage of days the federal primary standard was exceeded during the 1983 and 1984 smog seasons and calendar years at the Thousand Oaks and Simi Valley air monitoring stations.

9. Second paragraph (Mobile Emissions):

For clarity, it is suggested that short-term air quality impacts and long-term air quality impacts be presented in separate sections labeled "Short-term Impacts" and "Long-term Impacts".

The word "automobiles" in the first sentence should be replaced with "motor vehicles".

In addition to carbon monoxide (CO), the first sentence should also identify reactive organic compounds (ROC) and nitrogen oxides (NOx) as major air pollutants emitted by motor vehicles.

The motor vehicle emissions model, Mobile 3, discussed in the fourth paragraph has been incorrectly attributed to the California Air Resources Board. Mobile 3 is an Environmental Protection Agency motor vehicle emissions model.

10. Third paragraph (Construction Emissions):

Fugitive dust emissions should be estimated using the fugitive dust emission factor contained in the Environmental Protection Agency's publication AP-42 (Compilation of Air Pollutant Emission Factors).

A discussion should be included concerning possible construction worker exposure to San Joaquin Valley Fever (Coccidioides imyositis). APCD staff and Ventura County Environmental Health Department staff have identified San Joaquin Valley Fever as a potentially significant adverse impact resulting from the emanation of dust at construction sites.

An adequate discussion of short-term air quality impacts (including the quantification of fugitive dust emissions and San Joaquin Valley Fever) is presented in the Oxnard Town Center Final EIR (City of Oxnard EIR 84-5).
The statements concerning the expected minimal impacts of fugitive dust emissions have not been substantiated and should be deleted.

The statement concerning watering of exposed surfaces to control fugitive dust emissions should be replaced by the following, which is applicable to fugitive dust control and potential exposure of construction workers and others to San Joaquin Valley Fever:

Fugitive dust emissions emanating from construction sites can be effectively controlled by a program of regular watering of unpaved areas. The effectiveness of watering for control of fugitive dust emissions depends greatly on the frequency of application. An effective watering program, consisting of twice daily applications with complete coverage, can reduce fugitive dust emissions by up to 50 percent. In addition to regular watering of unpaved areas to reduce construction site fugitive dust emissions, wind generated dust emissions from inactive portions of a construction site can be reduced by up to 80 percent by the use of chemical stabilizers. Chemical stabilization provides longer dust suppression but may be costly and have adverse effects on plant and animal life. Furthermore, chemical stabilizers are not effective in reducing fugitive dust emissions from active portions of a construction site. Chemical stabilizers are useful primarily for application on completed cuts and fills.

Control of fugitive dust emissions from unpaved roads associated with a construction site can be accomplished by paving the roads with gravel, frequent watering, and vehicle speed control. Vehicle speed control, although difficult to enforce, can reduce dust emissions from unpaved roads by up to 63 percent.

11. Second paragraph (Regional Emissions):

The discussion of 1979 baseline emissions should indicate that motor vehicles are responsible for approximately 33% of the reactive organic compounds emissions, 39% of the nitrogen oxide emissions and 70% of the carbon monoxide emissions in Ventura County. In addition, construction operations are responsible for approximately 36% of the county's particulate emissions.

A definition of specific sources and nonspecific sources should be provided.

12. Third paragraph (Carbon Monoxide):

The Caline 3 carbon monoxide model should be rerun using Ventura County's motor vehicle emission factors which can be found in the appendix to the Guidelines for the Preparation
of Air Quality Impact Analyses, July 1983. Ventura County's motor vehicle emission factors are based on the California Air Resources Board's EMFAC6C motor vehicle emission factors but more accurately reflect the vehicle mix found in Ventura County.

13.112 First paragraph (TSP Short-Term Impacts):

District staff disagrees with the conclusion that short-term TSP emissions will not pose a significant adverse impact on air quality. Based on citizen complaints received by the District concerning fugitive dust from construction sites, dust (TSP) emanating from construction projects may have a substantial, albeit temporary, adverse impact on local air quality. Depending on the level of activity and local wind conditions, fugitive dust emanating from the project site may pose a health and nuisance risk to sensitive receptors located offsite.

14.113 First paragraph (Ozone - Area Wide):

An emissions summary table should be included to present total reactive organic compound emissions and nitrogen oxide emissions associated with the project.

It is recommended that the last sentence be revised to indicate that mitigation measures should be identified which could be implemented to minimize the adverse air quality impacts associated with the project.

15.113 Second paragraph (Ozone - Area Wide):

This paragraph should be deleted.

16.114 Consistency Determination:

This section should be revised using the new Ventura County population forecasts adopted by the Ventura County Board of Supervisors on May 7, 1985.

The two county areas identified as the Ojai Valley and the South Half should be revised to the Ojai Valley Airshed and the Oxnard Plain Airshed, respectively.

17.115 Cumulative Impacts:

See comment No. 15 regarding the necessity of mitigation measures.

18.115 Mitigation Measures:

For clarity, it is recommended that short-term mitigation measures be presented separately from long-term mitigation
measures.

In order to reduce NOx emissions from heavy-duty construction vehicles, it is recommended that the vehicles be tuned on a weekly basis and service records be maintained to allow verification. The agency responsible for verifying compliance with this mitigation measure should be identified.

Staff recommends that the Mitigation Measures Section be revised to focus on specific mitigation measures recommended for incorporation into the specific plans. An implementation plan should be devised and included in the document for each of the recommended mitigation measures. Each implementation plan should include the following:

1) A description of the mitigation measure.

2) The public agencies involved and in what capacity.

3) The public agency responsible for implementing the measure.

4) The mechanism for implementing the measure.

5) A timetable for implementing the measure.

6) The emission reductions resulting from the measure.

In the case of the Commuter Computer mitigation measure, the implementation plan should also include:

1) The amount of the contribution to Commuter Computer.

2) The procedure for transferring the contribution from the developer to Commuter Computer and the role of the public agencies involved.

3) The areas or facilities in the Thousand Oaks area (such as the Ranch Conejo industrial area) that will be targeted by Commuter Computer for ride share marketing.

APCD staff also recommends a route extension of the local transit agency to serve the development be proposed as a mitigation measure. The possibility of subsidizing the service extension and improvements using a portion of the Commuter Computer contribution or an additional developer contribution should also be proposed.

A summary table, starting with estimated project emissions and ending with net emissions after implementation of all recommended mitigation measures should be provided.
<table>
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<tbody>
<tr>
<td>1.</td>
<td>6</td>
<td><strong>Regulatory Setting:</strong>&lt;br&gt;This section should indicate that air quality analysis is required to help inform the public and decision makers of potential constraints and impacts of the proposed project.</td>
</tr>
<tr>
<td>2.</td>
<td>6</td>
<td><strong>Federal:</strong>&lt;br&gt;Table 2-1 presenting the federal and state ambient air quality standards is out of date. A list of the current federal and state ambient air quality standards is attached.</td>
</tr>
<tr>
<td>3.</td>
<td>9</td>
<td><strong>First paragraph (Federal):</strong>&lt;br&gt;This paragraph should indicate that, with the adoption by the State of the Motor Vehicle Inspection and Maintenance Program, the State Implementation Plan is now in compliance with federal guidelines and the construction ban imposed by the Environmental Protection Agency has been lifted. The discussion of the county’s ozone attainment status is incorrect. It is the south zone (south of Los Padres National Forest) that is in non-attainment of the federal ozone standard.</td>
</tr>
<tr>
<td>4.</td>
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<td><strong>Second paragraph (Federal):</strong>&lt;br&gt;The statement pertaining to the county’s attainment status for total suspended particulates (TSP) is no longer correct. Effective June 15, 1984, portions of the County north of 34° 23’ north latitude were designated attainment for TSP. The redesignation affects the Ojai Valley, Piru, and Fillmore. The proposed project is not located in the TSP attainment zone. The Ventura County Air Quality Management Plan (AQMP) and its appendices identify measures to attain rather than simply approach the ambient air quality standards for ozone and TSP. The word “regionally” should be deleted from the last sentence.</td>
</tr>
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</table>
| 5.  | 11   | **First paragraph (State and Local):**<br>The fifth sentence which discusses the Air Quality Management Plan should be revised to read: “The APCD developed the 1982 Air Quality Management Plan (AQMP) which
characterizes current emissions in the county, relates those emissions to recorded pollutant levels, and sets forth control measures to reduce emissions as required to achieve the federal and state ambient air quality standards for ozone and total suspended particulates".

The sixth sentence which discusses the county's ozone non-attainment status should clearly indicate that the federal primary standard for ozone is not expected to be attained any time this century in the Oxnard Plain Airshed.

The seventh sentence which discusses the county's nitrogen oxide and reactive organic compound significant impact threshold of 13.7 tons per year should be deleted and replaced with the following statement: "According to the Ventura County Guidelines for the Preparation of Air Quality Impact Analysis, July 1983, any project in the Oxnard Plain Airshed which will emit 13.7 tons per year or more of either reactive organic compounds (ROC) or nitrogen oxides (NOx) will individually and cumulatively have a significant adverse impact on air quality".

The last sentence should be revised to indicate that mitigation measures should be identified which could be implemented to minimize the adverse air quality impacts associated with the project.

6. 11 Existing Air Quality:

The discussion of existing air quality in Ventura County (pages 11-15) is out of date and should be revised using the appropriate air quality information contained in the 1984 Ventura County Reasonable Further Progress Report and the 1984 Air Quality Data Summary.

The state and federal ozone standards cited in Section 2.4.1 (Ozone) on page 12 are incorrect. The California ozone standard is 0.10 ppm (1-hr. average) and the federal primary ozone standard is 0.12 ppm (1-hr. average).

It is recommended that a table be included presenting the number of days and the percentage of days the federal primary standard was exceeded during the 1983 and 1984 smog seasons and calendar years at the Thousand Oaks and Simi Valley air monitoring stations.

7. 16 Estimated Impacts:

For clarity, it is suggested that short-term air quality impacts and long-term air quality impacts be presented in separate sections labeled "Short-term Impacts" and "Long-term Impacts".
8. 16 First paragraph (Mobile Emissions):

The word "automobiles" in the first sentence should be replaced with "motor vehicles".

In addition to carbon monoxide (CO), the first sentence should also identify reactive organic compounds (ROC) and nitrogen oxides (NOx) as major air pollutants emitted by motor vehicles.

The motor-vehicle emissions model, Mobile 3, discussed in the third paragraph has been incorrectly attributed to the California Air Resources Board. Mobile 3 is an Environmental Protection Agency motor vehicle emissions model.

9. 20 Second paragraph (Construction Related Emissions):

Fugitive dust emissions should be estimated using the fugitive dust emission factor contained in the Environmental Protection Agency's publication AP-42 (Compilation of Air Pollutant Emission Factors).

A discussion should be included concerning possible construction worker exposure to San Joaquin Valley Fever (Coccidioidea mycosis). APCD staff and Ventura County Environmental Health Department staff have identified San Joaquin Valley Fever as a potentially significant adverse impact resulting from the emanation of dust at construction sites.

An adequate discussion of short-term air quality impacts (including the quantification of fugitive dust emissions and San Joaquin Valley Fever) is presented in the Oxnard Town Center Final EIR (City of Oxnard EIR 84-5).

The statements concerning the expected minimal impacts of fugitive dust emissions have not been substantiated and should be deleted.

The statement concerning watering of exposed surfaces to control fugitive dust emissions should be replaced by the following, which is applicable to fugitive dust control and potential exposure of construction workers and others to San Joaquin Valley Fever:

Fugitive dust emissions emanating from construction sites can be effectively controlled by a program of regular watering of unpaved areas. The effectiveness of watering for control of fugitive dust emissions depends greatly on the frequency of application. An effective watering program, consisting of twice daily applications with complete coverage, can reduce fugitive dust emissions by
up to 50 percent. In addition to regular watering of unpaved areas to reduce construction site fugitive dust emissions, wind generated dust emissions from inactive portions of a construction site can be reduced by up to 80 percent by the use of chemical stabilizers. Chemical stabilization provides longer dust suppression but may be costly and have adverse effects on plant and animal life. Furthermore, chemical stabilizers are are not effective in reducing fugitive dust emissions from active portions of a construction site. Chemical stabilizers are useful primarily for application on completed cuts and fills. Control of fugitive dust emissions from unpaved roads associated with a construction site can be accomplished by: paving the roads with gravel, frequent watering, and vehicle speed control. Vehicle speed control, although difficult to enforce, can reduce dust emissions from unpaved roads by up to 63 percent.

10. Second paragraph (Regional Emissions):

The discussion of 1979 baseline emissions should indicate that motor vehicles are responsible for approximately 33% of the reactive organic compound emissions, 39% of the nitrogen oxide emissions and 70% of the carbon monoxide emissions in Ventura County. In addition, construction operations are responsible for approximately 36% of the county’s particulate emissions.

A definition of specific sources and nonspecific sources should be provided.

11. Third paragraph (Carbon Monoxide):

The Caline 3 carbon monoxide model should be rerun using Ventura County’s motor vehicle emission factors. Ventura County’s motor vehicle emission factors are based on the California Air Resources Board’s EMFAC6C motor vehicle emission factors but more accurately reflects the vehicle mix found in Ventura County.

12. Table 3-8 (Carbon Monoxide Concentrations):

For comparison purposes, this table should present the 1-hour and 8-hour carbon monoxide ambient air quality standards.

13. TSP (Short-Term Impacts):

District staff disagrees with the conclusion that short-term TSP emissions will not pose a significant adverse impact on air quality. Based on citizen complaints received by the District concerning fugitive dust from construction sites, dust emissions (TSP)
emanating from construction projects may have a substantial, albeit temporary, adverse impact on local air quality. Depending on the size of the construction project and local wind conditions, fugitive dust emanating from the project site may pose a health and nuisance risk to sensitive receptors located offsite.

14. 39 Second paragraph (Impacts):

An emissions summary table should be included to present total reactive organic compound emissions and nitrogen oxide emissions associated with the project.

The second sentence that discusses the county's nitrogen oxide and reactive organic compound significant impact threshold of 13.7 tons per year should be deleted and replaced with the following statement: "According to the Ventura County Guidelines for the Preparation of Air Quality Impact Analysis, July 1983, any project in the Oxnard Plain Airshed which will emit 13.7 tons per year or more of either reactive organic compounds (ROC) or nitrogen oxides (NOx) will individually and cumulatively have a significant adverse impact on air quality".

This paragraph should be revised to indicate that mitigation measures should be identified which could be implemented to minimize the adverse air quality impacts associated with the project.

15. 40 Mitigation Measures:

For clarity, it is recommended that short-term mitigation measures be presented separately from long-term mitigation measures.

16. 40 Local:

The discussion of fugitive dust mitigation measures should include the discussion of fugitive dust mitigation measures contained in comment no. 11.

In order to reduce NOx emissions from heavy-duty construction vehicles, it is recommended that the vehicles be tuned on a weekly basis and service records be maintained to allow verification. The agency responsible for verifying compliance with this mitigation measure should be identified.

17. 40 Area Wide:

Staff recommends that the Mitigation Measures Section be revised to focus on specific mitigation measures recommended for incorporation into the specific plans.
An implementation plan should be devised and included in the document for each of the recommended mitigation measures.

Each implementation plan should include the following:

1) A description of the mitigation measure.
2) The public agencies involved and in what capacity.
3) The public agency responsible for implementing the measure.
4) The mechanism for implementing the measure.
5) A timetable for implementing the measure.
6) The emission reductions resulting from the measure.

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1) The amount of the contribution to Commuter Computer.
2) The procedure for transferring the contribution from the developer to Commuter Computer and the role of the public agencies involved.
3) The areas or facilities in the Thousand Oaks area (such as the Ranch Conejo industrial area) that will be targeted by Commuter Computer for ride share marketing.

APCD staff also recommends a route extension of the local transit agency to serve the development be proposed as a mitigation measure. The possibility of subsidizing the service extension and improvements using a portion of the Commuter Computer contribution or an additional developer contribution should also be proposed.

A summary table, starting with estimated project emissions and ending with net emissions after implementation of all recommended mitigation measures should be provided.

18. 43 Consistency Determination:

This section should be revised using the new Ventura County population forecasts adopted by the Ventura County Board of Supervisors on May 7, 1985.

The two county areas identified as the Ojai Valley and the South Half should be revised to the Ojai Valley.
Airshed and the Oxnard Plain Airshed, respectively.

Contact Chuck Thomas of my staff at (805) 654-2799 if you have any questions.

CTM2RV
COMMENTS ON DRAFT
ENVIRONMENTAL IMPACT REPORT
NO. 148, DOS VIENTOS RANCH
CITY OF THOUSAND OAKS, CALIFORNIA

INTRODUCTION

In accordance with the requirements of the Environmental Quality Act, (CEQA) and CEQA Regulations, the City of Thousand Oaks has caused a Draft Environmental Impact Report (DEIR) to be prepared on pending matters now before the City as follows:

1. Specific Plan No. 8 (2-78-443)
2. Specific Plan No. 9 (2-78-442)
3. LU-85-143 (Dos Vientos Ranch)
4. Annexation No. 89 (City of Thousand Oaks)

This report has been prepared by Born, Barrett & Associates, on behalf of the Pacific Ranch Company, other downstream property owners, and the general public.

The report is intended to focus primarily on those aspects of the proposed project related to water resources issues, with an emphasis on flood control and drainage.
The Pacific Ranch Company is one of many ranches on the Oxnard Plain along Calleguas Creek and Revolon Slough. These and other properties have continuously experienced flood damage to their property as a result of flood flows from Calleguas Creek and Revolon Slough. In 1976, 1980, and most recently in 1983, flood waters have damaged several hundred acres of farm land, farming equipment and several buildings and residences.

The problem which the downstream property owners face is outlined in the document entitled Statement of the Problem, Disastrous Floods in the Calleguas Creek Basin. A copy of that statement was sent several months ago to the City Council Members and Planning Commissioners of the City of Thousand Oaks within the Calleguas Creek Watershed.

Briefly, the urban development in the cities and unincorporated areas of the county in the upper Calleguas Creek watershed has created a substantial increase in surface runoff that is draining into the creek and its tributaries. Since 1960, when the flood control facilities on Calleguas Creek were built, the population of the tributary watershed has increased from 15,000 to over 250,000. The flood control facilities have not been significantly upgraded nor have their capacities been increased since 1960. Many reaches of the lower Arroyo Conejo, Conejo Creek and the lower Calleguas Creek are unimproved. It is obvious that the increased urban runoff has contributed to the flood damage which has occurred in recent years.
SPECIFIC COMMENTS ON DEIR

Volume I

1. Pages I and II

Reference: The first paragraph under Section A, Introduction, states, in part:

"This Environmental Impact Report (EIR) addresses significant environmental effects associated with two Specific Plans, a proposed Land Use Amendment to the Thousand Oaks General Plan, and annexation of approximately 2,231 acres of land" (emphasis added).

Reference: The last sentence of the second paragraph states:

"The balance of the more westerly portions of the ranch fall within the City of Camarillo's sphere of influence and therefore under another jurisdiction's authority in terms of any future development" (emphasis added).

Reference: The last paragraph under the heading Legislative and Jurisdictional Authority states:

"During the preparation of this Environmental Impact Report, close coordination was maintained with the Local Agency Formation Commission, since that agency must approve any annexations to the City of Thousand Oaks. The City of Thousand Oaks is the lead agency for this project and this Environmental Impact Report has been written in such a manner as to be useful both to the City in its consideration of the Specific Plans and zone changes and to the Local Agency Formation Commission in its consideration of Annexation No. 89".

Comment: As discussed in the preceding Background Statement, there is a serious existing flood hazard downstream from the proposed Dos Vientos development due to inadequate carrying
capacities of improved and unimproved channels. The inadequate carrying capacities stem from constraints imposed by the geometry of the channels, limitations on the level of maintenance and increased runoff due to urbanization of the tributary watersheds.

Development of the tributary watersheds has been possible because of the adoption and implementation of county and city general plans and annexations which have allowed, if not encouraged, the development to take place within policy guidelines.

The referenced sections allege that the City of Thousand Oaks has prepared the EIR under "close coordination" with the Local Agency Formation Commission (LAFCO) yet the DEIR contains little evidence that several of the issues of prime concern to LAFCO have been addressed. These deficiencies have not thus far elicited comments from the Executive Officer of LAFCO.

Because it is stated in the referenced sections that the EIR is intended to be used as the official environmental document for review of Annexation No. 96 by LAFCO, then the City of Thousand Oaks as lead agency for preparation of the EIR must address in the EIR those issues of relevance to stated purposes of the EIR. Any technical deficiencies in the EIR having a bearing on annexation policies of LAFCO should be corrected at the time of adoption of the EIR as it will be too late to correct them at the time of LAFCO hearings.

As will be shown, the technical deficiencies in the control of flood waters emanating from the proposed development of 3,719 dwelling units (within the gross area of 2,231 acres sought to be annexed to the City) will exasperbate an already existing, serious, downstream flood problem.

The report alleges that flood runoff from a 50-year magnitude storm from the area sought to be annexed will not vary greatly under developed conditions than under natural conditions, yet it
also mentions the inadequacies of downstream channels to carry even the 50-year flood.

Given the seriousness of the existing limitations on downstream channel capacities, the EIR should address this problem and suggest appropriate mitigation measures. In its present form, the DEIR only points out that the downstream areas are outside the jurisdiction of the City of Thousand Oaks, and fails to mention the cumulative effects of approval of the Dos Vientos development with the effects of annexation and development of the downstream areas to the City of Camarillo.

The report should describe the extent to which the DEIR has been coordinated with LAFCO, and in particular, how the proposed development of the Ranch and its annexation to the City would be in compliance with key state policies found in the District Reorganization Act (Chapter No. 43, Statutes of 1965).

The problem of coordinating development programs of Thousand Oaks and Camarillo is not solely the responsibility of LAFCO. Within each of their respective spheres of influence, the two cities have the obligation to ensure that their development programs do not infringe on the rights of each other as well as other parties which may be seriously impacted by their land use policies and actions.

The EIR should state the nature and causes of all of the existing downstream flood problems and what steps have been taken to ensure that the cumulative impacts of development of the Ranch will not cause damage, economic loss, or loss of life to the City of Camarillo or other downstream property owners. Evidence that the City of Camarillo has been apprised of the existence of the DEIR should be given since that City does not appear on the mailing list of the Notice of Preparation of the EIR in Appendix B, or in the list of organizations and persons contacted appearing on pages 127-128. The reasons for lack of
notice to the City of Camarillo should be given if the EIR concludes such notice is inappropriate. Copies of correspondence to and from the City of Camarillo should appear in Appendix C.

2. Page III

Reference: The first three paragraphs under Section 1, Topography, discuss the potential for significant grading impacts, yet they fail to state what the significance of those impacts will be other than a physical change in slope.

Comment: The DEIR should either show that those changes in slope will have no significant impact on the downstream potential for erosion and sedimentation, or how said impacts will be mitigated if they are significant. The cumulative impacts of the change in grading coupled with the development of those slopes should be compared. See Comments 3, 4, 6 and 36.

3. Page IV

Reference: The last sentence of the first full paragraph on Page IV with reference to Planning Unit 15, states:

"Correspondingly, the construction of building pads, driveways and streets throughout the hillside area may involve cuts and fills which encroach into terrain exceeding 25% gradient and are higher than 25 feet.

Comment: This section should be describe the impacts of such encroachments, with particular reference to changes in velocities and flow volumes, tending to scour, and the mitigation measures which will be taken to avoid environmental damage within the development and in areas immediately downstream.

4. Page IV

Reference: The last sentence in the last full paragraph
describes a similar situation in Planning Unit No. 22 as follows:

"Because of their large size, suitable pad sites and access roads will involve significant encroachments into steeply sloping hillside terrain resulting in major cut and fill slopes."

Comment: The report should describe the tendency for steeper cut and fill slopes to accelerate runoff to downstream areas at rates faster than would be the case under natural conditions. The environmental impacts of those higher velocities and consequent higher discharge volumes should be discussed along with the necessary mitigation measures which should be taken to eliminate the consequent increased potential for erosion in the areas of increased slope and sediment deposition in downstream channels, particularly along lower Conejo and Calleguas Creeks.

5. Page V

Reference: The first full paragraph under Section 3, Hydrology/Drainage, states:

"A study completed in 1976 by the Ventura County Flood Control District indicates that improved channels of the South Branch Arroyo Conejo do not presently have sufficient capacity to convey run-off from a 50-year frequency storm (average recurrence interval of 50 years)."

Comment: While the report, by this reference, acknowledges the existence of this problem of inadequate channel conveyance capacity, it later recommends that retention basin capacity adequate only to regulate increased water discharges from a 50-year magnitude storm be provided (See page XXII).

The Federal Flood Insurance Program Regulations (44FR31177, May 31, 1979) expressly require that communities such as Thousand Oaks participating in the Flood Insurance Program not increase the flood hazard within the community during the occurrence of a
100-year storm as a result of their land use development programs.

Section 60.3 of the Flood Insurance Regulations contain flood plain management criteria for flood-prone areas. Subsection (a) (4) thereof states, in part:

".... any such (subdivision) proposals shall be reviewed to assure that (i) all such proposals are consistent with the need to minimize flood damage within the flood prone area ...., and (iii) adequate drainage is provided to reduce exposure to flood hazards."

The Office of General Counsel of the Federal Emergency Management Agency (FEMA) has consistently interpreted the requirements "to minimize flood damage" and "to reduce exposure to flood hazards" to mean that the participating community may not under these regulations cause any increase in the flood hazard or increase in the base flood level (100-year flood water surface elevation) within a floodway fringe area as a result of approval of any construction within a flood plain.

Evidence of the serious intent to enforce these provisions may be seen by several lawsuits filed by FEMA against communities for violation of their contracts by failure to enforce their own flood plain management ordinance as well as the FEMA Regulations, and by the removal of at least one community from the Flood Insurance Program for the same reasons.

Based on data presented in the table on Figure 3 of Volume III, it is estimated that the development of the Dos Vientos Ranch will increase the flood discharges by 23 percent during the 100-year magnitude storm as compared with those of a 50-year magnitude.

This increased runoff will also exceed the capacity of Conejo Creek above its junction with Calleguas Creek as well as the
capacity of Calleguas Creek downstream from the Conejo Creek junction, thus increasing the flood threat along virtually the entire Conejo/Calleguas Creeks drainage system between Dos Vientos Ranch and the ocean. Such acts are in direct violation of the aforementioned Federal Flood Insurance Regulations, the City's own Flood Plain Management Ordinance, and the terms and conditions of the agreement between the City of Thousand Oaks and the Federal Flood Insurance Administration whereby the City obtained subsidized flood insurance for its inhabitants. To approve the development of the Dos Vientos Ranch as now proposed would jeopardize the ability of the City to continue to participate in the program. This would be an economic and environmental consequence of awesome proportions.

Either the project must be redesigned to accommodate the requirements of the Federal Flood Insurance Regulations or else the EIR must propose mitigation measures to avoid increasing the flood threat for the full 100-year magnitude storm along the entire downstream channel system.

The EIR should also address the cumulative impacts of runoff from the proposed development along Conejo and Calleguas coupled with increased 100-year runoff from development of downstream areas within the Sphere of Influence of the City of Camarillo. The EIR should also address the potential for increases in the 100-year runoff from development of other portions of the Calleguas/Conejo watershed system within the Thousand Oaks Sphere of Influence.

6. Page VI

Reference: The first full paragraph on page VI under the Heading Hydrology/Drainage, states, as follows:

"Urban developments typically increase storm run-off volumes by replacing natural ground, where some storm water can percolate down to sub-surface water levels, with impervious materials which allow only surface drainage. In addition,
drainage velocity is increased since water flows more rapidly over relatively smooth surfaces, such as storm drains, roads, etc. than over the natural ground surface. Thus, run-off is concentrated more rapidly at downstream locations. Without any storm water retention devices, 50-year storm flows exiting this property from the South Branch and Conejo Mountain Creeks are projected to increase 27% above nature conditions.

Comment: This paragraph supports the conclusions drawn under Comments Nos. 3, and 4, and is the basis for the EIR's recommendation for the inclusion of further retention basin capacity to avoid the 27 percent increase in runoff in South Branch Arroyo Conejo.

As shown in Comment No. 5, this level of protection is inadequate in that it violates Federal Regulations, the City's Flood Plain Management Ordinance, and the agreement whereby the City participates in the Federal Flood Insurance Program. The proposed mitigation measures cannot be in violation of any of those three documents.

7. Page VI

Reference: The second full paragraph describes the cumulative effects of urban development within the watersheds which include:

"...nuisance water and effluent flows downstream of the Hill Canyon Wastewater Treatment Plant and its effect upon soil saturation, vegetation growth and bank stability. Also, in certain lower reaches of Calleguas Creek, during the summer months this water leaches into adjacent crop land, causing a reduction in soil productivity."

Comment: The EIR fails to recommend appropriate mitigation measures for this significant impact, in direct violation of regulations of the California Environmental Quality Act (CEQA).

The EIR also fails to even recognize, let alone recommend, mitigation measures to relieve the direct and cumulative flooding
impacts resulting from the net increase in flood flows from a 100-year magnitude storm caused by development of the Dos Vientos Ranch. The EIR should be revised to recognize such direct, significant and adverse impacts and should recommend appropriate offsetting mitigation measures.

8. Page VII

Reference: The first sentence in the first paragraph under the heading, Vegetation, states:

"Project development will result in the direct removal of native and non-native species of plants over approximately 55 percent of the project site."

Comment: The environmental consequences of this act, other than merely citing plant removal, should be described in this section, with particular reference to potential on-site and off-site erosion impacts, along with appropriate mitigation measures. See Comment No. 5.

9. Page VIII

Reference: The first sentence of the second full paragraph states:

"The most significant cumulative impacts to vegetation are related to the loss of large tracts of annual grassland and a proportionately smaller amount of coastal sage scrub."

Comment: The environmental impacts of this action should be described in greater detail to include reference to the potential on-site and off-site consequences, taking into account the reference quoted under Comment No. 6.
10. Page XI

Reference: The second full paragraph states, in part:

"The main (wastewater services) impacts of the Dos Vientos Ranch will be felt in the Unit E interceptor, with a projected total flow of 5.5 cfs."

Comment: These statements mischaracterize the real impacts of urbanization of hillside lands by concentrating on the wastewater flows themselves and ignoring the truly significant increase in flood runoff resulting from urbanization permitted by the expansion of the treatment plant.

A section should be added under the heading, Public Services, to describe the need for adequate downstream flood conveyance capacity, funded as a public service facility for the same reasons that water, wastewater, power, telephone and transportation facilities are also required. See Comments 19 and 33.

11. Page XII

Reference: The first sentence under the Section 12, headed, Water Conservation, states in part:

"With the present rate of population growth in Southern California currently estimated at 180,000 a year, supplies available to the Metropolitan Water District (of Southern California) are likely to be insufficient to meet demands, even in years of normal precipitation."

Comment: A statement to the effect that there will not be sufficient water to meet demands within the service area of this proposed project requires that the deficiency be addressed in the EIR by some type of a mitigation measure. It is not enough to merely state the problem and not propose a solution. See Comment 32.
Reference: In part (a) under Section 3, Hydrology/Drainage, it is stated that the applicants have proposed to mitigate downstream flood hazards by the provision of two storm water retention basins in the Conejo Mountain Creek area having an aggregate storage capacity of 143 acre feet. It is alleged that the actual flow of storm water draining from the property is projected to be reduced to a level less than under the present conditions even after the proposed Specific Plans are completely built out.

Comment: Several questions are raised here. First, the analysis of the project's engineers is based on a 50-year storm magnitude, rather than a 100-year storm as required by federal law, local ordinance, and contract. Second, there is no provision for regulating the increased runoff from the South Branch Arroyo Conejo. Third, there is no provision in the EIR indicating how the requirements of the FEMA Interim Levee Policy will be implemented, including, but no limited to, the requirement that the retention basins must be operated and maintained by a public agency. An acceptable agency, according to FEMA requirements cannot be a homeowner association, but must be a public agency having sufficient financial resources and a commitment to operate and maintain the basins in accordance with federal policy. The DEIR contains no such assurances in the form of an appropriate letter of commitment acceptable to FEMA. The EIR should also contain a financial analysis setting forth the manner in which proper funding and management of the retention basins would be provided.

Reference: In item (b) under Section 14, Traffic and Circulation, reference is made to the construction of local...
master planned roads identified in the Circulation Element of the Thousand Oaks General Plan.

Comment: This and other sections of the DEIR do not make it clear whether the cumulative increases in runoff from the new road surfaces referred to above, the school referred to on Page XX, and commercial developments which will be spawned by the Dos Vientos development, have been considered in calculations of runoff attributable to the development. It appears that the calculations presented in Part C fail to consider such impervious areas and the resulting increased runoff. If that is so, the calculations should be revised and the text of Section C should be revised to conform therewith. See Comments 14, 20, 21 and 34.

14. Page XX

Reference: Paragraph (a) under the heading, Public Schools.

Comment: See Comment No. 13. It is not clear from the text whether the increased runoff from the fully-developed 28.5-acre school site has been considered in calculations of increased runoff from the Ranch development. If not, the calculations and text should be revised. See Comments 13, 20, 21 and 34.

15. Page XXII

Reference: The DEIR notes, in Section (a) under the heading, Hydrology, quote properly, that approximately 300 acres of Specific Plan No. 9 tributary to the Main Fork of the South Branch of the Arroyo Conejo (South of Poterero Road) is tributary to the downstream area depicted in the exhibit that follows Figure 3, Volume III, yet the Ranch applicants have proposed no retention basins of the type proposed on Conejo Mountain Creek. Accordingly, the DEIR recommends that the additional 145 cfs of storm water from the area be regulated by an additional on-site retention basin.
Comment: This recommended mitigation measure is meritorious. However, it does not go far enough for the following reasons: (1) The 50-year magnitude design criteria does not comply with FEMA Regulations, the City's own Flood Plain Management Ordinance and the City's flood insurance contract with the Flood Insurance Administration, (2) the two retention basins proposed on Conejo Mountain Creek only control approximately 30 percent of the portion of that creek proposed to be developed within the project, leaving approximately 70 percent of that urbanized watershed unregulated, and (3) the two basins in Conejo Mountain Creek are only proposed to be sized to regulate the 50-year magnitude storm runoff to pre-project conditions, which is approximately 81 percent of the level of control which would be provided if the 100-year flow were regulated.

The problem can be corrected by either (1) increasing the size of the retention basins, so that there is sufficient capacity to regulate the discharge from a 100-year storm for the entire developed portions of the affected watersheds, (2) providing adequate downstream levees and revetments to prevent overflow onto any portion of the 100-year floodway fringe between the development and the ocean, or (3) disapproval of the development, annexation and EIR until such time as adequate downstream flood protection is installed and maintained under an effective, properly-financed operation and maintenance program. If adequate retention basin capacity is proposed as part of the development plan, the basins need not necessarily be located on the developed property, as it appears there may not be a suitable site or sites at proper locations within the development to provide for the regulation of the 100-year storm runoff. If such proves to be the case, the City of Thousand Oaks may have to assist the developers in acquiring the necessary rights-of-way at the developers cost.

The DEIR should be revised to reflect the foregoing comments and
in particular, to point out that the most intensively developed portions of the Conejo Mountain watershed lie downstream from the two presently-proposed retention basins. The EIR in its present form cannot be approved due to the above-referenced unmitigated problem.

16. Page XXII

Reference: In Section (b) under the heading Hydrology/Drainage, the DEIR recommends the provision of temporary desilting basins prior to and following any site grading activity.

Comment: Presumably the maintenance of such facilities would be the responsibility of the contractor(s). However, provision should be made in the EIR for assurances that such basins would be maintained for as long as necessary. The EIR should note that this may require public agency involvement if the time period of need for the basins extends significantly beyond the completion of the project.

It would appear that some of these desilting basins might appropriately be made into permanent desilting debris basins or else combined with the storage volume provided in the retention basins.

17. Page XXVI

Reference: Item (h) describes the possible use of retention basins as permanent water impoundments and to establish aquatic habitats within them.

Comment: While such plans may enhance the number and diversity of wildlife inhabiting the area, the EIR should point out that the proposed permanent impoundments and aquatic habitats cannot encroach on the retention basin capacity required to control the 100-year storm runoff.
18. Page XXVI

Reference: Under Item (b) it is suggested that improved channels be constructed so that the bottom is lined with native rock and substrate.

Comment: The EIR should point out that proper maintenance of such channels by a suitable public agency is absolutely required, regardless of the nature of materials used on their bottoms and that care should be taken not to diminish the required carrying capacity of the channel in the interest of maintaining a wildlife habitat.

19. Page XXVIII

Reference: Item (b) under Section 11D, Public Service, concludes that adequate capacity will be available in the Hill Canyon Treatment plant (HCTP) assuming the final EIR is approved for the Dos Vientos and other expansion projects.

Comment: Objection has been raised to the expansion of the HCTP on grounds that there is no assurance that the designs of proposed developments to be served by that plant will be adequate to correct serious downstream flood hazards created by those developments in excess of the already existing, severe flood hazard. The EIR points out the consequences of such uncontrolled developments when no adequate channel capacity is provided or else where no retention basin capacity is provided.

We agree with the last sentence of item (b), i.e., development of the Dos Vientos Ranch should not be approved until both the final EIR for the Ranch project is approved and the Regional Water Quality Control Board issues new NPDES permit.
Reference: Item (a) under Section 14, Traffic and Circulation, points out the significant area of streets and roads which are required to be surfaced as a part of the final adopted Circulation System for Specific Plans 8 and 9. Section VIII, figures 1 thru 10 show significant widening of portions of Reino Road, Old Conejo Road, Wendy Road, Lynn Road, and Ventu Park Road, in addition to the new circulation system to be constructed to serve the needs of future traffic flow created by the development.

Comment: Calculations of increased runoff due to development of the Ranch do not appear to reflect the increased runoff from these large expenses of new pavement. If not, the calculations should be revised and the EIR text changed accordingly at affected sections. See Comment 13.

Reference: Item (b) of Section 16, Public Schools. See also Figure 1d, Volume III.

Comment: It is not clear from the text when the new K-6 site would be developed or whether the increased imperviousness resulting from such construction has been considered in the calculations of increased runoff due to the development. If the runoff from the school site has not been considered in the DEIR, the calculations and text should be checked and revised as appropriate. See Comments 13 and 14.

Reference: Section 4, No Project
Comment: The final sentence is a truism. However, the EIR should point out that there could be significant adverse downstream consequences if the development, as currently proposed in the DEIR, were to be approved without the mitigation measures recommended herein.

23. Page 2

Reference: A General Plan Amendment is proposed under Section D.

Comment: The justification for a General Plan Amendment which would provide for an increase of 28 percent in the holding capacity of the Ranch, as compared with the existing General Plan is not stated. It is merely noted that the change is necessary in order to accomplish the objectives of the developer. The EIR should contain a technical justification in this section for the change which would explain why the existing plan is inadequate, what changes have occurred since its adoption to render it obsolete, and why, in a positive sense, the proposed change is in the best interests of the City of Thousand Oaks.

24. Page 6

Reference: The first sentence at the top of the page states:

"The Conservation Element of the General Plan further classifies land in excess of 25% slope as intrinsically suited to few urban uses, for reasons of soil erosion control and preservation of the aesthetic quality of the land form."

However, the next paragraph states in part:

"There has, however, been a tendency to utilize slopes in the 10 to 25% range for much higher densities than recommended in the General Plan."

Comment: The EIR does not present any justification for deviation from the requirements of the General Plan, nor does it
observe the environmental consequences of the extent of the proposed deviation. Both the justification for the change and the environmental impacts should be discussed, along with appropriate mitigation measures.

25. Page 12

Reference: In the paragraph under the heading Flood Retention Basin and Water Reservoirs, it is noted that the retention basin proposed in Planning Unit 23 will require significant excavation in order to accommodate the proposed 93 acre-feet of water.

Comment: As discussed under Comment No. 5, it is possible that the chosen site may not be suitable if the required capacity to regulate a 100-year magnitude flood flow is provided in order to comply with the aforementioned federal law, local ordinance and contract requirements.

26. Page 24

Reference: In the last paragraph beginning on page 24, reference is made to the existence of a 100-year flood plain boundary as established by the Federal Insurance Administrator.

Comment: Given the availability of that information and the requirements of the flood insurance program, it is not explained why the 50-year magnitude storm is even discussed in the EIR. The base flood flow required to be considered under federal law is the 100-year storm runoff, which is some 23 percent greater, on average, than the 50-year storm flow.

As explained under Comment No. 5, the calculations discussed on page 24 under the heading, Impact, should be revised, and the text revised accordingly. This should present no difficulty since the data in Appendix A of Volume II show the preliminary 100-year data in addition to the 50-year data.
It is understood why the 50-year data were chosen, as noted at the top of page 25. However, rather than waiting until final design, the final EIR, when adopted, should show the result of a computerized analysis of the 100-year storm due to the probable significant effect on retention basin locations and storage capacities, and the possible need to revise the project plan.

27. Page 25

Reference: Under Section 2A, the DEIR discusses three perceived effects of development within the tributary watersheds of Conejo Creek. Briefly stated, these are:

(1) Increase in nuisance water resulting from urban areas during non-rainfall periods.

(2) Increase in effluent flow downstream from the HCTP and its effects upon soil saturation, vegetation growth and bank stability, and

(3) The effects of effluent and nuisance water in crop land.

Comment: The foregoing list should be expanded to include the following item:

(4) Increase in flood water flows from urban areas during the rainfall periods beyond the capacity of existing downstream channels and consequent overtopping of channel banks and levees.

Item 4 is by far the most critical problem because of the natural uninhibited development of the tributary watersheds.

With regard to Item (2), the DEIR notes that the sustained effluent flows during summer months lead to vegetation growth
that would not otherwise occur, leading to clogged channels and enlarged flood plains.

The EIR should point out that the increased vegetation growth exacerbates the maintenance problems because available operation and maintenance funding levels are significantly below what is currently required.

28. Pages 26-27

Reference: The EIR proposes four mitigation measures to reduce flood hazard impacts arising out of the proposed development. Briefly stated, the include:

(a) Construction of two retention basins with a combined capacity of 143 acre-feet.

(b) Backbone underground storm drain system.

(c) No regulation on South Bank Arroyo Conejo.

(d) Construct and maintain temporary desilting basins to be constructed and maintained prior to and following any site grading operations.

Comment: (a) As noted previously, the two retention basins are intended to reduce the flows from a 50-year magnitude to those which would occur under undeveloped or natural conditions under the same storm conditions. The basins as proposed by the applicants are undersized for at least four reasons. First, the City of Thousand Oaks is not a liberty under its contract with the Flood Insurance Administration to approve the 50-year design criteria. Second, it appears that the two basins are not located at points necessary to control even the 50-year storm runoff due to the significant downstream urbanization which would occur within the Ranch. Third, were a storm of 100-year magnitude to
occur, the existing downstream channels would be overtopped due to the fact that they do not even have capacity to accommodate flows from a 50-year storm. The DEIR acknowledges this fact.

Fourth, the extent of the 100-year flood plain shown on the map following Figure 3 in Section III of Volume III was calculated on the basis of upstream development existing at the time of preparation of the map. Development which has occurred since preparation of the map, and that which will occur in the future from development, such as Dos Vientos, will cause additional flooding beyond that shown on the maps, and will also cause a significant increase in flooding along downstream reaches of Conejo and Calleguas Creeks where serious flood hazards already exist. These hazards and impacts from the project require a significant revision of the analysis and formulation of additional mitigation measures in order for the EIR to be acceptable under CEQA regulations. See Comment 5.

(b) The DEIR quite properly notes that no retention capacity is proposed by the applicants on the Main Fork of the South Branch tributary area, and recommends that we be provided with capacity sufficient to regulate a 50-year storm flow. The concept of this additional control is proper. However, the basin should be of sufficient size to control the 100-year storm flow in order to comply with the requirements of the Federal Flood Insurance Program.

(c) See comment (b) above.

(d) The proposal to provide temporary desilting basins is also a good one. However, the EIR should require a provision for their continued existence and maintenance beyond the completion of the project if needed. See Comment 16.
Reference: Item (g) discusses the possible use of the retention basins for enhancement of wildlife habitat.

Comment: The EIR should require proper maintenance of the retention basins in order to assure the availability of their designed capacity for runoff regulation. Item (g) suggests that the growth of a variety of plant life be encouraged to provide for an expanded wildlife habitat. The EIR should make it clear that such encouragement could be at cross purposes with the flood control function unless additional capacity is provided and maintained for wildlife habitat enhancement. There should be no encroachment in the flood control storage allocation. For this reason, it is absolutely imperative that the retention basins be maintained by a public agency with flood control responsibilities. The developers or homeowner associations are unacceptable to FEMA. See Comment 30.

30. Page 55

Reference: Item (k) discusses the value of retention basins for wildlife enhancement purposes, and suggests the deduction of a permanent portion of the basins for such uses.

Comment: It is not easy to provide the type of habitat suggested in Item (k) in the bottom zones of retention basins where sediment accumulates, and conflicts between fish and wildlife objects and flood control maintenance requirements are often at cross purposes and frequently mutually exclusive. These potential conflicts need to be addressed in the EIR. Question is raised as to whether all of the objectives discussed in this section can be met. See Comment No. 29.
Reference: Item (o) suggests the lining of channel bottoms with native rock and substrate.

Comment: This practice can increase the cost and difficulty of channel maintenance, which should be noted in the EIR. If the design of the channel interferes with good maintenance practices to the extent that vegetation is allowed to grow, the carrying capacity of the channel is reduced and the anticipated level of flood protection is lost. The EIR should honestly acknowledge those potential conflicts.

Reference: Section H describes the actions required to furnish the Dos Vientos Ranch with water.

Comment: This section concentrates entirely as the physical and institutional aspects of conveying water to the Ranch, and fails to point out that the Metropolitan Water District, as the wholesale supplier of water in southern California may not be able to supply all of its service area with water after 1985. See Comment No. 11. This problem should at least be noted in Section H.

Reference: Section H discusses the means whereby wastewater services would be provided to the Dos Vientos Ranch. Under the first full paragraph on page 62, it is noted that the final EIR for the HCTP has not been approved as of August, 1985. On page 63, the DEIR discusses the fact that flows from the Dos Vientos Ranch will be higher than contemplated in the 1981 Master Plan, but states the Master Plan can be revised. On Page 64, a capacity limitation problem in the Unit E wastewater interceptor
is proposed to be corrected by constructing a replacement or parallel line. The last paragraph on page 64 assumes that there will be adequate capacity in HCTP once it is approved, but recommends that construction of Dos Vientos Ranch not occur until the final EIR for HCTP has been approved and a NPDES permit issued.

Comment: These sections fail to recognize the issues to be faced before the HCTP capacity can be enlarged and a final EIR can be approved by the City Council. Without discussing the merits of either side of that controversy, this EIR would be remiss in not even mentioning the controversy and at least the issues involved in the controversy. It is clear that, at the very least, there could be a delay in approval of the HCTP FEIR, and final issuance of a NPDES permit. See the Background Statement to this report and Comments No. 10 and 19.

34. Page 95

Reference: Item (a) under Section 3, Mitigation Measures, discusses the need for deduction of a 28.5 acre site for a joint elementary/secondary school site.

Comment: The EIR should note there will be secondary mitigation requirements for the regulation of increased runoff from the school site which will require construction of downstream channel improvements and/or retention basins. See Comments 13, 14, 20 and 21.

35. Page 118

Reference: Under the heading, Reduced Density of Development, the text discusses the fact that flood control facilities are unavoidable unless project density is significantly reduced.
Comment: It would appear that neither the project nor its EIR should be approved until significant project changes are accomplished to avoid the inadequate design of flood control facilities as presently proposed. Even with a significant reduction in density, there still would be a substantial downstream impact of the project on existing, inadequate, improved and unimproved downstream drainage channels. These inadequacies should be clearly stated at this point in the EIR. See Comments 5, 12, 13, 14, 15, 19, 25, 26, 27, 28, 29, 32 and 33.

36. Page 119

Reference: The No Project alternative discussion concludes that development of Dos Vientos Ranch is inevitable.

Comment: It follows, therefore, that the project would still face the obligation of avoiding direct and indirect impacts on already overtaxed downstream drainage facilities. The fact that inevitable pressures would eventually force consideration of a new proposal is no excuse for requiring proper mitigation measures to overcome significant adverse environmental impacts. CEQA mandates that all significant, adverse impacts shall be mitigated or the EIR cannot be approved.

37. Page 122

Reference: Under Section M, Hydrology, it is noted that:

"Impermeable surfaces and compaction of soils associated with the construction of housing structures, driveways, sidewalks, streets and major roadways will tend to increase runoff volumes from the site and reduce their time of concentration with downstream flows in the Arroyo Conejo and Calleguas Creek drainages."
These impacts are cited as adverse impacts which cannot be avoided if the project proposal is to be implemented.

Comment: It is certainly clear that these impacts cannot be avoided if the project is approved as presently proposed. However, it does not follow that the EIR must be approved when the EIR acknowledges the existence of such serious problems which would be transferred to downstream property owners who already are faced with overwhelming flood problems such as those which have occurred three times in the last seven years.

The EIR has a statutory duty to clearly identify those significant adverse environmental impacts which must be mitigated, and to require appropriate mitigation measures or else the EIR cannot be approved. Those adverse impacts cited in Section M are all capable of being mitigated or eliminated entirely, and they therefore should not be stated to be unavoidable in this section. What is needed is for the EIR to advise what mitigation measures are necessary since the applicant has chosen to ignore the problem.

38, Page 124

Reference: In Section VI, the third sentence states:

"The long term effects of these potential impacts are discussed in detail in the prior sections..."

Comment: Issue is taken with the accuracy of that statement. The long term direct and cumulative impacts of drainage problems associated with the development of Dos Vientos Ranch as proposed, are not in some cases even mentioned, let alone discussed in detail, and appropriate mitigation measures have not been formulated and recommended in many cases in the EIR. Some of these unmitigated problems are frankly acknowledged in the
DEIR. See Comments No. 5, 12, 13, 14, 15, 19, 25, 26, 27, 28, 29, 32 and 33.

39. Page 126

Reference: Under Section VIII, GROWTH INDUCING IMPACTS, second paragraph, the project is stated to have a direct growth inducing effect upon utilities, including water and sewerage, and other public services such as police and fire, because of increased demands.

Comment: It is somewhat deplorable that this section would not also include drainage facilities in the category of public service, given the need for such facilities generated by the proposed development.

40. Attachment 2, Initial Study

Reference: Section F, Mandatory Findings

Comment: The box shall be checked opposite the statement:

"The environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly,"

Serious property damage and loss of life are threatened as a result of approval of the project, as proposed.

Volume II

41. Hydrology Report (A)

Reference: On Page 1, under Section 1, Environmental Setting, acknowledgment is made of the fact that the Federal Flood Insurance Administration has outlined the 100-year flood plain of the South Branch, Arroyo Conejo and that Federal flood insurance
is now required to obtain Federally assisted financing within the 100-year flood hazard areas.

Comment: The author should have been aware of requirements under that federal program that the City of Thousand Oaks is not at liberty to approve a project such as that proposed which would increase the flood hazard in the referenced mapped area. That is exactly what would happen with the proposed project design, even with the supplemental drainage mitigation measures proposed by the City of Thousand Oaks Department of Planning and Community Development in the DEIR.

42. Hydrology Report (A)

Reference: Under Section 2, Environmental Impacts, it is stated as follows:

"A study in 1976 by the Ventura County Flood Control District stated that the improved channels of the South Branch Arroyo Conejo do not presently have sufficient capacity to convey runoff from a 50-year frequency storm..."

Comment: Question is raised why the author did not question the status of improved and unimproved channels downstream from the South Branch Arroyo Conejo, including Conejo Creek and Calleguas Creek, and why it was assumed that all of those areas could withstand the damages from flows greater than 50-year magnitude, in violation of the requirements of the Flood Insurance Program discussed previously.

The remaining portion of that section goes on to propose two retention basins having a combined capacity capable of reducing the additional runoff due to urbanization of the property to the natural runoff level. The author acknowledges that the 27% increase would not be acceptable because it "would increase existing flood hazard in the downstream area," yet he does not
provide sufficient facilities which would keep the downstream flow quantities even at present levels.

43. Hydrology Report (A)

Reference: Under Section 3, Mitigation, the author discusses the downstream 100-year flood plain.

Comment: No explanation is given to the consequences of the occurrence of flows from a 100-year storm, or what would occur if two or three 50-year storms were to occur back-to-back. Finally, no explanation is given as to why no mitigation is required to reduce flows in the South Branch of Arroyo Conejo.

Volume III

44. Infrastructure Design

Reference: Hydrology and Drainage, Figure 3.

Comment: The analysis based on this map should be revised with the objective of preventing any downstream flows from a 100-year magnitude storm from causing any increase in flood elevations in floodway fringe areas mapped under the auspices of the Federal Flood Insurance Administration. This will required changes in channel or storm drain capacities, both on-tract and off-tract, and will require significantly greater retention basin capacities than presently are proposed in order to assure compliance with Federal Flood Insurance Regulations.

The un-numbered figure entitled, "Existing 100-year Flood Plain", should be followed by all of the downstream maps prepared by FIA between the Dos Vientos Ranch and the Pacific Ocean, including those along lower Conejo and Calleguas Creeks. The hydrology and drainage analysis should address the existing drainage problems shown on those maps under the 100-year storm condition.
SUMMARY

As a result of review of Draft Environmental Impact Report No. 148, the following major areas of deficiency in the DEIR in its present form have been identified, which in our professional opinion, must be overcome before the City of Thousand Oaks may properly certify it as adequate and complete.

1. The DEIR does not recognize the seriousness of several significant, adverse impacts resulting from development of the Dos Vientos Ranch. Some of these impacts are identified as insignificant, are not recognized at all, or are noted as being the responsibility of other agencies.

2. The DEIR identifies impacts which are in violation of Federal laws and regulations and fails to recognize the true magnitudes of such impacts. Inadequate mitigation measures are proposed.

3. The DEIR fails to properly recognize the cumulative and secondary impacts of development of the Dos Viento Ranch. The DEIR also fails to identify appropriate mitigation measures for such impacts, which is in non-compliance with CEQA Regulations.

4. The DEIR fails to recognize several significant adverse impacts resulting from development of the Dos Vientos Ranch.

5. The DEIR fails to identify mitigation measures which are required by CEQA Regulations to be implemented when serious, significant, adverse impacts are identified.

6. This report constitutes sufficient grounds for the City Council and Planning Commission to conclude there are significant differences of professional opinion over the major conclusions of the DEIR.
7. In our professional opinion, the information presented herein so significantly controverts the major findings of the DEIR that the City Council is required, under CEQA Regulations to order that a supplemental or amended draft of the DEIR be prepared and distributed for comment prior to a public hearing.

8. It is our further professional opinion that the City Council may not properly certify the adequacy and completeness of a final EIR based on the findings of the draft EIR until a further draft EIR has been prepared and subjected to further public review and hearing.
CERTIFICATION

I, ROBERT H. BORN, CERTIFY THAT I AM A REGISTERED CIVIL ENGINEER IN THE STATES OF CALIFORNIA, NEVADA, ARIZONA, TENNESSEE AND THE TERRITORY OF GUAM AND A REGISTERED AGRICULTURAL ENGINEER IN CALIFORNIA, THAT THE ATTACHED REPORT WAS PREPARED BY ME, AND THAT I AM FURTHER COMPETENT AND QUALIFIED TO COMMENT ON THE MATTERS DESCRIBED IN THE REPORT, AND THAT IF CALLED UPON, I AM PREPARED TO TESTIFY UNDER OATH TO THE CONCLUSIONS PRESENTED THEREIN.

ROBERT H. BORN, P. E.

RCE 9614
October 18, 1985

Gregory P. Smith
City of Thousand Oaks
Planning and Community Development

Re: Dos Vientos Ranch, Draft E.I.R. No 148

Dear Mr. Smith,

The above referenced draft E.I.R. makes several assumptions regarding the potential impacts of this proposed development which are either unrealistic or which fail to adequately address certain issues. Those involve a) traffic and circulation, b) development density, and c) noise and air pollution.

a) Traffic and Circulation

1. Destinations

The peak direction destination analysis presented in Vol. II, G. Table 4 is still underestimating the percentage of internal trips (within T.O.) and external trips west on Rt. 101 which will be generated by the project in the year 2002 (the developer's projected build-out date). The analysis acknowledges the trend for more work trip destinations to remain within the Thousand Oaks area. However, with the extensive commercial and industrial development planned for the Rancho Conejo area, it is logical that the percentage of internal trips to north of 101 should increase (possible to 25%) rather than decrease from 21.5% to 20% as shown on Table 4.

Furthermore, with the major expansion of commercial and industrial development underway in Camarillo and Oxnard, the Table 4 projections for external trips west via Rt. 101 could easily be increased to 20% or even 25% instead of 15% as shown.

As admitted in Vol. 1, Sect. III K, forecasting traffic patterns is not a precise science. However, the acknowledged trends would more easily and reasonably support an estimate that in the year 2002, 45% or even 50% of the Dos Vientos peak destinations will be to the North of Rt. 101 (Rancho Conejo) and to the West via Rt. 101 (Camarillo and Oxnard) rather than 35% as projected by the Wallen analysis.

This has major implications with regard to the traffic volumes projected for Borchard Rd. and Lynn Rd.
2. Traffic Distribution

Despite the fact that the developer deliberately oriented the traffic toward Lynn Rd., the analysis (Vol II, G, pg 15) grossly underestimates the amount of traffic that will find it more convenient to use Borchard Rd. as an outlet from and into the project. The report claims that only planning units 14, 14A, 14B and part of 12 will use Borchard Rd. This represents only 12% of the total traffic volume generated by the project. However, an analysis of the travel distances to Rt. 101 and the number of traffic lights encountered shows that it is actually shorter, with fewer traffic signals encountered, to use the Borchard Rd. outlet not only from units 14, 14A and 14B, but also from units 12, 12A, 15, 16 and half of units 17, 4 and 7. The swing area actually is units 1, 2 and 3 which could go either way.

Since most of the units that favor Borchard Rd. are low density, and thus generate greater peak hour traffic, a more realistic estimate of distribution would be 53% Lynn, 45% Borchard, 2% Potrero instead of 86%, 12%, 2% respectively as shown on Vol. II, G, Table 8. Furthermore, the percentage choosing Borchard Rd. could increase even further if intermediate peak hour destinations are considered.

The Wallen analysis did not mention the effect intermediate destinations will have on peak hour traffic flow. It is reasonable to assume that a significant percentage of peak hour trips will involve an intermediate destination which will affect routing decisions. For example, many trips to and from work will first involve a stop at the day care center, dropping / picking-up a child at elementary school, a teenager at high school, a stop to fill the car with gas, a stop at the fast food stand, stops for newspapers, drycleaning, etc., etc. The decision of which route to take to work/home will then be made on the basis of where the intermediate stop is located.

The routing implications for Dos Vientos is clear. Nearly all the intermediate destinations favor routing onto Borchard Rd. The future elementary school in the project is adjacent to the Borchard Rd. outlet as are the future gas stations and stores. The high school is at Reino and Borchard as is the largest day care service. Four major shopping centers are located along Borchard Rd. and one is located on Wendy's north of Borchard Rd. Therefore, the distribution of traffic from Dos Vientos could easily be 50% Borchard, 50% Lynn rather than the grossly underestimated 12%, 88% suggested on Vol. II, G. Table 8.

3. Borchard Rd.

Since the traffic analysis has underestimated the amount of peak hour traffic bound to/from Rancho Conejo and west via Rt. 101, and it has also underestimated the amount of traffic that will favor Borchard Rd. because of dwelling location or intermediate destinations, it is clear that the report has significantly underestimated the impact Dos
Vientos traffic will have on Borchard Rd. A much higher volume of traffic will geographically and logically favor Borchard Rd., and this volume should be acknowledged and planned for.

Since this volume could easily rise from 12% (+275 p.m trips/hr.) to 45% or 50% (1051 to 1168 p.m trips/hr.), see Vol II, G, Table 8, the critical concern then becomes the impact these 700 to 800 additional trips per peak hour will have on the intersections at Borchard/Reino, Borchard/Wendy and Borchard/Rt. 101. An increase of 700 to 800 trips above those shown on Vol. III, sect. VIII, Figure 5A would unacceptably lower the Borchard/Wendy intersection to service lever F; a major adverse and unacceptble impact.

4. General Plan Circulation Element

Since much higher traffic volumes along Borchard Rd. are probable, the capacity of the Borchard corridor is a major concern. The Wallen analysis (Vol II, G, pg 19) incorrectly states that Borchard Rd. between Reino and Rt. 101 is "... fully improved as a secondary controlled access highway."

First of all; the road clearly does not conform to the standard B-2 profile for this stated class of highway (see Vol. II, G, pg 55) and second but more important, this statement is directly inconsistent with the adopted Circulation Element of the Thousand Oaks General Plan which calls for Borchard Rd. in this area to be a Primary Controlled Access Road when fully improved.

The wisdom and foresight of the General Plan becomes evident when considered in the light of the traffic volumes which can reasonably be expected along Borchard Rd. as mentioned above. It is rational and geographically logical that Borchard Rd. should be a primary artery at total General Plan buildout. If the wisdom of the General Plan Circulation Element is questioned or contested, let the appropriate procedures be followed to change the General Plan. In the absence of that, every effort should be made and in fact, is required by law to be made, to comply with the Circulation Element as it now stands when evaluating the proposed Dos Vientos project. Contrary to the developer's statement, (Vol. I, Appendix D, pg 4) the proposed project will not conform with nor complete the Circulation Element of the General Plan for the Newbury Park area.

Although significant obstacles would have to be overcome in order to bring Borchard Rd. into conformance with the General Plan (12 to 18 dwellings along Teresa Dr. would be affected in order to procure sufficient right of way, but household relocation incentives could be offered as part of the overall project to expedite and promote the improvement), the long term desirability of such an improvement is clear and fully called for under City Council Resolution No. 78-547. The recommendation
to start the improvement is made on the redesign exhibits, Vol. III, Sec. VIII, Figures: 5A and 5B (increase to 6 lanes from Rt. 101 to Hillcrest). However, it fails to extend the improvement west to Reino Rd. This is clearly the appropriate and opportune time to bring Borchard Rd. into compliance with the Circulation Element of the General Plan and the advisability of initiating that process at this time, although substantial obstacles exist, is equally clear and obvious.

5. Lynn Rd. and Future Development

The value of upgrading the capacity of Borchard Rd. becomes more important when consideration is given to future development potential in the area. When the Dos Vientos project is completed, very little development potential will remain along the Borchard Rd. corridor. Along Lynn Rd., however, several hundreds of acres of potential development will remain on the Brome Ranch and Olympia Farms property south of Dos Vientos and on the Warmington property east of Wendy Dr. All of this development, potentially several hundred units, will obviously use the Lynn Rd. corridor for access. This is all the more reason why a reasonable and appropriate share of Dos Vientos traffic should be directed to Borchard Rd. so that future growth can be accommodated on Lynn Rd.

By the Applicant's own admission (Vol. I, Appendix D, pg 13), any development within Dos Vientos beyond Phase I, IIA and IIB (2758 dwelling units or 70% of the project) "... could extend Lynn Road beyond its traffic volume capacity." Despite this admission they direct 88% of the total traffic volume onto Lynn Road and they make no allowance for substantial future development which will have to use this same corridor.

Therefore, it would be appropriate and advisable to redesign the internal circulation of Dos Vientos so that Borchard Rd. intersects Dos Vientos Parkway farther east, closer to the village center, with Borchard Rd. conforming to a B-2 profile as shown on the Circulation Element of the General Plan instead of a B-3 profile as proposed on Vol. III, Sect. VIII, Figure 12. This coupled with upgrading the rest of Borchard Rd. per the Circulation Element should result in a more even and convenient distribution of traffic as sought by the General Plan.

6. Lynn Rd. Improvement Phasing

The Applicant's project description (Vol. I, Appendix D, pg 8) suggests that the extension of Lynn Rd. to link up with Potrero Rd. (and cul-de-sac at Potrero Rd. at the city boundary) should be undertaken immediately, even prior to annexation and project approval. No
mention is made, however, of the additional burden this will place on the intersection at Lynn Rd. and Reino Rd. which will handle all of the rerouted traffic generated by such a link up. Even at present volumes, this intersection is very awkward and dangerous. Before additional traffic volumes are imposed upon it, this intersection should be improved to prevent more accidents from occurring.

7. Traffic Signals and Side Street Access

With the significant increases in traffic volume along Lynn Rd. and Borchard Rd. no information is given in the report regarding the need for traffic signals along these corridors and the projected disposition of access from side streets.

For example, at final buildout, will Lynn Rd. require signals at Greendale Ave., Knollwood Dr., LaGrange Ave., Meadowcrest St., Felton St., and E. Kelly Rd. as well as at the main intersections listed in the report. Additionally, will the other streets along the corridor be able to access both directions of Lynn Rd. as they now do at Fernhill Ct., Boxthorn Ave., Longford Ave., Lemonwood St., and W. Kelly Rd.

The same questions apply along Borchard Rd. for signals at Los Vientos Rd., Cabrillo Ave. and W. Kelly Rd., and access at San Antonio St., Dickenson Ave., Silas Ave. and Carob Dr.

8. School Children Safety

Since Lynn Rd. and Borchard Rd. will become major arteries with heavy traffic volumes, school children will face significantly increased dangers in order to cross these major roads to reach school. A significant number of children now cross Borchard Rd. to reach Cypress School, cross Lynn Rd. to reach Banyon, and cross both Lynn and Borchard to attend Sequoia. Will crosswalk attendants be required in addition to the signals mentioned above? Will the signals provide for pedestrian calling? The safety of the school children should be addressed.

9. Trails

A significant number of bicycle enthusiasts use the Potrero Rd. corridor for pleasure cycling and training. If this corridor is dead ended, appropriate rerouting should be provided. The Trail Plan shown on Vol. III, Sect. VIII, Figure 11 has a Bike/Ped. trail linkage at
Kimber Dr., but none is provided at Lynn Rd. east of Dos Vientos Parkway where the rerouted Potrero Rd. bike traffic will be coming from. An appropriate trail linkage should be made to provide for this traffic.

b) Project Density

The proposed dwelling unit density of the project (3940 d.u.) far exceeds the density allowed by the General Plan (2903 d.u.). The applicant attempts to justify this by claiming a "density bonus" should be applied as provided in AB1151 for low to moderate income housing and by further adding 311 additional units, even beyond the bonus amount, which he calls part of an unused "housing inventory" in the General Plan, since potential projects elsewhere were not developed but the necessary infrastructure for them exists.

First of all, past decisions made by the appropriate governing bodies to approve or deny development elsewhere, and decisions made by other parties to proceed with or abandon development projects elsewhere should not affect the evaluation of nor be relevant to the consideration of this development proposal. Moreover, it is clear from several sections of this proposal, that "excess" infrastructure does not in fact exist but rather extensive improvements must be made to streets, water systems and runoff facilities, etc., in order to accommodate just the development within this one project.

Furthermore, no supporting data or projected figures are given to verify the claim that the "bonus" units will in fact qualify as affordable to low and moderate income households. It is hoped that if such supporting data is forthcoming, it will show that in keeping with the spirit of AB1151, the proposed "bonus" units will be affordable not only to the highest of moderate income households, but to the lower income households as well.

Finally and foremost, of the four planning units the applicant claims will qualify for density bonus (planning units 1, 4, 11 and 16, totalling 1355 d.u.), two do not qualify. Planning unit 1 is a 221 unit "Senior Citizens" housing project which was originally included in the overall proposal (and is thus reflected in all the impact studies) but was subsequently abandoned by the developer (see Vol. II, Sec. 1 - correspondence). The city was offered the site but the developer no longer intends to build these units, is under no obligation to do so and it is a totally open question as to whether these units will ever be build. Therefore, these units do not qualify as "bonus" units.
Additionally, the Applicant claims that the 531 d.u. in planning unit 11 will qualify as "bonus units" but this will not conform with the Conservation Element of the General Plan as outlined in Vol. I, Sect. I.E.1.(a), pg. XXI, which calls for a maximum density of only 2 d.u. per acre in this area. Thus, a maximum of only 212 d.u. would be allowed in planning unit 11, bringing the total "bonus" units in the project to only 815 (units 4, 11, & 16; 346, 212 & 257).

This would fall well short of the 930 (.25 x 3719) or 25% "bonus" units required in order to qualify for the density bonus under AB1151. Therefore, the proposed project as a whole would not qualify for any "bonus" in density and should be scaled down to 2900 dwelling units or less to conform with the spirit as well as the letter of the General Plan.

c) Noise and Air Pollution

1. Noise

According to Vol. II, H, Table 2, adverse traffic noise levels will unacceptably exceed both the state and federal residential noise standards at existing dwellings adjacent to Lynn Rd. from Dos Vientos Parkway to east of Venti Park Rd., at dwellings adjacent to Borchard Rd. both east and west of Wendy Dr., and at dwellings adjacent to Wendy Dr. both north and south of Borchard Rd. The analysis indicates that partial mitigation of these impacts may be possible by constructing solid block walls along property lines, in the line of sight, where they do not now exist (Vol. II, H, pg 7). No discussion is presented however, for situations where this measure is either impossible or prohibited by other restrictions.

For example, many affected dwellings are situated at such an elevation relative to the roadway that walls would not block the line of sight between the two. Additionally, some affected dwelling units are in tracts previously conditioned by the city and prohibited by the CC & R's from constructing block walls along the street. In these cases, will the previous tract conditions and CC & R's be amended to allow block walls or where line-of-sight walls are impossible, will other mitigating measures be offered such as structural remodeling of the dwelling to reduce interior CNL's per Vol. II, H, pg 7?

In either case, whether walls or structural changes, who will pay for these measures and at what point in time will they be completed? Who will subsequently measure the resulting noise levels to determine their compliance with the standards? Where mitigating measures are not
feasible or effective, will compensation be offered to the affected parties (i.e. relocations as in the LAX/Westchester litigations)? Also, as an alternative discussion, to what extent would peak hour traffic volumes have to be reduced in order to bring noise levels down to within the state standards and thus avoid the adverse impacts altogether?

2. Air Pollution

As discussed in Vol. II, the greatest adverse impact on air quality will be the 137 tons/yr. of reactive organic compounds (ROC) generated by the project's traffic. This exceeds the APCD guidelines (just under 14 tons/yr.) by an enormous amount. The report indicates that this impact could be reduced by funding Commuter Computer representatives and thus reducing traffic. However, the report states that 7316 carpools would be needed to reduce the ROC emissions sufficiently to meet the guidelines.

Even with the subsidies suggested ($30.74 per carpool) it seems highly unlikely that this number of carpools could be created with such a promotion in this area. It would be useful if further data could be provided regarding the counties' record of success at creating carpools at this subsidy level and whether or not the creation of such an enormous number of carpools is even realistic, let alone probable.

This outlines many of the major issues and concerns which are raised by reviewing the proposed Dos Vientos development and Draft E.I.R. Your consideration and response to these points and issues would be greatly appreciated. Thank you for the opportunity to review these documents.

Sincerely,

[Signature]
Greg VanOrman
Monticello Estates Homeowners
November 4, 1985

Gregory P. Smith
Department of Planning
and Community Development
City of Thousand Oaks
401 West Hillcrest Drive
Thousand Oaks, California 91360

Draft Environmental Impact Report No. 148
Dos Vientos Specific Plans 8 and 9/Annexation 89
Land Use Amendment 85-143 of the City of Thousand Oaks

This is in response to your request to review the above-referenced EIR. Our comments are offered in the Commission's role as a responsible agency with respect to the boundary changes associated with this project.

Our comments are tied to those concerns which will be of particular interest to LAFCO at such time as the matter is heard by the Commission.

1. **Project Description** -- The project description seems to be inadequate when compared to section 15124 of the State CEQA Guidelines. Reviewing the rest of the EIR reveals the necessary information but it should be incorporated in an expanded description at the beginning of the document.

   A table listing the proposed uses and the acreages would also be very useful.

2. **Summary** -- The summary in the EIR is 38 pages long. It is recommended that the summary be made more concise. Section 15123 of the Guidelines recommends a maximum 15-page summary as being desirable.

   Section 15123 requires that areas of controversy known to the lead agency, including issues raised by other agencies or the public, be summarized. These are not found in the EIR summary.
3. Growth-Inducing Impacts -- The text indicates the extension of major roads and infrastructure improvements into the Dos Vientos Ranch "is also likely to encourage future development of the Broome Ranch located south of Potrero Road to the west of Rancho Sierra Vista."

The text should indicate that the Broome Ranch is included in neither the City's Area of Interest or Sphere of Influence, is shown as open space in the Ventura County Open Space and Conservation Element and is at a markedly different elevation which is not tributary to the Thousand Oaks Wastewater Treatment Plant.

4. Project Alternatives--The alternatives section beginning is incomplete as presently written since it does not evaluate or consider alternative locations for all or portions of the proposed project.

Section 15126(d) of the State CEQA Guidelines which requires that EIRs,

"Describe a range of reasonable alternatives to the project, or to the location of the project, which could feasibly attain the basic objectives of the project, and evaluate the comparative merits of the alternatives." (Emphasis added)

The EIR should therefore evaluate alternative locations which could accommodate the intended uses.

5. Geology, Environmental Setting -- The Sycamore Canyon Fault crosses to the immediate southeast of the site. (Attachment 3--Geoseismic Map of Ventura County)

Perhaps the "several geotechnical investigations" incorporated by reference into the EIR mention the Sycamore Canyon Fault but it should be reference in the main body of the text. (See section 15125 of the CEQA Guidelines regarding knowledge of the regional setting.)

5. Traffic and Circulation -- Page 78 refers to Figure 5 in Volume III for the results of an analysis of the minimum "geometrics" that would be necessary to maintain a level of service C operation or better at all intersections. More textual information regarding Figures 5A and B is needed to better explain the data.
On the same page the EIR indicates the Borchard/Route 101 southbound on-and-off ramps will be at service level F under existing road geometrics and that Figure 6 illustrates the geometrics needed to solve the problems. Is it an oversight that nothing is shown in Figure 6 specifically for the Borchard Road southbound ramps?

The connection between the mitigation measures depicted on page 80 and the specific intersection geometrics in Figure 6 is unclear. Is it intended for the City Council to adopt these specific mitigation measures? If so, this understanding should be made in the text.

6. Fire Protection Setbacks -- Does the mitigation measure section on page 59, subsection 3B, mean that when the project is completed there will be a clear 100-foot distance to the nearest vegetation from all houses and other structures as built in the development?

The County of Ventura has developed specific conditions in this regard in use in Oak Park which has similar terrain to this project. These are attached for your information.

While LAFCO realizes that it is not necessarily the function of the EIR to determine which alternative mitigation measures shall actually be implemented, the City will have the responsibility to address how these concerns will be resolved when the matter is considered by the Commission.

We appreciate the opportunity of reviewing this document. If we can be of further assistance, please contact Kim Hocking at 654-2573.

ROBERT L. BRAITMAN
Executive Officer

dc: Resource Management Agency
MEMORANDUM

To: Rich Guske
   Development Services

From: W. G. Haydon
   Flood Control

Subject: DOS VIENTOS DRAFT EIR

By memo dated October 9, 1985, you transmitted this draft EIR to us for review and comment. Our comments on the flood control aspects of this study are as follows.

1. Page 24 - The main fork of the South Branch Tributary is indicated as developing a 50-year flow of 438 cfs. Similar numbers on page 26 indicate 538 cfs. Which is correct?

2. Page 24 and page 26 - The total Q's indicated should be removed since they are meaningless. The total flow at common points downstream of the site can only be developed after flood routing the waters. Direct addition is not proper.

3. Page 25 - The comments attributed to Haydon-1981 are from a letter which requested that these issues be discussed in the EIR and therefore, that mitigating measures be developed to offset their impact. Perhaps reference to the Hill Canyon EIR (when complete) will provide an adequate means of addressing these issues. Simply quoting our letter does not!

4. Page 26 - Based on the tabled data the 50-year runoff for the South Branch Arroyo Conejo will increase from 538 cfs. to 683 cfs., an increase of about 27%. Note that the 538 cfs. is indicated as 438 cfs. on page 24. No discussion is included in the EIR about the effects of this increase on those channels which accept this flow which are upstream of the Conejo Mountain Creek confluence nor are mitigating measures proposed. This data should be included.

5. Page 26 - The tabled data for 50-year flow rates indicate a decrease in the flow from Conejo Mountain Creek after development as compared to before development using the retention basins. We have no objection to the data included in the EIR but note that much of the data results from modification of hydrology data completed in 1976.
We feel that the developer should be conditioned to construct retention basins that will have release rates no greater than 22 cfs. during the occurrence of a 100-year event. The developer should also be required to provide new computer runs for the hydrology and stream flow routing through the reservoirs that recognize more precise design parameters that will be forthcoming during the actual design of the subdivision.
Mr. Greg Smith  
Associate Planner  
Department of Planning and Community Development  
City of Thousand Oaks  
401 W. Hillcrest Drive  
Thousand Oaks, CA 91360

Dear Mr. Smith:

We have reviewed the Draft Environmental Impact Report for Dos Vientos Ranch. We commend you on your thoroughness in addressing the environmental effects of the proposed project.

Development of this magnitude will impact the general peace and solitude now available at Rancho Sierra Vista/Satwiwa and Point Mugu State Park. However, the modified project design (page 119, Volume I), an 18 hole golf course, would be preferable to 74 single family units in Planning Unit 18. This will allow for a subtle transition from urban development into the Santa Monica Mountains National Recreation Area while providing a buffer zone and a more natural viewshed along Potrero Road.

Of equal importance, the golf course would also retain the existing wildlife corridor between the mountains to the north and the Santa Monica Mountains. Landscaping the golf course with native shrubs and trees would also provide additional forage opportunities and cover for a variety of species.

The street design for Lynn Road should include the provision for a park entry at the location indicated on the map on the last page of Volume II. The design should provide for a future intersection with a two-lane park road. Requirements for safe sight-distance, acceleration and deceleration lanes and a break in the median barrier should be considered. We would also be interested in obtaining an easement from the entrance road intersection across the Dos Vientos property to the southern property line.

The Land Protection Plan for the National Recreation Area, approved June 1984, identifies 150 acres immediately west of Rancho Sierra Vista/Satwiwa to be acquired in fee to achieve the recreational development proposed in the Development Concept Plan of September 1984. Approximately 10.5 acres of the 150 acres proposed for fee acquisition is part of the Dos Vientos Ranch on the south side of Potrero Road. The National Park Service would be pleased to accept a dedication of these lands if protection of this area is feasible.
Trail access through Dos Vientos on the west into the Conejo Mountain area would form part of the needed link between the recently acquired Ventura County Regional Park in Camarillo to the extensive trail system in the City of Thousand Oaks and the Santa Monica Mountains, specifically the Backbone Trail. We welcome the opportunity to meet with you to discuss specific alignment.

Page 3 of the Biological Assessment (Volume II) lists Opuntia parryi as occurring on the project site, however, it is not listed on the species list. This species has not been recorded in the vicinity before and would be an addition to the floristic diversity of the Santa Monica Mountains.

There is evidence from both past practices and reported in scientific literature that to adequately protect oak trees, especially Quercus lobata, the protective zone should extend to twice the canopy diameter instead of the dripline. There is an absence of justifiable documentation to use the dripline as the principal distance at which root zone damage will not adversely affect the tree.

Again, you are to be commended for a fine job on addressing the effects of such a large development proposal. Please contact Eileen Salenik or Nancy Ehorn at (818) 888-3440 if you have any questions.

Sincerely,

Daniel R. Kuehn
Superintendent

cc:
Mr. Robert Talmadge
Haaland and Associates, Inc.
One Boardwalk, Suite 200
Thousand Oaks, CA 91360
Memorandum

To: EXECUTIVE OFFICER
   Office of Planning & Research
   State Clearinghouse
   1400 Tenth Street
   Sacramento, CA 95814

   W. B. BALLANTINE - District 7

From: DEPARTMENT OF TRANSPORTATION

Subject: Project Review Comments

SCH NUMBER 85032006

Dos Vientos Ranch

Specific Plans 8&9 DEIR

CALTRANS has reviewed the above document and has the following comments to make.

The analysis of traffic impacts should be addressed in terms of Level of Service (LOS), travel times, and accident rates (and associated costs).

Secondly, mitigation measures should include alternative designs for increasing the traffic-handling capacity of the Ventura Freeway in order to improve its LOS, reduce/maintain travel time, and reduce the accident rate.

Basically, Thousand Oaks and the other cities along the Ventura Freeway transportation corridor need to examine the means by which a network of frontage roads/expressways can be constructed in order to relieve the demand that will be increasingly felt on the Ventura freeway. The development of this improved local circulation system would aid the mainline freeway by diverting local, "short-hop" traffic from the freeway and out onto the surface street network.

Local communities can no longer assume that deleterious traffic volumes will not be "allowed" to happen before CALTRANS will initiate some response (DEIR vol. 1, p. 79).

Thank you for this opportunity to comment. Should you have any questions, please contact Kreig Larson of my staff at (213) 620-2619.

Very truly yours,

W. B. BALLANTINE, Chief
Environmental Planning Branch
Transportation District 7
Clearinghouse Coordinator

For information, contact Al Fisher (ATSS) 640-3935 or (213) 620-3935

Attachment
TO:  GREGORY P. SMITH, PLANNING DEPARTMENT
FROM: UTILITIES DEPARTMENT
DATE:  OCTOBER 15, 1985
SUBJECT: DRAFT ENVIRONMENTAL IMPACT REPORT NO. 148, SPECIFIC PLANS NO. 8 AND NO. 9 - DOS VIENTOS RANCH

The Utilities Department has the following comments:

SECTION H - DOMESTIC WATER

o  Page 60, fourth line - As a matter of accuracy, the majority of Metropolitan WD water never enters Lake Bard and is conveyed to the retail purveyors directly through the Calleguas pipeline system. Lake Bard serves as an emergency back-up system should Metropolitan WD water not be available for short periods of time.

o  Page 60, first full paragraph - The information supplied in the EIR is not sufficient for City staff to review the adequacy of the water facilities within the Specific Plan. However, this can be mitigated by a condition applied to the Specific Plan which will require that a detailed master plan of the entire water system be submitted by the water purveyor and/or the developers. The criteria for acceptable water pressures, reservoir storage volumes, etc., shall be the higher of that required by the Public Utilities Commission or by the City of Thousand Oaks Water Design & Construction Standards.

SECTION H - WASTEWATER COLLECTION & TREATMENT

o  Title - Please notice the change in the title to add "collection" since it is covered in the discussion.

o  General - An alternative to the collection and transmission of wastewater to the City's Hill Canyon Wastewater Treatment Plant is the potential for the construction of a satellite treatment facility within the Specific Plan area. The discharges from the facility would then be available for a reclaimed water system. Such a system could furnish irrigation water to parks, schools, greenbelt areas, road median and parkway strips, etc.

Whether or not a satellite water reclamation facility and associated distribution system are feasible cannot be determined without considering many factors including:

(1) Feasibility and costs of constructing a treatment facility including the siting of such a facility.
(2) Ability to obtain approval to discharge treated flows since the reclaimed water distribution system would not be able to accept all the flow (for a variety of reasons such as seasonal usage, repairs, discharged water quality, etc.).

(3) Suitable sites for use of the reclaimed water.

The Dos Vientos Ranch project should investigate the feasibility of a reclaimed water treatment and distribution system and this will be addressed in the Specific Plan conditions.

Page 61 and 62, Environmental Setting - The third, fourth and sixth paragraphs in this section should be revised to read as follows:

The plant has a capacity of 10 million gallons per day (average annual dry weather flow) and current flows are approximately 9.0 million gallons per day (MGD). An engineering predesign study for a capacity expansion program has been completed with recommendations centered around expansion in phases. Phase 1 could increase the reliable capacity to 12.0 MGD (excluding filtration process) and is scheduled for completion by 1987 assuming the current construction schedule is maintained.

Phase 2 includes expansion of certain treatment components such that all components will have a capacity of 14 MGD or higher with the exception of the aeration basins which would remain at 12 MGD. The project should commence before average annual dry weather flows exceed 10.75 MGD which is expected to be about 1991.

The approvals for the capacity expansion project (Phases 1, 2 and 3) have not been secured as of October 1985. Hence, the City does not at this time have the ability to accept flows at the plant past the currently permitted 10.0 MGD (average annual dry weather flow). Such approval will consist of the certification of the EIR by the City Council and approval of a new NPDES permit by the Los Angeles Regional Water Quality Control Board.
SECTION I - WATER CONSERVATION

General - In 1983, the State Legislature passed AB 797 which requires that water purveyors such as the California-American Water Company and the City of Thousand Oaks prepare water conservation plans in accordance with prescribed guidelines. While the legislation did not require any particular conservation measures, a number of possible areas are suggested.

The Draft EIR suggests a number of areas for potential water savings. The Utilities Department believes that more effort can and should be done to conserve water, particularly in view of the significant size of the Dos Vientos Ranch and the opportunity for sound master planning.

One potential area for reducing reliance on imported water is in the area of groundwater use. The Conejo Valley has a considerable amount of groundwater which is generally of low quality in terms of drinking water standards, but which is suitable for irrigation purposes. This is particularly true in the western portions of the Conejo Valley where the quality is better than in the eastern part of the valley. Such water can be used for irrigating parks, school grounds, road median and parkway strips, large common areas which are landscaped, etc. A requirement of development within Specific Plans No. 8 and 9 should be test drilling and development of a master plan for groundwater use.

Another mitigation measure which should be required is the acceptance of the model home water conservation condition on all tract projects. Ventura County is considering making a similar condition mandatory and the Utilities Department believes it should be a requirement for Specific Plans No. 8 and 9. The model homes which so far have been landscaped per the condition have been well received and very effective in promoting water conservation.

Another potential mitigation measure is the development of a reclaimed wastewater system should it prove to be feasible. That is covered in more detail in the previous section.

Richard Barden

UTILITIES DEPARTMENT

RLB:DHN:db
November 21, 1985

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

Dear Mr. Gregory Smith:

Last week I obtained from your office Volume 1, 2, & 3 Draft Environmental Impact Report for Dos Vientos Ranch, and since I am not able to study and understand them all, I have the following objection to that report.

1- Concerning over 3000 acres of land, I believe the amount of space they have allocated for retention basin is not enough, and since I am the owner of tract 3606 property next door, I fully object to the retention of a 9 acres and a 5 acres feet of storm water, I believe they have to eliminate the entire flooding water, and stop dumping it to my property.

2- Within tract 3606, City council approved 36 acres of commercial, and since there is such large commercial space, the commercial parcel or allocation should be omitted.

3- That the Timber drive should have access to the Dos Vientos project so, the people can drive to tract 3606 and do the shopping in this part of the Newbury Park, and no allocation be given to commercial at all.

4- As of this date since I have never received any invitation or information in regard to this project, I would be most appreciate that my name be put in the mailing list, for future invitation and information.

Ventura County Flood Control has hold 15 acres of my about 51 acres land to keep 125 acre feet basin, and while the 3000 acres would give only 9 + 5 acres feet basin to which I do not believe is fair.

I hope that the above will have your most attention and I will be favored by replying that your received this letter and as well as any comment you have.

Sincerely yours,

Nedjatollah Cohan & Associates

Nedjatollah Cohan
Dear Greg:

Thank you for allowing me to submit my comments about the Dos Vientos Specific Plans 8 and 9/Annexation 89 Land Use Amendment 85-143.

The 3 volumes which I received do appear to be adequate and have studied the environmental impact of the proposal. However, my concern with the proposed plans is directed more toward the psycho-social, cultural and economic impacts of the development as planned.

More specifically, I would request further investigation of the recreational opportunities provided to the Ventura County population in general. Most specifically, I would suggest that the suggested location of the golf course versus the suggested location of the equestrian center should be revisited.

As many people are aware, there are multiple golf courses, both public and private located throughout Los Angeles and Ventura Counties.

In the Conejo Valley-Thousand Oaks vicinity, there are many horse owners, and there are many more horse lovers. In the current environment, there are many people who have the ability to board their own horses within the confines of their own properties. There are many more horse owners who have to find "public/private" facilities (such as the riding academies) for boarding their horses. In general, the existing boarding facilities have limited riding areas and some provide access to riding trails within local housing developments.

Upon further investigation, I have not found any of the boarding stables within the Conejo Valley proper or even in its adjacent communities where the population in general can rent horses for the purpose of spending a day riding (except at the Two Winds Ranch adjacent to the state park in Newbury Park). The closest facility that I am aware of is Griffith Park (which was considered undesirable for the Olympics due to the smog and traffic).
To my knowledge, within Ventura County there is only one facility currently existing which still permits public rental of horses for the sheer pleasure of riding on trails. (Granted, there are places that I can rent a horse if I want to take a lesson.)

Within Southern California region, I believe that the riding facilities currently located at the Two Winds ranch is the only place where:

1) there is boarding available for privately owned horses;
2) there are rental riding facilities available to the general public;
3) the public and private riders can have immediate access to the state park where they can ride trails which are not located in a residential area.

As far as I could see from the proposed plans, there is a proposal for an equestrian center to be located near the junction of Borchard and Reino roads.

An equestrian center located in the "center of town" does not preclude "public boarding", nor does it preclude "public rental" of horses. However, it does mean that the ability to "escape" into the "backcountry" is severely handicapped. Riders who wish to spend a day "getting away from civilization", must first ride through housing developments in order to get to the park areas, or they must be able to financially afford to trailer their horses into those areas. This would be unfair and impractical to the majority of horse owners and even to the horse lovers who reside in our communities.
(Riding day after day in the confines of a riding arena may be a terrific idea for training horses and riders, but has about as much appeal as jogging every day on a track at the high school.)

Most of the residents of the Conejo Valley have moved here so that they can enjoy the open spaces and the feeling of space. The ability to have access to horses and to riding in the open spaces are a large part of the attraction to Ventura County.

Therefore, please seriously consider planning an equestrian center (even if its no more sophisticated than the Two Winds Ranch which provides for public as well as private recreational facilities) which is adjacent to the state park areas so that the people living in Conejo Valley can continue to enjoy the recreational opportunities currently available.

Finally, consider the financial impact of being the only public horse rental facilities available. A golf course can naturally be located near the center of town and is by its nature a contained area usually surrounded by expensive homes. A riding stable and adjacent riding trails should naturally be uncontained and provide freedom to the riders for exploration and movement (and in the style of the "old west" should lead to the wide open spaces, not wind through various housing tracks). Please don't make the mistake that Palos Verdes, Rolling Hills and many other areas have by making its riding facilities a formal show ground which is only attractive to those riders who wish to seriously compete. As part of the planning process, please help to remember that we live here to escape the city and the enjoy the open country. And that the pleasure of riding and riding in the open spaces should be made available to anyone who wants to participate, not just those people who can afford horses and homes with room enough to board those horses and with incomes which support trucks and trailers to transport those horses to the open areas.

Sincerely,

[Signature]

Ms. Jody Martin
Oct 19, 1985

Gregory Smith
Department of Planning and Community Development
Thousand Oaks, California

Re: Dos Vientos EIR

Dear Mr. Smith

Review of the draft EIR has indicated the potential impacts of traffic circulation, specifically increased traffic, noise, congestion etc. on a six lane Lynn Rd. I believe that Lynn Rd. carrying the projected traffic volume will be unacceptable to the residents of Newbury Park. However, several alternatives to the traffic problem exist that were not mentioned as alternatives.

First, redesign of the Dos Vientos project and or Wendy, Borchard and 101 freeway interchanges must be considered to allow a larger percentage of the projects traffic to pass over Borchard Rd. The current project design utilizes Lynn as its primary artery leaving Borchard Rd. with only a negligible increase in traffic over existing conditions.

Secondly, Broom Ranch and adjacent areas face future development and in all probability will have population densities beyond what is considered acceptable today. Access to these areas through Newbury Park will become untenable. Lynn Rd. cannot be a parallel 101 freeway cutting through Newbury Park to support outlying areas. A reasonable solution to this problem is another freeway exit located near the top of the Conejo Grade connecting to a road system serving Dos Vientos, Broom and adjacent areas. This idea should be fully explored with all necessary agencies before Dos Vientos, as presently planned, is considered by the Planning Commission. If this solution is found to be unacceptable, severe limits must be placed on the total population of Dos Vientos and future developments to bring traffic, noise, congestion and a multitude of other problems to an acceptable level.

Thank you,

Gary L. Rupp
Past President Potrero Valley HOA
SECTION I - SUMMARY
SECTION I SUMMARY

A. Significant Environmental Effects

1A. Land Use

Specific Plans 8 and 9 basically comply with the hillside grading and development policies of the General Plan and Conservation Element. Most areas over 25% slope are included within open space parcels. It is also likely that the majority of areas over 25% slope that are included within individual planning unit boundaries can be avoided when designing tracts for these parcels. However, there has been a tendency to utilize slopes in the 10 to 25% range for higher densities than recommended by the General Plan. Planning units where such uses occur include 1, 2, 7, 8, 10, 11 and 16. Impacts associated with grading and site preparation within each of these Planning Units is addressed under Topography. It should also be noted that significant increases in density (dwelling unit totals) correspondingly increase the scale of cumulative impacts which are directly related to traffic generation, noise, air pollutant emissions, energy consumption and demand on public services such as schools, police, fire and utilities.

1. Topography

Approximately 1,287 acres of land are currently designated for urban development within Specific Plans 8 and 9. Of this total area, 10% or about 129 acres exceeds 25% gradient. While development boundaries have generally been located to avoid major landform features, the potential for significant grading encroachments into steeply sloping hillside terrain exists within Planning Units 1, 2, 3, 6B, 11, 12A, 15, 20.

(Open Space Planning Unit 22) Five, circular steel, water reservoir tanks are proposed for construction in this open space area. Because of the relatively large size of these facilities, grading of pad sites and access roads will involve encroachments into steeply sloping hillside terrain resulting in significant cut and fill slopes.

Portions of Borchard Road and Dos Vientos Parkway also traverse very steep hillside terrain exceeding 25% gradient. However, these alignments have been designed to follow natural landform contours as much as possible. In certain areas where major cuts and fills would have been unavoidable, tunnels are proposed to minimize topographic impacts.
2A. Viewshed Modification

As the Development Plan for the Dos Vientos Ranch indicates, residential and commercial land uses are restricted for the most part to lowland interior valleys which are in turn flanked by much higher hillside and mountainous terrain that is to be preserved as Open Space.

With the exception of two water reservoir tanks R-2 and R-3 which silhouette at the crest of a major ridgeline that flanks the Potrero Valley and some visibility of hillside grading that is necessary to extend Borchard Road westward into the project site, the overall impact of these viewshed modifications is relatively limited in terms of community-wide exposure.

2. Geology

Preliminary investigations indicate that there are no significant geotechnical hazards affecting proposed highway, residential and commercial site development.

3. Hydrology/Drainage

The latest revised development plan for the Dos Vientos Ranch proposes four retention basins which have been designed to capture Q100 storm water runoff. Three of these facilities are strategically situated on Conejo Mountain Creek with the other located on a tributary to the South Branch Arroyo Conejo. As designed, these retention basins will reduce total runoff from the site to below that which now occurs under existing undeveloped conditions, thereby eliminating any adverse impact to downstream areas.

4. Archaeology

No significant impacts are anticipated to occur to previously recorded sites or resources within areas proposed for development.

5. Historic Resources

Proposed development within Planning Unit 13 of a combination elementary/intermediate school site will result in the demolition of three large barns and a two-story stucco building that are representative of an early period of ranching in the Conejo Valley. These structures have been formally designated as Ventura County Landmark No. 99.
resulting from action taken by the Ventura County Board of Supervisors on May 6, 1986 at the recommendation of the Cultural Heritage Board.

6. Agricultural Land

The Dos Vientos Ranch property is designated by the Ventura County Conservation and Open Space Elements as a "growth area" within the Thousand Oaks Sphere of Influence and therefore is not recommended to be maintained for agricultural land uses.

7. Vegetation

Project development will result in the direct removal of native and non-native species of plants over approximately 55 percent of the project site. As proposed, development of the subject property will involve the removal of most riparian vegetation, existing eucalyptus windrows, possibly some oak trees, as well as limited areas of the native coastal sage scrub and chaparral habitats primarily for fire control purposes. However, the majority of vegetation to be removed is the disturbed/ruderal grassland and abandoned orchards.

8. Wildlife

The proposed development plan for the Dos Vientos Ranch will cause significant alterations to the distribution and population characteristics of existing wildlife resources. Construction activities such as vegetation clearing, grading and blasting will result in the direct mortality of small animals which are too small and/or slow to abandon the area. The more mobile species, such as birds and larger mammals, and many of those individuals near the margins of the development area would be displaced at least temporarily from their territories. Increases in human activity within Open Space Lot 22 will cause many animals to abandon the area permanently.

9. Rare, Endangered and Special Interest Species

Suitable habitat exists within the Dos Vientos Ranch for several plant species that have been listed by the State of California as threatened. One of these, Conejo buckwheat (Eriogonum crocatum) has been identified in several locations, the closest of which is in the vicinity of the Conejo Grade and Wildwood Park areas of Thousand Oaks.
Three additional plants listed by the California Native Plant Society (CNPS) which are also likely to occur onsite; Verity's dudleya (Dudleya verityi), Conejo dudleya (Dudleya parva), and Blochman's dudleya (Dudleya blochmaniae ssp. blochmaniae). The former two are on the California Native Plant Society's (CNPS's) List 1B (plants considered rare or endangered in California and elsewhere), while the latter is on List 4 (plants having limited distribution).

In the case of two protected non-game animals, the mountain lion and golden eagle, it is likely that both of these species will continue to utilize more remote portions of the Dos Vientos Ranch that are to be permanently preserved as Open Space.

10. Public Services

(Law Enforcement) These two Specific Plans will create the need for three 24-hour patrol units.

(Fire Protection) The Ventura County Fire Protection District has indicated that three (3) additional fire fighters will be required in order to meet the needs of Specific Plans 8 and 9.

(Telephone, Gas and Electrical Service) Utilities currently exist either onsite or near the property boundaries of both Specific Plans No. 8 and 9. Since these utilities are generally installed within the street and highway alignments, there are no direct impacts associated with this type of construction.

(Domestic Water Supplies) The proposed water transmission and storage system for Specific Plans 8 and 9 have been previously reviewed by Cal-American Water Company to insure their standards of adequacy for delivery and service.

(Wastewater Collection) Projected flows from the Dos Vientos Ranch will be higher than those assumed in the City's Master Plan for wastewater collection and transmission (1981). The main impacts of the Dos Vientos Ranch will occur in the Unit E interceptor line for which a parallel line was indicated as being required along most of its length in the 1981 Master Plan.
11. Water Conservation

At the present rate of population growth in Southern California, currently estimated at 180,000 a year, supplies available to the Metropolitan Water District are likely to be insufficient to meet regional demands even in years of normal precipitation after 1990 without implementation of local water conservation programs and utilization of available groundwater resources.

12. Solid Waste Management

Specific Plans 8 and 9 will generate residential solid waste directly and commercial solid waste indirectly. Based on year 2000 projection factors of 0.68 tons of residential waste and 0.55 tons of commercial waste per person per year, combined, these developments will produce approximately 10,160 tons of solid waste per year when fully built-out.

13. Traffic and Circulation

A cumulative analysis of traffic generated by full buildout of both the Dos Vientos and MGM Ranch predicts increased levels of congestion at intersections and freeway ramps that provide ingress and egress from these areas. With planned off-site improvements to this circulation system, all intersections will operate at a Level of Service C or better except at: Lynn @ Hillcrest (LOS D), Ventu Park @ Hillcrest (LOS F) and Camino Dos Rios @ Route 101 Northbound (LOS D). It should be noted that depending on what development concept is ultimately approved for MGM Ranch property, necessary road improvements and transportation management programs required of this project may reduce these impacts significantly.

14. Noise

Under worst case conditions, approximately 100 - 150 existing homes along Lynn Road and portions of Borchard Road will potentially be impacted by the cumulative effect of Dos Vientos traffic (in combination with future Newbury Park traffic) and require some form of mitigation under the City's noise compatibility criteria in order to reduce noise levels below 65dB CNEL. It has been confirmed by field observations that approximately half of these homes are two-story units, while the remainder are single-story residences which are either elevated above the roadway, do not have barrier walls or do not benefit in some way from adequate shielding.
If only noise directly associated with Dos Vientos traffic is considered, the number of homes potentially impacted would be lessened significantly and involve approximately 65 homes. This assessment takes into account the fact that further east of Kelley Road, Dos Vientos traffic represents less than half the total future traffic volume carried by this roadway. Therefore, the incremental noise that is generated by this traffic amounts to less than 3 dB which is normally considered to be the point at which increased noise levels become audible to the human ear. This minimal effect is also considered by the noise consultant to be relevant to the future noise environment of Borchard Road since approximately 80% of project traffic distribution is oriented away from this latter roadway.

15. Public Schools

The project will add approximately 1,294 elementary, 352 intermediate and 705 high school students to area schools over a period of approximately 20 years beginning sometime in 1990-91. Assigning a capacity of thirty students per classroom, the maximum Dos Vientos Ranch population will generate a need for additional facility space as follows: (K-6) 32 classrooms; (7-8) 10 classrooms; (9-12) 11 classrooms.

16. Energy Resources

Upon full development, estimated annual residential energy demands of Specific Plans 8 and 9 are: 52,586,328 kilowatt hours of electricity and 2,749,152 therms of natural gas.

17. Air Quality

The Dos Vientos Ranch is located within the Oxnard Plain Airshed. Under guidelines adopted by the Air Pollution Control District (APCD) in July 1983, any development located within this airshed boundary that emits more than 13.7 tons/year of reactive organic compounds (ROC) or oxides of nitrogen (NOx) is considered to have a significant impact on attainment of the State ozone standard (Guidelines for the Preparation of Air Quality Analysis Reports, 1983). Estimated emissions from the proposed development would be 137 tons/year of ROC and 104 tons/year of NOx. Based upon these criteria, this project will have a significant impact on air quality.
B. Mitigation Measures Incorporated in the Project Design

1A. Land Use

(a) Refer to the Mitigation Measures identified below:

1. Topography

   a. Specific Plan Boundaries have generally been located to minimize grading in areas exceeding 25% gradient.

   b. Preservation of approximately 1,056 acres of hillside and mountainous terrain as natural Open Space.

   c. In hillside areas major arterial highway alignments have been designed to follow natural landform contours.

   d. Tunnels are being proposed to eliminate extensive cuts and fill associated with highway construction.

   e. In order to limit the potential exposure of water reservoir tanks in visually sensitive areas, earthen berms are proposed.

   f. All exposed, manufactured slopes are to be contour graded, permanently irrigated, and landscaped to blend with surrounding natural vegetation patterns.

2A. Viewshed Modification

(a) The majority of urban land uses are proposed in lowland portions of the property in order to preserve knolls, hillsides and prominent ridgelines wherever possible. Natural viewshed is retained throughout the development through the establishment of an extensive system of permanent Open Space and wildlife movement corridors. In addition to the primary arterial highways, Borchard Road and Dos Vientos Parkway will utilize tunnels so that massive cut and fill slopes can be avoided.

(b) A tentative proposal on the part of the project applicants to develop an 18-hole golf course within Planning Unit 18 is compatible with the maintenance of a natural viewshed corridor in this westerly portion of the Potrero Valley adjoining Rancho Sierra Vista.
2. Geology
   (a) All future projects will be required to conform with City Building Codes in order to satisfactorily mitigate the potential adverse impacts of seismic shaking.
   (b) Geologic reports required at the time of tentative tract map review will identify any local areas of slope instability or ground water seepage.
3. Hydrology/Drainage
   (a) Four storm water retention basins are being proposed for construction on site. By retaining stormwater run-off in this manner, the actual flow from the property is projected to be reduced to a level which is significantly less than existing undeveloped conditions.
   (b) Within Specific Plans 8 and 9, all storm drains are proposed to be placed underground to minimize erosion and scouring of natural drainage courses.
   (c) Specific Plans 8 and 9 will be subject to water conservation requirements established by State and local Government Agencies. In combination, these measures will result in significant reductions in downstream nuisance water runoff and effluent discharge from the Hill Canyon Wastewater Treatment Plant.
4. Archaeology
   Sites (CA-VEN-491 and 546) to be preserved within Open Space Planning Unit 22.
5. Historic Resources
   Relocation of historic barn structure off site.
6. Agricultural Land
   Not required.
7. Vegetation
   (a) Approximately 1,039 acres of existing native vegetation will remain intact in areas designated for preservation as open space.
(b) Submittal of a conceptual landscape plan (Volume II, Section IX) depicting proposed planting and material types in the following areas:

1. Manufactured slopes adjoining Open Space and Borchard and Lynn Roads.

2. Transitional perimeters adjoining residential land uses.

3. Storm water retention basins (Riparian).


(c) Landscape plantings of native oak trees within Open Space Lot 22 as a means of enhancing the diversity of natural habitats.

(d) Cattle grazing will be discontinued on the site, thereby eliminating the harmful effects of trampling and soil compaction caused to native plant species by these animals.

8. Wildlife

(a) Preservation of approximately 45% (1039 acres) of the Dos Vientos Ranch as wildlife habitat.

(b) An open space corridor has been created between Planning Units 7 and 10 establishing linkage with Planning Unit 22. A street undercrossing designed to facilitate the movements of wildlife will be provided at this location as well as where Dos Vientos Parkway creates a barrier between adjoining open space in the vicinity of Planning Units 15 and 16.

(c) The clearing of scrub vegetation for fire control purposes will partially offset the loss of major grassland habitats and provide limited foraging areas for raptors.

(d) If implemented, the proposed golf course within Planning Unit 18 will provide additional habitat resources including permanent sources of water as well as a movement corridor for wildlife adjoining the Rancho Sierra Vista property to the south.
(e) Intensive tree planting along greenbelts and parkways is proposed to offset the loss of arboreal habitats currently provided by existing Eucalyptus windrows.

(f) Riparian landscaping of retention basins and re-establishment of permanent water sources in areas adjoining Open Space Lot 22 are proposed to offset the loss of existing habitat.

(g) Provisions have been made in the Development Plan to maintain linkage between internal open space areas and surrounding natural habitats by means of establishing an integrated system of wildlife movement corridors.

9. Rare, Endangered and Special Interest Species

None proposed.

10. Public Services (Law Enforcement)

None required.

10A. Public Services (Fire Protection)

a. Brush clearance and use of suitable building materials as required within designated fire zones.

10B. Public Services (Telephone, Gas and Electrical)

None proposed.

10C. Public Services (Domestic Water)

a. Specific Plans 8 and 9 will be subject to water conservation requirements established by State and local agencies. Water conservation is also one of the rating criteria for award of development allotments pursuant to Measure A.

10D. Public Services (Wastewater Service)

None proposed.

11. Solid Waste Management

None proposed.
12. Traffic and Circulation

(a) Commercial, school and park development within the Dos Vientos Ranch will serve to reduce the number of external vehicle trips made by local residents.

(b) Potrero Road is proposed to be a cul-de-sac just west of existing homes in order to minimize future traffic conflicts.

(c) Kimber Drive is also proposed to "dead end" at its current westerly terminus with pedestrian/bicyclist access maintained to Kimber School.

(d) All roads and signals that are currently proposed to serve the Dos Vientos project internally will be constructed entirely at the developer's expense.

13. Noise

(a) Within Dos Vientos Ranch, all residential areas will include property line walls along west Lynn Road and Dos Vientos Parkway. This will result in exterior noise levels below 65 dB in all cases.

(b) Construction of (solid) noise barrier walls in the following locations off-site:

1. South side of Lynn Road between La Grange and Knollwood Road.

2. North side of Lynn Road between Reino Road to the project boundary.

(c) Installation of double-glazed windows on walls facing roadway; two-story homes only:

1. Both sides of Lynn Road west of Kelly Road to project boundary.

14. Public Schools

(a) 28.5 acres of land within Planning Unit 13 is proposed to accommodate a joint elementary/intermediate school site.

(b) Another 9.1 acre "reserve" school site previously identified within Planning Unit No. 3 is now proposed to be "active" in the latest Land Use Plan with grading to occur in Construction Phase 1.
15. Energy Resources

(a) Residential and commercial projects proposed within the Dos Vientos Ranch will be required to meet all local and State energy requirements regarding construction, insulation, heating and cooling systems.

16. Air Quality

(a) A number of transportation control measures identified in the AQMP have been formally adopted by the City of Thousand Oaks and are incorporated in the latest development plan proposed for the Dos Vientos Ranch property. These are briefly described below:

1. Mixed Land Use Development - The Dos Vientos Ranch has been master planned to provide a mix of land uses on site including commercial retail, parks, schools, church and equestrian facilities. This integrated land use plan in turn reduces the number of off-site vehicle trips that might otherwise be generated.

2. Bike/Ped System - As designed, an extensive bike and pedestrian pathway system will be constructed adjacent to major arterial highways that serve the Dos Vientos Ranch (Refer to Volume III, Figure 1e). Use of this internal transportation system by local residents and off-site connection with similar existing facilities is expected to reduce vehicle trips.

3. Transit Service - The Specific Plan for the Dos Vientos Ranch has been previously reviewed by the City's transportation planner and provisions have been made by the applicant's engineer for bus turnout lanes and passenger pick-up. Commuter service to this area of Newbury Park will be provided by the Thousand Oaks Transit Service which will further reduce vehicle miles traveled by local residents.

(b) Long term project phasing over a period of 15-20 years to allow for technical improvements in emissions control to occur before buildout.
(c) No large emission sources are planned within this project site other than those associated with automobiles.

C. Additional, Recommended Mitigation Measures

1A. Land Use

(a) Refer to Section G. Alternatives To The Proposed Project.

1. Topography

(a) In order to preserve significant, natural landform features within Planning Units 11 and 12A, it is recommended that both of these parcels be developed at very low residential densities at 0-2.0 units per acre in conformance with the Land Use Element of the General Plan.

(b) In order to firmly establish the limits of development within Planning Unit 15 two east-west trending ridges should be preserved as Open Space and included within the boundaries of Planning Unit 22.

(c) Prior to the approval of individual Development Permit Applications, tentative grading plans will be required in order to analyze topographic impacts and insure conformance with City codes and policies.

(d) Landscape treatment to control the erosion of all manufactured slopes and graded areas should be undertaken as early in the construction phase as possible.

(e) In order to create a more natural transition between proposed urban areas and existing vegetation patterns and landforms, it is recommended that all manufactured perimeter slopes adjoining Planning Unit 22 be contour-graded and rounded to resemble existing terrain conditions and that native shrubs and trees be utilized exclusively for landscaping purposes.

2A. Viewshed Modification

(a) Refer to: Topography (above); Mitigation Measures (a), (b), (c).
2. Geology
   
   (a) At the time projects are proposed in the general vicinity of the Conejo Fault, trenching should be undertaken to determine its location and status prior to construction.

   (b) As determined to be necessary by the Soils and Engineering Geologist, hillside terrain subject to remedial grading for purposes of slope stabilization should be contour-graded to resemble natural landform features.

3. Hydrology/Drainage
   
   (a) In order to avoid the discharge of silt downstream from the subject property into existing flood control channels and storm drains, temporary desilting basins should be constructed and maintained prior to, and following, any site grading activity, particularly, if these operations are to occur during, or extend into, the rainy season.

4. Archaeology
   
   (a) In the event information becomes available indicating that previously unrecorded archaeological resources do exist or have been discovered on-site, additional field surveys should be required prior to the approval of individual tracts within Specific Plans 8 and 9.

   (b) Subsurface archaeological, paleontological or historic resources which are subsequently encountered during grading or excavation activities are addressed in Subsection 7-3.09(1)(2) of the Thousand Oaks Municipal Code.

5. Historic Resources
   
   (a) An alternative that would allow the preservation of historic ranch structures would be to alternate the land uses identified for Planning Units 6 and 13. By relocating the proposed elementary/intermediate school site north of Dos Vientos Parkway and switching the proposed park to include this latter area, these buildings could possibly then be renovated for public use as a Community Theme Center with assistance of Federal and State Historic Preservation Funds.
(b) If this alternative is undesirable to either the Park or School Districts, another option might be to disassemble these structures and relocate them in Planning Unit 20 which is to be developed as a 4.4 acre equestrian center.

6. Agricultural Land

None recommended.

7. Vegetation

(a) It is recommended that all manufactured perimeter slopes adjoining open space parcels be planted entirely with native shrub and tree species.

(b) Replacement of all trees removed for development purposes with native species including western sycamore, California bay, black cottonwood, valley and coastal live oaks.

(c) In order to limit impacts to existing oak trees, it is recommended that a comprehensive evaluation be completed prior to approval of grading permits within each planning unit.

(d) It is recommended that the park site proposed for Planning Unit 6A be designed to include a water feature and riparian woodland landscaping in order to take advantage of natural drainage patterns and the existing retention basin.

8. Wildlife

(a) Future subdivisions should be designed to back up to wildlife movement corridors in order to provide a maximum buffer zone from residential street lighting and normal urban noises.

(b) Pole lighting in the immediate vicinity of an undercrossing should also be set back a sufficient distance to prevent any illumination of the corridor.
(c) Biological enhancement of proposed retention basins can be facilitated through the use of a contouring/benching technique along the perimeter.

(d) The loss of isolated rocky outcroppings due to blasting cannot be avoided except with redesign of specific project elements. However, the significance of the impact can be reduced by scheduling the blasting to occur during the non-breeding season and by avoiding blasting in areas where raptors, particularly golden eagles, are present.

(e) Table 2, Volume III, Appendix E, provides a list of native shrub species suitable for creating natural physical barriers between wildlife and domestic pets in order to reduce conflicts by limiting encounters.

(f) In order to preserve wildlife resources and reduce their exposure to human disturbance, it will be necessary to limit the number of trails within Lot 22 and restrict off-road vehicle access.

(g) Because of the importance of water to existing wildlife, any future project that will severely restrict access or eliminate existing surface water resources should be conditioned to either establish drinking stations within permanent open space, or be redesigned to incorporate existing impoundments, springs and stream drainages in the final site plan.

(h) Strict homeowners association policies should be instituted to prevent the dumping of trash into adjacent plant communities along the urban fringe.

(j) Because of the importance of arboreal habitats to birds (particularly raptors), large specimen trees should be preserved throughout the site wherever possible and incorporated into the development plan.

9. Rare, Endangered and Species of Special Interest

(a) In order to assess the potential impact on rare or endangered native plant species, systematic surveys should be conducted by a trained, professional botanist during peak blooming periods in the following areas: (1) rocky outcroppings and hillsides along the Borchard Road Alignment, (2) Reservoir Tank Site R-4, (3) Planning Units 1, 2 and 3 as well as suitable
plant habitats along the margins of Planning Units 14, 14A, 15 and 16.

10. Public Services (Law Enforcement)

(a) Parks should be separated from school sites by some type of buffer zone, such as a solid wall.

(b) Construction related theft and vandalism could be mitigated through the use of private security patrols.

(c) The use of approved security hardware in the construction of dwellings and incorporation of other crime prevention measures to preclude illegal entry.

10A. Public Services (Fire Protection)

(a) Treatment of exterior walls and unenclosed under-floor areas with fire-retardant materials will be required in Fire Zone 4. Also fire-retardant roofing or roofing constructed in accordance with the Uniform Building Code Standard No. 32-14 for special purpose roofs and a one hundred foot minimum brush clearance from structures will be required.

10B. Public Services (Telephone, Gas and Electrical)

None recommended.

10C. Public Services (Domestic Water)

(a) Water transmission pipeline projects will require additional environmental review at the time of submittal. Where these alignments occur in hillside areas, potential topographic and vegetation impacts may result which would have to be properly mitigated.

10D. Public Services (Wastewater Services)

(a) Capacity problems within the Unit E wastewater interceptor system can be mitigated by the construction of a replacement or parallel line for those segments which are impacted.

(b) Capacity at the Hill Canyon Treatment Plant will be available assuming the final EIR is approved for the expansion projects and that the Regional Water Quality Control Board issues a new National Pollutant
Discharge Elimination System (NPDES) permit allowing the expansion past the 10.0 MGD level. Development within the Dos Vientos Ranch should not be approved until these two items have been issued.

11. Water Conservation

(a) Test drilling and development of a master plan for groundwater utilization.

(b) Landscape treatment of model home complexes with drought-tolerant plant species and low flow irrigation system.

(c) Where applicable additional measures recommended by the State Department of Water Resources (Refer to page 78, Volume I).

12. Traffic and Circulation

(a) As per City Council Resolution No. 78-547, all new developments in the Newbury Park area are required to equitably share in the cost of constructing local master-planned roads identified in the Circulation Element of the Thousand Oaks General Plan.

(b) As per City Council Resolution No. 77-385, all new developments are required to financially contribute to a fund to guarantee the construction of traffic signals at Master Plan road intersections.

13. Noise

(a) In order to mitigate the cumulative impact of Dos Vientos traffic on existing homes located along Borchard and Lynn Roads, it is recommended that sound walls and double-glazed windows be installed in all areas determined to be adversely affected. Construction of these improvements should be contingent upon project phasing and further acoustical analysis in order to determine at what point sound levels generated as a result of cumulative Dos Vientos traffic will result in the 65 dB CNEL exterior noise standard being exceeded.

(b) Noise levels may exceed 60 dB at various locations for some of the multi-family units (Planning Units 4, 7, 8, 10 and 12). When the exact location of these
perimeter homes is determined, the outdoor noise level should be more accurately projected. If the level exceeds 60 dB, then the building structure should be designed to provide an interior CNEL of less than 45 dB, in accordance with the California Noise Insulation Standards (reference 4).

(c) As an alternative to structural modifications to reduce noise on-site, increased building setbacks along portions of west Lynn Road and Dos Vientos Parkway that incorporate a combination of natural earthen berms and walls would allow more flexibility in accomplishing the same result.

14. Public Schools (Recommendations of Applicant's Consultant)

(a) The most cost effective method of providing housing for students is to maximize the use of existing resources especially during peak enrollments.

(b) Student population growth at the projected cumulative level may require a new educational K-6 site and facilities. Mitigation measures on an interim basis could include the use of existing surplus classrooms or a variety of relocatable facilities and may necessitate implementing alternative scheduling as an option to offset the impact of peak enrollments.

(c) Boundary adjustments should be considered on an ongoing basis to more fully utilize facilities.

(d) Revising the current grade configuration could be evaluated on a regular basis if needed to balance enrollments and capacities.

(e) Transportation of students from high growth areas to facilities with available space, should be analyzed on an annual basis.

15. Energy Resources

(a) Orientation of the long axis of a house to a south-facing exposure will minimize heat gain through windows in summer (high sun) and maximize heat gain in winter (low sun).

(b) Prevailing wind conditions offer natural ventilation opportunities. Streets, building locations, and
locations of openings within buildings should be incorporated in future project designs to take advantage of cooling breezes.

(c) Any reduction in exterior surface area reduces heat gain and heat loss. Multiple-family attached dwelling units are more thermally efficient than single-family dwellings.

(d) The color of roofs and walls affects the amount of heat which penetrates the building since dark colors absorb much more sunlight than light colors.

(e) In order to reduce the heat loss from housing and commercial structures, additional energy benefits could be achieved by insulating at a level above prescribed building code standards.

(f) Although the mass, thermal resistance, color, orientation and shape of the structure are important, the most significant factors influencing space heating and cooling costs are size and placement of windows.

(g) The addition of window glazing on south facing glass surfaces represents the single most practical and effective step that can be taken to reduce peak cooling demand.

(h) While fixed structural shading can be beneficial, vegetation which follows the climatic seasons quite closely, can provide even more effective benefit from intense summer sun.

(i) Solar energy is a feasible source of alternative energy. Southern California in general possesses climatic attributes amenable to the use of solar energy techniques. Typically these involve: conductive heating and cooling, cross ventilation, induced ventilation, radiant heating and cooling, dehumidification, etc.

16. Air Quality

(a) Mitigation of the short-term generation of particulate materials associated with site grading and control of dust are routinely addressed under Section 7.3.25 of the Municipal Code (Dust and Other Nuisances).
(b) Off-set reduction of emissions can also be quantified as a result of the funding of Commuter Computer, the cost for the required emission reductions for this mitigation measure is estimated to be $224,900.

(c) Another form of "off set" mitigation successfully implemented by the City of Ventura is the payment of a fee to upgrade and synchronize existing traffic signals in order to reduce highway congestion. A fee in the amount of $1750 per ton is charged per ton of excess ROC and NO emissions exceeding 13.7 tons per year. If this form of mitigation were to be uniformly imposed on all future projects approved within the boundaries of Specific Plans 8 and 9 approximately $385,000 in revenue would be generated for this purpose.

(d) In order to reduce short-term NO emissions from heavy-duty construction vehicles, it is recommended that these vehicles be tuned on a weekly basis and service records be maintained to allow verification.

D. Areas of Controversy Known to the Lead Agency

INCREASED TRAFFIC CONGESTION AND NOISE LEVELS ADJACENT TO ARTERIAL HIGHWAYS PROVIDING ACCESS TO THE DOS VIENTOS RANCH - Following release of the Draft EIR, numerous comments were received from local residents of the Newbury Park Area and specifically those living adjacent to Lynn and Borchard Roads. Concerns were generally expressed that future projected traffic and noise levels would represent a significant, unavoidable adverse impact on local neighborhoods. In addition, many individuals questioned the assumptions on which this traffic and noise data were based.

As a result of these comments, the traffic consultants were requested to provide additional documentation regarding the accuracy of their projections. Specific areas that were re-evaluated include traffic distribution, trip destination, routing assumptions, background traffic growth as well as various hypothetical assignments of project generated traffic on all access roadways serving the Dos Vientos Ranch including: Lynn Road, Borchard Road, Reino Road, Wendy Drive and Ventu Park Road. This information was in turn again reviewed by the City's Traffic Engineer. The outcome of these subsequent studies and analysis have indicated traffic information originally prepared for the Draft EIR is, in fact, representative of future circulation patterns and worst-case traffic conditions.
Therefore, significant impacts addressed in this previous report and the Final EIR have not changed with regard to projected levels of service at modeled intersections or AM and PM peak hour traffic volumes.

In order to correlate these findings with future projected noise levels along Lynn and Borchard Roads, it was also requested that further field measurements be conducted. This time, more data was collected regarding the effects of existing walls or lack thereof as a means of verifying the general conclusions of the previous analysis prepared for the Draft EIR. The result of this latter study indicates essentially the same level of impact as before, however, it does provide more detailed recommendations regarding the specific location and placement of noise attenuation barriers. One area of potential controversy that still remains at this time is the number of homes which are potentially adversely impacted by noise levels directly associated with Dos Vientos traffic.

In keeping with Land Use Compatibility Guidelines established by the Noise Element, it is the lead agency’s opinion that the cumulative effect of Dos Vientos traffic in combination with other sources of future traffic will require mitigation of both exterior and interior noise levels for approximately 100-150 homes situated along Lynn and Borchard Road. The applicant’s noise consultant is recommending that only approximately 65 homes along Lynn Road west of Kelly Road be provided with noise attenuation structures and that no mitigation be provided along Borchard Road. These conclusions are made on the basis that further east of Kelly Road, Dos Vientos traffic represents less than half the total future traffic volume carried by this roadway. Therefore, the incremental noise that is generated by this traffic amounts to less than 3 dB which is normally considered to be the point at which increased noise levels become audible to the human ear. This effect is also considered to be relative to future noise impacts along Borchard Road since approximately 80 percent of Dos Vientos traffic is focussed toward Lynn Road.

PROPOSED REQUEST FOR INCREASED DENSITY BEYOND THAT ALLOWED BY GENERAL PLAN - Based on existing land use designations, the Dos Vientos property is estimated to yield a maximum of 2900 dwelling units. Concern has been expressed by local residents that development of 800-1000 additional homes within these two Specific Plans will significantly increase cumulative adverse impacts affecting existing residential homes located off-site. Among these are traffic and noise which have been previously addressed as well as increased air pollution and demand on public services. The project applicants, on the other hand, note that purchase of the adjacent Danielson Ranch
property by the National Park Service resulted in the deletion of approximately 800 homes anticipated for future development by the Thousand Oaks General Plan and that the existing infrastructure system in this area has been planned and designed to accommodate this growth. In addition, under the provisions of Assembly Bill AB 1151, local governmental agencies are required to grant a density "bonus" of at least 25% or provide "other incentives of equivalent financial value" to projects in which at least 25% of the units are targeted for sale to low and moderate income households. As currently planned, approximately 27% of the housing stock within the ranch are proposed to meet the City's affordability criteria.

LAND USE COMPATIBILITY WITH RANCHO SIERRA VISTA - Following release of the Draft EIR comments were received from the National Park Service (NPS) indicating their general concern over future urban development of the adjacent Dos Vientos Ranch property. Specifically addressed were issues regarding public access and future land uses that would be visible along the Potrero Road corridor.

In response to these concerns, the project applicants met with NPS representatives to design a new access which is acceptable to their planning staff and have indicated their willingness to fund and construct these necessary road improvements. Planning Unit 18 located directly to the north is in turn designed to accommodate large custom estate lots ranging in size from 1-5 acres that can also provide for equestrian uses. It is the opinion of the project applicants that this type of rural development is compatible with equestrian use already established within Rancho Sierra Vista. However, as an alternative land use, NPS officials would favor a pending proposal by the project applicants that would develop this area as an 18-hole public golf course in order to retain more of the natural viewshed characteristics of this upland valley.

DOWNSTREAM FLOODING AND CROP DAMAGE WITHIN CALLEGUAS CREEK DRAINAGE - Following release of the Draft EIR, the City also received comments from downstream property owners regarding increased flooding of farmlands adjoining the lower Calleguas Creek Drainage (of which the Arroyo Conejo is tributary) as well as crop damage and loss of productivity resulting from wastewater leachates discharged by the Hill Canyon Wastewater Treatment Plant. The Ventura County Flood Control District has submitted similar comments on previous projects located within this watershed area as causing extensive vegetation growth, sediment entrapment and saturation of levee
embankments which in turn decreases channel capacity and increases the potential for erosion during high flows.

As addressed in a revised hydrology report prepared for Specific Plans 8 and 9 the project engineer working in cooperation with the applicant's hydrologist and the Ventura County Flood Control District are proposing that a series of four, permanent stormwater retention basins be constructed onsite. Based on 100-yr. runoff calculations and design criteria, these flood control facilities will actually serve to reduce future runoff from the Dos Vientos Ranch following buildout to less than that which presently occurs in an undeveloped state. As a result, no impact to downstream areas will occur, due to stormwater flows.

With regard to concerns regarding low flow discharges, these impacts have been thoroughly addressed in a Final Supplemental EIR prepared for the Hill Canyon Wastewater Treatment Plant Facility Expansion and is hereby referenced as per Section 15150 of the California Environmental Quality Act (CEQA). A full range of mitigation measures to minimize or completely eliminate these adverse impacts are also addressed in this report. Specific actions identified by the City include:

1. Adoption of an Ordinance that would establish a special fund to be used exclusively by the Ventura County Flood Control District (VCFCD) for maintenance purposes in the Conejo/Calleguas Creek system. This fund would, in turn, generate sufficient monies to pay for the City's share of a comprehensive downstream channel maintenance program.

2. Adoption of an Ordinance that would establish a Drainage Facilities Charge and a Drainage Improvements Fund. Monies in this fund would be used for the City's share of a Regional improvement project or, if a Regional project is not developed or its implementation not committed to by the appropriate participating agencies by January 1990, the Fund would be used for a local project to construct a master retention basin for storm flows originating from within the City of Thousand Oaks.

E. Alternatives to the Present Proposal

1. Density Reduction

Lower intensity development within Planning Unit 10 and 11 would allow more flexibility in site designing and minimizing landform modifications as well as proportionately reducing
cumulative impacts associated with service systems, schools, traffic, energy consumption, and air quality. Potential topographic impacts could also be reduced somewhat by modifying proposed Open Space boundaries to include prominent landform features (hills) located within Planning Unit 15. Other topographic impacts associated with road extensions, reservoir construction and flood control facilities appear to be unavoidable unless project density is significantly reduced.

2. Agricultural/Equestrian Development

This alternative would involve the development of a rural, equestrian or agricultural estate community on larger lots ranging in size from 5-20 acres. In concept, these land uses would be similar to those which have been established in the nearby Las Posas, Santa Rosa and Tierra Rejada Valleys. Providing the limits of this development were approximately the same as those currently depicted for Specific Plans 8 and 9, between 50 to 200 homesites could be accommodated.

3. Modified Project Design

As noted in the project description, Planning Unit 18 is currently designated to be developed for very low density, single-family residential homes (74 units). A majority of this area has a common boundary with Potrero Road and Rancho Sierra Vista directly to the south. A tentative proposal on the part of the applicants is pending which would eliminate these homes and develop a public golf course in Planning Unit 18.

4. No Project

Under this alternative, none of the potential environmental impacts addressed in this report would occur and the property would remain in its present state. However, if the proposed project is not implemented at this time, economic forces are most likely to bring pressures for urban development again to this area at some future date due to its desirable location and landform characteristics.
SECTION II - PROJECT DESCRIPTION

A. General Characteristics

This Environmental Impact Report (EIR) addresses significant environmental effects associated with the adoption of two Specific Plans, a proposed Land Use Amendment to the Thousand Oaks General Plan, and an annexation of land which is located immediately adjacent to the westerly City boundary, south of the Ventura Freeway, and north of Potrero Road. Refer to Volume II, figures 1, 1a-1c. The property is commonly known as the Dos Vientos (Two Winds) Ranch.

Specific Plans 8 and 9 propose a variety of land uses for the Dos Vientos Ranch property. The majority of this development is planned along the valley floors and on the gentle to moderate slopes of the ranch with the balance of the property that contains steeper hillside and ridgeline terrain to remain largely in a natural state. Within Specific Plan 8, low, medium and high density residential housing (1,901 units total), a village commercial center, one community park, three neighborhood parks and two school sites are proposed. Specific Plan 9 proposes very low, low and medium density residential housing (1,818 units total), two neighborhood parks, a mobile home park, church site and equestrian center.

Both plans also provide for the construction of an interconnected system of arterial highways, streets, water reservoirs, transmission mains, storm drains, retention basins, pedestrian greenbelts, regional hiking and riding trails, wildlife movement corridors, and 1039 acres of permanent Open Space. (Refer to Volume II, figures 1c, 1d, 1e, 3-3c). A more detailed description of these proposals prepared by the Project Engineer is available for review in Volume III, Appendix A.

B. Specific Plan Revisions

Following release of the Draft EIR, a number of modifications were made to the Land Use Plan in order to mitigate impacts that were previously identified in this report as well as refine certain aspects of the overall design. These changes have been summarized below and are addressed in more detail in Appendix C of Volume I. Note: Appendix D includes a copy of the original land use exhibit 1d for reference purposes.

Planning Unit 6A adjacent to Cypress School has been deleted as a designated park and this area has been reclassified as "greenbelt" Planning Unit No. 21.
Planning Unit 6B located adjacent to Potrero Road has also been deleted as a designated park.

In addition to the community park site that remains in the project's central core, the land use plan now depicts a system of five neighborhood park sites that have been strategically located throughout the development in order to provide balanced park service and access.

The Land Use Plan which previously depicted a "reserve" school site in Planning Unit 3, is now proposing this site to be "active," with grading to occur in construction Phase 1.

An open space corridor has been created between Planning Units 7 and 10 establishing linkage with Planning Unit 22. A street undercrossing designed to facilitate the movements of wildlife will be provided at this location as well as where Dos Vientos Parkway creates a barrier between adjoining open space in the vicinity of Planning Units 15 and 16.

Previously designated as an "Emergency Access Road" between Planning Units 11/12A, full circulation linkage is now proposed which will allow through access.

A total of four stormwater retention basins are now proposed onsite, three of which are proposed for construction in the Conejo Mountain Creek watershed and one in the South Branch Arroyo Conejo watershed.

A new Kimber Drive terminus configuration is depicted including a revised internal street and pedestrian circulation system which provides off-site access to Cypress Elementary School.

Borchard Road which was previously planned as a 4-lane secondary highway, is now designated as a two lane travel section from Planning Unit 14 easterly to the project property line in order to focus internal traffic circulation toward Lynn Road which is classified as a primary, controlled-access highway.

The proposed greenbelt system, just beyond Planning Units 8 and 9, has been shifted from the west to east side of Dos Vientos Parkway, in order to facilitate use of the proposed trail system and minimize traffic conflicts.
Other land use components that are still pending at this time and may be considered for substitution within these two Specific Plan areas are: (1) The potential reversion to permanent Open Space of Planning Unit 1 located within Specific Plan No. 8 which is currently identified as a potential 221 unit Senior Housing project site, and (2) An 18 hole public golf course that would replace very low density single-family residential homes designated within Planning Unit 18 of Specific Plan No. 9. However, both of these proposals are dependent upon further negotiations between the applicants and the City, and therefore only represent project alternatives at this time.

C. Phasing Schedule

Development of the Dos Vientos Ranch will generally proceed east to west, with all major roads and infrastructure improvement completed in advance of residential and commercial projects. Assuming future tract applications qualify for exemption from the City's growth control initiative (Measure A), total buildout of this project is to take between 15-20 years. A complete phasing schedule is included in the applicant's Project Description, Volume III, Appendix A.

D. Annexation Request

The entire ranch encompasses approximately 4,570 acres of land of which 2,231 acres is proposed to be annexed through a single annexation application - Annexation No. 89. Established under State mandate, the Ventura Local Agency Formation Commission (LAFCO) reviews these applications and coordinates the orderly development of unincorporated lands which are adjacent to, and correspond with, the ultimate physical boundaries and service areas of Cities. For an annexation request to be acceptable, these areas must first be located within a City's "Sphere of Influence" as designated by LAFCO. Specific Plans 8 and 9 are both located within the Thousand Oaks Sphere of Influence as well as its planning area boundaries, while the balance of the more westerly portions of the Ranch fall within the City of Camarillo's sphere of influence and is therefore under another jurisdiction's authority in terms of any future development.

E. Zone Change

Specific Plan No. 8 (Courtly Homes) consists of 550.4 acres located at the immediate westerly terminus of Kimber Drive. Specific Plan No. 9 (Operating Engineer's Pension Trust) consists of 1780.6 acres of land wrapping around Specific Plan No. 8 to the north, south and west. This property abuts the
westerly City limits at Borchard Road on the north, and Lynn Road on the south. Because there are two separate ownerships, there are two separate Specific Plan Applications, each with its companion zone change request. In this case, Courtly Homes has filed an application (Z-77-443) to pre-zone the subject property of Specific Plan No. 8 from R-E-1Ac to RPD-3.45-0S; and Operating Engineer's Pension Trust has submitted an application (Z-78-442) to pre-zone the subject property of Specific Plan No. 9 from R-E-1Ac to RPD-1.02-0S. In both cases, the zoning categories have the following meaning:

1) RPD stands for Residential Planned Development, the basic residential zone of the City;

2) The numerical sub-zone refers to the residential density over the whole Specific Plan area, in dwelling units per gross acre.

3) OS, the Open Space sub-zone, indicates that development shall be pursuant to an adopted Specific Plan, with density transfer from open space areas to development areas within that Specific Plan.

The existing county zoning designation of the subject property is R-E-1 acre (Rural Exclusive - 1 acre minimum lots). Theoretically, this could allow up to a maximum of 2,345 dwelling units on the site, although the actual total would be less after allowing for streets and the unbuildable steep portions of the Ranch. The R-E-1 acre zone has historically been considered a holding zone from an earlier County designation and does not provide the appropriate control necessary to develop property in an urban manner. In addition, the pattern of development permitted in this zone uses up more land and is less compatible with the constraints of hillside terrain than the RPD zone, which would permit location of units in more developable portions of the property, retaining the steeper hillside terrain in a natural state.

F. General Plan Amendment

In reviewing the two Specific Plans for the Dos Vientos Ranch, it has been determined that various aspects of these proposals are inconsistent with the City's General Plan for this area. As depicted on the General Plan Overlay Map, (Volume II, Figure I), the majority of this property is designated for very low to low density residential land uses that would yield a maximum of approximately 2900 units. Also, Borchard Road, Lynn Road and Kimber Drive extend westward from their present terminuses to
provide an internal and external circulation link within the Ranch property. The latest Specific Plans provide for much more diverse land uses including medium and high density residential as well as commercial which generates a significantly higher maximum holding capacity (3,719 units). In addition, Kimber Drive is proposed to terminate as a cul-de-sac inside the Ranch, and Borchard Road has been realigned and extended further to the northwest. Because of these inconsistencies the applicants were directed to file a request to initiate a General Plan Amendment to allow processing of the new Plan, since State law requires Specific Plans to be consistent with the General Plan.

G. Density Bonus

The applicants are proposing that 1,134 of the 3,719 dwelling units to be developed in the Dos Vientos Ranch be affordable to low and moderate-income persons. In their supporting material, they cite Assembly Bill (AB 1151) which requires local governmental agencies to give a density "bonus" of at least 25% or provide "other incentives of equivalent financial value" to a housing development in which at least 25% of the units are targeted for sale to low and moderate income households. As currently planned, approximately 27% of the housing stock within the ranch are proposed to meet the City's affordability criteria. Therefore, it may not be necessary to amend the General Plan as to maximum holding capacity, as the developer has the right to seek a density bonus based on State law and the existing density yield attributed to this planning area.
SECTION III - ENVIRONMENTAL IMPACT ANALYSIS
SECTION III - ENVIRONMENTAL IMPACT ANALYSIS

A1 LAND USE

1. Environmental Setting

Residential development policies of the Thousand Oaks General Plan indicate that property with slopes from 10 to 25% should be developed as single family homes with a density of two dwelling units per acre nearest the 10% gradient. When land becomes steeper, approaching 25% slope, cluster development should be encouraged and normally allows one dwelling unit per acre over-all density. The General Plan further states that where land exceeds 25% slope, the majority should remain undeveloped and that in areas where development does occur should be controlled through hillside development policies.

The Conservation Element of the General Plan further classifies land in excess of 25% slope as intrinsically suited to few urban uses, for reasons of soil erosion control and preservation of the aesthetic quality of the landforms. The most suitable forms of urban development for steep hillsides are "very low density residential uses, recreational areas, open space, and occasional non-residential structures where such uses conform to the General Plan Land Use Element and could be developed with little disturbance to the natural terrain."

Figure 1f, Volume II, depicts the existing Land Use Element designations for the subject properties. Basically, the major valley areas west of the Kimber Drive terminus and along Potrero Road are designated for "low density residential," with a density range of 0-2 dwelling units per net acre. Steeper terrain exceeding 25% slope is shown as undevelopable land. The following table has been prepared which analyzes the minimum and maximum unit yields for each Specific Plan, tabulating acreages in the various density ranges of the General Plan. As depicted, Specific Plan No. 8 would be allocated a minimum of 544 and maximum of 1,386 dwelling units, while Specific Plan No. 9 would be allocated a minimum of 309 and a maximum of 1,517, based upon the various land use classifications.
General Plan
Land Use Element Base

Specific Plan No. 8

<table>
<thead>
<tr>
<th>Density Range:</th>
<th>Acres</th>
<th>Units</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Gross</td>
<td>Net*</td>
</tr>
<tr>
<td>Low (2-4.5)</td>
<td>345</td>
<td>276</td>
</tr>
<tr>
<td>Very Low (0-2)</td>
<td>76</td>
<td>65</td>
</tr>
<tr>
<td>Reserve (0.2-1.0)</td>
<td>16</td>
<td>14</td>
</tr>
<tr>
<td></td>
<td>437</td>
<td>355</td>
</tr>
</tbody>
</table>

Non-Residential ** | 113 |
Undevelopable      | 0   |
Cross acreage      | 550 |

Specific Plan No. 9

<table>
<thead>
<tr>
<th>Density Range:</th>
<th>Acres</th>
<th>Units</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Gross</td>
<td>Net*</td>
</tr>
<tr>
<td>Low (2-4.5)</td>
<td>785</td>
<td>148</td>
</tr>
<tr>
<td>Very Low (0-2)</td>
<td>445</td>
<td>278</td>
</tr>
<tr>
<td>Reserve (0.2-1.0)</td>
<td>79</td>
<td>67</td>
</tr>
<tr>
<td></td>
<td>726</td>
<td>614</td>
</tr>
</tbody>
</table>

Non-Residential ** | 47  |
Undevelopable      | 1023 |
Cross Acreage      | 1796 |

*Based on 20% street area for low density; 15% street area for other categories
**Per Specific Plan

2. Impact

Basically, these two Specific Plans comply with the hillside grading and development policies. Most areas over 25% slope are included within open space parcels. It is also likely that the majority of areas over 25% slope that are included within individual planning unit boundaries can be avoided when designing tracts for these parcels. However, there has been a tendency to utilize slopes in the 10 to 25% range for higher densities than recommended by the General Plan. Planning units where such uses occur, include 1, 2, 7, 8, 10, 11 and 16.
With the possible exception of Planning Unit 1, which is identified as undevelopable by the current Land Use Element, all of these parcels are designated for low to very low density residential development. As depicted in the Land Use Plan for the Dos Vientos Ranch Volume II, Figure 1d, these parcels are currently proposed for medium and high density residential development. Specific Plan No. 8 is proposing 1,901 dwelling units and Specific Plan No. 9 is proposing 1,818. Thus, Specific Plan No. 8 is proposing approximately 515 dwelling units in excess of the maximum recommended by the General Plan and Specific Plan No. 9 is proposing approximately 301 dwelling units in excess of the maximum recommended by the General Plan. If 221 units proposed as a senior housing project within Planning Unit 1 is added to those currently designated within Specific Plan No. 8, the number of excess dwelling units would be increased to 736.

Impacts associated with grading and site preparation within each of these Planning Units is addressed under Subsection A, Topography. It should also be noted that significant increases in density (dwelling unit totals) correspondingly increases the scale of cumulative impacts which are directly related to traffic generation, noise, air pollutant emissions, energy consumption and demand on public services such as schools, police, fire and utilities, all of which are discussed in following sections of this report.

3. Mitigation Measures


2. Purchase of the adjacent Danielson Ranch property by the National Park Service which resulted in the deletion of approximately 800 homes anticipated for future development by the Thousand Oaks General Plan.

3. Refer to Section IV, ALTERNATIVES TO THE PROPOSED PROJECT.
A. TOPOGRAPHY

1. Environmental Setting

Landform features within Specific Plans 8 and 9 are quite varied in nature, ranging from nearly level valley areas to prominent mountain peaks. (Refer to: Volume II, figures. 2, 6, 7/Landform Photos 1-14). Overall, the property generally slopes down from west to east. The main valley, which is almost entirely within the boundaries of Specific Plan No. 8, extends westerly from the present westerly terminus of Kimber Drive for a distance of almost 1½ miles. This valley ranges in width up to approximately one-half mile. Bordering it on the north is an area of rugged topography, which forms a major ridgeline that is prominently visible along the western extremity of the Thousand Oaks Planning Area. The tallest peak here is Conejo Mountain at an elevation of 1,814 feet above sea level. The lowest point within this general area is along the easterly boundary of Specific Plan No. 8, approximately 800 feet south of Kimber Drive where Conejo Mountain Creek exits the property at an elevation of approximately 725 feet above sea level. Total relief between these points is approximately 1,100 feet.

There are two other significant valleys within the subject properties, one large and one small. The larger of the two is located on the north and south side of Potrero Road. The smaller is located between the two main valleys and is elevated above them. This latter area is separated by a group of low hills and higher ridgeline features, ranging in elevation up to approximately 1,260 feet above sea level. Westerly portions of the Dos Vientos Ranch are, in turn, characterized by a series of alternating ridges and valleys oriented generally in a northwest to southeast configuration. Beyond the Specific Plan boundaries, this terrain becomes mountainous again and descends steeply to the Oxnard Plain.

For purposes of evaluating the general topographic characteristics of each Planning Unit with respect to steeper hillside terrain exceeding 25% gradient, the following slope analysis has been prepared.
### TABLE I

**SLOPE ANALYSIS DATA**

<table>
<thead>
<tr>
<th>Specific Plan No.</th>
<th>Total Area</th>
<th>Area Greater Than 25%</th>
<th>Percentage of Total Area Greater Than 25%</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>550.4</td>
<td>31.8 ac.</td>
<td>6%</td>
</tr>
<tr>
<td>9</td>
<td>1780.6</td>
<td>1062.4 ac.</td>
<td>60%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Planning Unit No.</th>
<th>Total Area</th>
<th>Area Greater Than 25%</th>
<th>Percentage of Total Area Greater Than 25%</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>19.4</td>
<td>9.25 ac.</td>
<td>48%</td>
</tr>
<tr>
<td>2</td>
<td>29.5</td>
<td>1.95 ac.</td>
<td>7%</td>
</tr>
<tr>
<td>3</td>
<td>138.7</td>
<td>3.11 ac.</td>
<td>2%</td>
</tr>
<tr>
<td>4</td>
<td>24.4</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>5</td>
<td>16.4</td>
<td>.33 ac.</td>
<td>2%</td>
</tr>
<tr>
<td>6</td>
<td>44.7</td>
<td>1.58 ac.</td>
<td>4%</td>
</tr>
<tr>
<td>6A</td>
<td>15.5</td>
<td>3.19 ac.</td>
<td>20%</td>
</tr>
<tr>
<td>7</td>
<td>53.0</td>
<td>1.90 ac.</td>
<td>4%</td>
</tr>
<tr>
<td>8</td>
<td>16.6</td>
<td>.72 ac.</td>
<td>4%</td>
</tr>
<tr>
<td>9</td>
<td>2.5</td>
<td>.36 ac.</td>
<td>14%</td>
</tr>
<tr>
<td>10</td>
<td>38.7</td>
<td>.95 ac.</td>
<td>2%</td>
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<tr>
<td>11</td>
<td>106.0</td>
<td>12.19 ac.</td>
<td>12%</td>
</tr>
<tr>
<td>12</td>
<td>58.5</td>
<td>.41 ac.</td>
<td>1%</td>
</tr>
<tr>
<td>12A</td>
<td>28.7</td>
<td>5.17 ac.</td>
<td>18%</td>
</tr>
<tr>
<td>13</td>
<td>28.5</td>
<td>1.10 ac.</td>
<td>4%</td>
</tr>
<tr>
<td>14</td>
<td>65.0</td>
<td>1.42 ac.</td>
<td>2%</td>
</tr>
<tr>
<td>14A</td>
<td>13.1</td>
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<tr>
<td>14B</td>
<td>22.6</td>
<td>2.99 ac.</td>
<td>13%</td>
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<td>15</td>
<td>142.1</td>
<td>57.45 ac.</td>
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<td>16</td>
<td>48.7</td>
<td>1.03 ac.</td>
<td>2%</td>
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<tr>
<td>17</td>
<td>36.0</td>
<td>1.12 ac.</td>
<td>3%</td>
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<tr>
<td>18</td>
<td>206.9</td>
<td>4.58 ac.</td>
<td>2%</td>
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<tr>
<td>19</td>
<td>14.0</td>
<td>1.41 ac.</td>
<td>10%</td>
</tr>
<tr>
<td>20</td>
<td>4.4</td>
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<tr>
<td>21</td>
<td>23.5</td>
<td>2.06 ac.</td>
<td>9%</td>
</tr>
<tr>
<td>22</td>
<td>1044.3</td>
<td>971.75 ac.</td>
<td>93%</td>
</tr>
<tr>
<td>23</td>
<td>12.4</td>
<td>.69 ac.</td>
<td>6%</td>
</tr>
</tbody>
</table>

Subtotals (rounded) | 2254 | 1084.00 | 48% |
ROADS               | 77.0 | 10.0   | 13% |
TOTALS              | 2331.0 | 1094.0 | 47% |
2. Impact

Significant modifications to natural landform features will result from grading within the boundaries of both Specific Plans. These impacts are primarily aesthetic in nature, involving changes in the existing views of the Dos Vientos Ranch which is dominated by mountains and valleys, as well as major and minor ridgelines. Although a majority of this steeper terrain falls within Planning Unit 22 which is to be preserved as Open Space, these landforms also extend into areas proposed for urban development.

Because no tentative tract maps or grading plans exist for a majority of the Dos Vientos Ranch at this initial stage of planning, potential grading impacts have been comparatively evaluated utilizing land use data and site specific, topographic information (Refer to Volume II, Figures 1d, 6-6j). This analysis tends to be less hypothetical in cases where grading plans have been submitted for major highway and water reservoir construction (Refer to Volume II, Figures 4-4b, 5d). A general discussion of these effects is summarized below by land use category and planning unit number.

Note: Issues relating to the potential stability of natural and man-made slopes as well as other geotechnical hazards are discussed under Geology, Section B.

RESIDENTIAL/COMMERCIAL

As identified in the land use exhibit, figure 1d, approximately 1,117 acres of land is currently designated for urban uses within Specific Plans 8 and 9. Of this total area, only 10% or about 109 acres is classified as steeply sloping hillside terrain exceeding 25% gradient. While there is likelihood that future projects proposed in these areas can be designed to avoid the majority of this terrain, the potential for significant grading encroachments still exist within Planning Units 1, 11, 12A, 15, 20 and 22. These are, as follows:

(Planning Unit 1) As Table 1 indicates, nearly half of this 19.4 acre parcel exceeds 25% gradient. A tentative proposal to develop this minor ridgeline as a 221 unit senior housing site would require extensive landform modification. As depicted in the conceptual grading plan for this area, Volume II, figure 6i,
approximately two-thirds of this ridgeline would be lowered a maximum of 80-100 feet with excavated material redistributed as a major fill 10-15 feet deep within adjacent Planning Units 2 and 3. While a small knoll is to be preserved intact in the northerly portion of Planning Unit 1, several very large, valley oaks located within Planning Unit 3 will require special protection in order to prevent any adverse grading impacts to these trees.

(Planning Units 11 and 12A) These adjacent parcels are proposed for both medium and low density residential development of approximately 631 single-family detached homes. As depicted in Volume III, figure 6g, this upland valley is characterized by a series of internal rolling hills which contain a significant amount of terrain exceeding 25% gradient (12.6 acres). Because of the irregular nature of this terrain, it is probable that large scale grading will be necessary in order to develop these planning units at the densities currently being proposed. Although the majority of these landform modifications will occur in Planning Unit 11, portions of two prominent hills overlap into Planning Unit 12A and are therefore likely to be similarly impacted.

(Planning Unit 15) Of all the areas proposed for residential development, Planning Unit 15 contains the majority of terrain exceeding 25% gradient (57.4 acres). Primarily, this includes the steeper flanks and crests of two east-west trending ridges that are in turn separated by narrow valleys. Although this 142 acre parcel is to be developed at very low densities of between 0.5 and 1.0 unit per acre which would generate a maximum of 86 homes, potentially significant grading could still occur due to a general lack of level land in this planning unit. Correspondingly, the construction of building pads, driveways and streets throughout hillside areas may involve cuts and fills which encroach into terrain exceeding 25% gradient and are higher than 25 feet.

PARKS, EQUESTRIAN CENTER, HIKING TRAILS

(Planning Units 6 and 6A). Combined, these three parks total 66.3 acres in size and are located within the main valley area of the Dos Vientos Ranch (Specific Plan B). Only approximately 1 acre of this terrain exceeds 25% gradient with the majority of both sites consisting predominantly of gently rolling or nearly level land. Therefore, development of these parcels for recreational purposes will involve relatively minor grading impacts.
(Planning Unit 6B)

Combined these two neighborhood parks total 23.4 acres in size and are located in more westerly portions of Specific Plan 9 adjacent to Planning Units 11 and 17. The lower park site which is adjacent to Dos Vientos Parkway is proposed to be graded as two stair-stepped level pad areas. A prominent knoll also included within this parcel is to remain undeveloped in a natural condition. The uppermost park generally occupies a saddle between two Open Space areas designated within Planning Unit 22 and is proposed to be leveled using earthen material cut from the flanks of adjoining hillsides. Throughout both of these sites, manufactured slope height average between 10-15 to a maximum of 35-40 feet. The project engineer is, however, proposing that all slopes be contour-graded in order to better transition with natural landform features. Encroachment into steeply sloping terrain exceeding 25 percent gradient is considered to be minimal and involve less than one-half acre.

(Planning Unit 22) Although the majority of this proposed Open Space consists of steeper mountainous and hillside terrain exceeding 25 percent gradient, trail construction is typically planned to follow natural landform contours with only minimal brush removal and cleaning by hand. Therefore, little or no topographic impacts as a result of grading are anticipated.

(Planning Unit 20) As Table 1 indicates, approximately 83% or 3.6 acres of this 4.4 acre site consists of steep hillside terrain exceeding 25 percent gradient. As depicted in Volume II, Figure 6j, the conceptual grading plan for this area proposes a level pad to be constructed on both the north and south side of Borchard Road with the excess material generated by road grading and tunnel excavation used to fill this relatively narrow ravine to a maximum depth of 35-40 feet. Although little in the way of natural terrain will exist on site after this work is completed, surrounding ridgeline and terrain features will remain intact.

PUBLIC SCHOOLS, CHURCH AND PEDESTRIAN GREENBELTS

(Planning Units 9 and 13) With the exception of approximately 1.4 acres of relatively isolated terrain that consists of two small knolls and the flank of a steep hillside, only minimal grading impacts are expected in order to develop these parcels for their intended use. Correspondingly, areas which are to be developed as pedestrian greenbelts follow major highway alignments which in turn predetermines the amount of grading that is necessary.
STORMWATER RETENTION BASINS AND WATER RESERVOIRS

(Planning Unit 23) A little over 1⁄2 acre of this 12.3 acre site exceeds 25% gradient, while the majority consists of gently sloping to nearly level valley terrain. However, in order to develop this area for use as a flood retention basin, it is likely that significant excavation and fills will be necessary to provide a necessary impoundment capacity of 93 acre-feet of water at a maximum depth of 22 feet.

(Planning Unit 22) As depicted in Volume II, figure 3c, five, circular steel, water reservoir tanks are proposed for construction by the Cal-American Water Company to serve both the Dos Vientos Ranch and portions of Newbury Park. These tanks are to be sited at various service zone elevations throughout Specific Plans 8 and 9. Because of their large size (1-6 million gallon capacity), grading necessary to construct suitable pad sites and access roads will involve significant encroachments into steeply sloping hillside terrain resulting in major cut and fill slopes (Refer to grading plans and cross-sections Volume II, figures 5-5d). Although earthen berms are proposed to screen these facilities from view, some exposure and potential ridgeline silhouetting is likely to occur from internal residential areas, highways and hiking trails as well as off-site from existing developments in the Newbury Park Area, Rancho Sierra Vista and Mugu State Park. These impacts are discussed on a site by site basis below.

WATER RESERVOIR TANKS

Note: For purposes of analysis, a series of sixteen (16) viewshed renderings have been prepared in order to more assess the potential impact of reservoir construction in hillside and ridgeline terrain (Refer to Volume II, Section V). These exhibits depict each tank drawn to scale and superimposed onto an actual photo of the site taken from selected viewshed perspectives. The exact location of these perspectives is in turn described following the impact statement for each tank.

R-1 - This 6.0 million gallon reservoir is the largest tank proposed for construction within the Dos Vientos Ranch. It is designed to be approximately 38 feet high with a 168 foot diameter. Proposed grading of the site will involve some limited encroachment into terrain exceeding 25% slope as well as filling to create sufficient pad area and perimeter berms for screening purposes. Given the height and location of berms, the tank itself will generally not be visible from surrounding viewshed perspectives. However, until landscape materials begin to mature

- 15 -
on these large man-made features, they are likely to visibly contrast with natural landforms.

Photo 1 - taken from Reino Road/Kimber Drive intersection, looking southwest. Reservoir R-1 berm is slightly visible.

Photo 2 - taken from Cypress Park, looking up ravine towards Tank R-1. Top of berm is slightly visible.

Photo 3 - taken from within Dos Vientos, just west of the Kimber Drive terminus looking south to the vicinity of Tank R-1, a small portion of the berm's top is visible.

R-2 and R-3.- Both of these reservoirs are located in saddles at, or near the crest of hillside terrain that forms a major ridgeline feature along the northern flank of the Potrero Valley. Tank R-2 is designed to be 32 feet high with a base diameter of 75 feet and has a storage capacity of 1.0 million gallons. Tank R-3 is also designed to be 32 feet high, but has a wider base diameter of 89 feet and has a larger storage capacity of 1.5 million gallons. Grading to construct suitable pads for both of these facilities will involve the excavation and removal of portions of the natural crest of these ridges, as well as major cuts and fills in adjacent hillside terrain ranging from 25 to 70 feet in height. Although berming is proposed to reduce the visibility of these structures, the potential for ridgeline exposure and silhouetting still exists from various vantage points along Potrero Road and Dos Vientos Parkway.

Photo 4 - taken from Planning Unit 10 directly adjacent to reservoir location looking east. Berm is very apparent but tank is not visible. Tank in picture is an existing Cal-Am reservoir located south of Kimber Drive east of Reino Road.

Photo 5 - taken from proposed Dos Vientos Parkway, near south tunnel entrance looking west to Tank R-2. Berming visible along with corner of tank.

Photo 6 - taken from proposed Lynn Road looking up draw to Tank R-2. Tank not visible behind berm.

Photo 7 - taken from Lynn Road where it joins southerly property line, looking north. Photo takes in both Tanks R-2 and R-3. Corner of Tank R-2 visible due to location on narrow ridge preventing full berming.
Photo 8 - taken from approximate intersection of Lynn and Potrero Road, looking easterly. Tank R-3 visible in background.

Photo 9 - taken from Planning Unit 11 looking south towards Tank R-3. Top of tank visible due to location on narrow ridge.

R-4 - This 1.5 million gallon reservoir is similar in design to Tank R-3 in terms of structural dimensions. The majority of this site consists of steeply sloping hillside terrain situated along the southern flank of Conejo Mountain. Grading to create a suitable recessed tank pad that will serve to screen this structure from view from the main valley area, will result in a very large cut slope approximately 82 feet in height. Although berming in front of the tank is also proposed in conjunction with this excavated pad, from oblique perspective angles within Planning Unit 14 and along Borchard Road, it is likely that significant tank exposure will still occur.

Photo 10 - taken from proposed Borchard Road looking west after emerging from tunnel towards Tank R-4. Corner of berm is visible.

Photo 11 - taken from Planning Unit 3 looking northwest to Tank R-4. Tank itself is visible with berming around it. This side of the tank is open for the reason of providing a service access road to the pad. Otherwise the tank structure is contained within the berm.

Photo 12 - taken from entrance into Planning Unit 2 looking north to Tank R-4. Corner is visible slightly, however it is mostly obscured by berm.

Photo 13 - taken from Planning Unit 14 looking northeast to Tank R-4. Tank is screened by berm.

R-5 - This 1.0 million gallon reservoir is conceptually designed as a low-profile structure, 24 feet in height, with a base diameter of 88 feet. It is located within a saddle at the crest of a minor ridgeline separating Planning Units 15 and 16. In order to grade and prepare this site for construction, a very large recessing cut is proposed in this natural ridgeline that ranges from 20 feet in depth up to 90 feet in height. Although this method of grading will help to screen this tank when viewed from surrounding lowland areas in Planning Unit 16, resultant landform modifications and upper portions of the tank itself will be visible from within Planning Unit 15.
Photo 14 - taken from proposed Dos Vientos Parkway looking northwest through Planning Unit 16 towards Tank R-5. South side of screen berm is visible, tank structure is not.

Photo 15 - taken from Planning Unit 15 looking south towards Tank R-5. Tank is not visible although top of berm cut slope is. Top corner of tank is at about the same elevation as the cut berm, thus from the lower elevation that the photo was taken from, tank visibility is precluded.

Photo 16 - taken from south edge of Planning Unit 16 looking towards Tank R-5. Top of Tank is visible although backdrop landforms prevent silhouetting. This location is similar to Tank R-3 in that the potential horizontal reach of the berming is minimized by the narrowness of the topography.

MAJOR ARTERIAL HIGHWAYS

As depicted in Volume II, figure 3a, Borchard Road and westerly portions of Dos Vientos Parkway are to be constructed as Secondary, Limited Access Roads within a 14 foot pavement section, with additional right-of-way necessary for a parallel trail and greenbelt system. On the other hand, the easterly portion of Dos Vientos Parkway between its intersection with Lynn Road and Borchard Road is to be constructed as a Secondary, Controlled Access Highway within a 94 foot right-of-way. A 100 foot wide landscaped greenbelt is also proposed to parallel this latter road section in flatter, more lowland valley areas. Both of these highways traverse very steep hillside terrain exceeding 258 gradient as illustrated in conceptual Grading Plans and Cross-sections Volume III, Figures 4-4b. These alignments have, in turn, been designed to follow natural landform contours as much as possible and in certain areas where massive cuts and fills would have been unavoidable, tunnels are proposed to minimize topographic impacts. This grading is discussed in more detail below.

(East Dos Vientos Parkway) Beginning at its terminus with Lynn Road, this arterial highway climbs gradually northward gaining approximately 100 feet in elevation before it enters a tunnel which passes below the crest of a major ridgeline which separates Planning Units 18 and 19 from Planning Units 9, 10 and 11. Proposed cuts and fills in this general area are relatively minor, averaging 15 to 30 feet in height (Refer to Cross-sections 5 and 6, Figure 4a). Beyond this point, the road begins to descend slowly again traversing a relatively small
upland area before exiting through a low, saddle into the main valley. For the most part, this proposed construction involves roadbed fills ranging from 25 to 35 feet in depth (Refer to Cross-sections 7, 8, 6, 9, Figure 4a).

(West Dos Vientos Parkway) Rising steadily near the southern boundary of Planning Unit 12 this arterial highway again gains approximately 100 feet of elevation before leaving the main valley behind and traversing a saddle that separates planning units 15 and 16. Between this area only one major 45-50 foot cut is anticipated along with minor fills being necessary for road bed construction. (Refer to Cross-sections 3 and 4, Figure 4). Descending from this point, gradually towards the Potrero Valley another similar cut 45-50 feet in height is necessary on the east side of this road and slightly more extensive road bed fills are required averaging 15-20 feet in depth. (Refer to Cross-sections 1 and 2, Figure 4).

(East Borchard Road) Entering the Dos Vientos Ranch at the easterly property boundary, this arterial highway rises in elevation fairly rapidly through rugged hillside terrain before entering a tunnel that passes underneath a steeply-sloping north-south trending ridgeline. Grading impacts approach this proposed tunnel which include major fills associated with the construction of a 4.4 acre equestrian site in Planning Unit 20 (previously discussed) and several relatively large cut slopes ranging from 45 to 50 feet in height. (Refer to Cross-sections 10, 11, and 12, Figure 4b). Exiting this tunnel, the roadway begins to descend rapidly again toward the main lowland valley and Planning Units 1, 2 and 3. Topographic modification along this side hill portion of the alignment also involves several significant cut slopes between 35 and 40 feet in height (Refer to Cross-sections 14 and 15, Figure 4b).

3. Mitigation Measures

(a) Preservation of approximately 1039 acres of hillside and mountainous terrain as natural open space serves to reduce potential topographic impacts associated with construction and grading activities within Specific Plans 8 and 9. Planning Unit 22 should, in turn, be offered for dedication to the Conejo Open Space Conservation Agency, subject to their requirements to construct trail improvements and control access. Also, as tracts are considered and approved within individual planning units and the boundaries of these developments are more accurately determined, additional land may be designated as permanent Open Space,
(b) In order to preserve significant, natural landform features within Planning Units 11 and 12A, it is recommended that both of these parcels be developed at very low residential densities of 0-2.0 units per acre. This would allow more flexibility in site grading in keeping with policies addressed by the Conservation Element of the General Plan. Also, if Planning Unit 10 were included in this proposed modification, this entire upland valley area would then be in conformance with the existing Land Use Element of the General Plan.

(c) In order to more firmly establish the limits of development within Planning Unit 15 and prevent potential grading in steeper hillside terrain, the majority of these two east-west trending ridges should be permanently preserved as Open Space and including within the boundaries of Planning Unit 22.

(d) In order to more accurately assess the potential impact of reservoir tank construction in prominently visible hillside areas, it is recommended that a series of photo-overlay exhibits be prepared for evaluation in the Final EIR. Typically, the format of these exhibits involves an artist's rendering of each proposed structure (drawn to scale) which is then superimposed onto an actual photograph of the site taken from selected viewshed perspectives. In addition, all grading and berming is depicted on these photos in a post-construction state without the benefit of landscaping. Where this level of impact is determined to be adverse, it is recommended that these reservoirs either be redesigned or relocated to avoid massive berming and cut slopes. If these facilities cannot be relocated or moved, underground tank designs are a preferred project alternative.

(e) Upon approval of Specific Plans 8 and 9, and prior to granting individual Development Permit Applications, grading plans are routinely required in order to comprehensively analyze topographic impacts and insure conformance with City codes and policies. Correspondingly, grading for in-tract developments shall not occur in slopes over 25% natural grade, nor shall manufactured slopes exceed 25 feet in height. Conditionally, exempted from these restrictions are major highway construction, retention basin areas, reservoir sites and access roads as well as regional hiking and equestrian trail networks.
(f) In order to assess the potential impact of future grading activities on rare or endangered native plant species, systematic surveys should be conducted by a trained, professional botanist during peak blooming periods in the following areas: (1) rocky outcroppings and hillsides along the Borchard Road Alignment, (2) Reservoir Tank Site R-4, (3) Planning Units 1, 2 and 3 as well as suitable plant habitats along the margins of Planning Units 14, 14A, 15 and 16. Following this survey and prior to the release of Grading Permits, a report on the status and distribution of these species including suggested project alternatives to minimize any adverse effects should be submitted to the Director of Planning and Community Development for review.

(g) Landscape treatment to reduce erosion and improve the aesthetic appearance of artificially created slopes will be necessary. From a maintenance standpoint, many attractive, drought tolerant, native species are commercially available for this purpose. These plants are readily adaptable to a variety of soil conditions and have root structures which enhance slope stability. Due to the prolonged period of time necessary for landscape materials to become well-established, this work should be undertaken as early in the construction process as possible.

(h) In order to better create a more natural transition between proposed urban areas and existing vegetation patterns and landforms, it is recommended that all manufactured perimeter slopes adjoining Planning Unit 22 be contour-graded and rounded to resemble existing terrain conditions and that native shrubs and trees be utilized exclusively for landscaping purposes. A significant percentage of these plantings should include valley and coastal live oaks.
B1. VIEWSHED MODIFICATION

1. Environmental Setting (General)

Specific Plans 8 and 9 encompass a series of interior valleys and low foothills and ridges which are flanked to the north by rugged, volcanic outcroppings of Conejo Peak and to the south by the massive sandstone cliffs of Boney Ridge. Views of the Pacific Ocean and Channel Islands to the west are possible from higher vantage points as well as unrestricted panoramas of the surrounding landscape that has remained essentially unchanged since the early ranching days of the Conejo Valley. Grassland and coastal sage covered lowlands and hills which are largely devoid of oaks are the predominant viewshed features along with scattered eucalyptus tree windrows, dirt roads, old fences and ranch buildings that include barns and corrals in the Central Valley. Because of intervening ridgelines, only southerly and more easterly portions of the property adjacent to Potrero Road and Kimber Drive are visible from the Newbury Park and Rancho Sierra Vista areas.

Ridgeline Development Policies

In January of 1978, the City Council adopted the Ridgeline Study which outlines the City's continuing efforts toward protection of these scenic resources as identified in the General Plan. This report includes a comprehensive evaluation of all ridgelines of potential significance within the limits of the Planning Area boundaries and is provided along with appropriate recommendations to control or prevent irreversible impacts to these natural landform features.

Both major and minor ridgelines occur within the Dos Vientos Ranch. For purposes of definition, a ridgeline is defined as the crest of a range of hills or mountains. Visually, it is the profile formed where the terrain meets the skyline. Correspondingly, the terrain must be elevated above surrounding areas to be perceived as a ridgeline.

Minor ridgelines are defined as those ridgelines which are not prominently visible to a large area. They are typically lower compared to surrounding terrain and major ridgelines or may be visible only to a limited area. These landforms may also have a backdrop of higher terrain nearby which eliminates a skyline profile from most vantage points. Major ridgelines, on the other hand, are defined as those ridges which are prominently visible to a substantial portion of the Thousand Oaks community such as Conejo Peak. Other less prominent topographic features that
occur throughout the subject property are graphically depicted in Volume II, Figure 2.

2. Impact (General)

The most significant visual impact associated with these development plans will be the resultant change in the natural viewshed characteristics of the project site. Although these modifications are restricted primarily to lowland portions of the site, urbanization of this area will alter the existing qualities of this rural, open space landscape when viewed from surrounding highways and residential communities including Rancho Sierra Vista and portions of Mugu State Park.

2A. Impact (Specific)

As the proposed Development Plans for Specific Plan No. 9 indicate, ridgeline terrain surrounding Planning Units 9, 10, 11 and 12A is to be totally included within Open Space Parcel 22. The majority of ridgelines to the west of Planning Units 14, 14A, 15 and 16 also fall within areas to be preserved as permanent Open Space. The only exception to this statement is a group of low hills located internally within Planning Unit 15 which could be considered minor ridgelines. Further to the north, Conejo Mountain and related hillside terrain form a major ridgeline, flanking the main valley area of Specific Plan No. 8. While much of this latter area is included in Open Space Parcel 22, the possibility of development of a minor ridgeline feature exists within Planning Unit 1 (proposed Senior Housing site).

In addition, although earthen berming and landscaping are proposed as a means to reduce the exposure of five Cal-American reservoir tanks that are to be constructed at various locations throughout Planning Unit 22, silhouetting of several of these structures (including tanks R-2, R-3 and R-5) at the skyline will still occur when viewed from surrounding arterial highways, residential areas and open space hiking and equestrian trails.

3. Mitigation Measures

1. The majority of urban land uses are proposed in lowland portions of the property in order to preserve knolls, hillsides and prominent ridgelines wherever possible. Natural viewshed are retained throughout the development through the establishment of an extensive system of permanent Open Space and wildlife movement corridors. In addition to two primary arterial highways, Borchard Road
and Dos Vientos Parkway will utilize tunnels so that massive cut and fill slope can be avoided.

2. Refer to Section III, Topography; 3. Mitigation Measures (b), (c), (d), (g) and (h).

3. Refer to Section III, Historic Resources; 3 Mitigation Measure (a)

4. Refer to Section IV - ALTERNATIVES TO THE PROPOSED PROJECT: Modified Land Use Plan.
B. GEOLOGY

A number of geotechnical investigations have been prepared within the limits of the Dos Vientos Ranch property, copies of which are on file in the Department of Planning and Community Development and available for public review, and are hereby incorporated by reference as per Chapter 3, Article 10, Section 15150 of the California Environmental Quality Act. These are listed as follows:


General information regarding potential geologic hazards, soil and bedrock characteristics as well as seismic conditions that may affect the development of these two Specific Plan areas is discussed in these previous studies. Two more recent evaluations of this site prepared by Corian Associates and are available for review in Volume III, Appendices C and C1.

1. Environmental Setting

The general region is underlain by a thick section of Miocene Age volcanic bedrock, within the transverse structural block, and transected by an east-west to northeast-southwest trending series of inactive and potentially active faults. None of the potentially active faults, however, cross the subject properties. Surficial deposits of alluvium soil up to 35 feet in thickness overlie the bedrock on the site.

The only major fault which traverses the subject property is the Conejo Fault, the location of which is depicted in Figure 2a, Volume II. In addition, several other minor faults have been identified locally including the Sycamore Canyon Fault which is located off-site approximately one mile to the southeast. All of these faults are classified as "Inactive" by the California Division of Mines and Geology.
2. Impact

Bedrock within the subject properties is volcanic in origin, and no particularly weak sediments were observed to be interlayered between the hard flow rock. However, the geologic report notes that such materials are known to occur elsewhere in this region and may be encountered in cuts made on the subject property. Excavation difficulty in the bedrock is expected to be highly variable depending upon the depth of cut and locality. Previous borings on the property encountered very hard bedrock at several locations. Difficult ripping and probable blasting would be necessary where deep cuts were proposed. This problem may be encountered when specific subdivision plans or grading plans are submitted for projects within the proposed Specific Plan areas.

Although both Plans were designed to facilitate compliance with the City's requirement that cut and fill slopes not exceed 25 feet in height, there are some areas, such as the Borchard Road extension, where it will not be possible to meet this criterion. Therefore, there could be some areas where cuts will penetrate hard bedrock and blasting may be required. These areas cannot be identified at this time, and will have to be evaluated on a case by case basis when tentative tract maps are proposed for specific portions of the subject property.

The geologic report also found that there are relatively few slope stability problems and the hazard of landslides affecting the proposed highway, commercial and residential building sites would be negligible. The underlying bedrock is inherently more stable than many of the sedimentary sandstone, siltstone, shale formations that underlie much of the Thousand Oaks area. No mud slides, soil slumps, or similar shallow slope failure phenomena were observed on the subject property.

2A. Geologic Hazard Evaluation

Liquefaction - Subsurface data acquired by Converse Foundation Engineers (1966) and described in their boring logs and laboratory test results indicate that alluvial soils and shallow groundwater are present with the proposed project. Under some circumstances, areas underlain by soft alluvial soils and shallow groundwater may undergo a phenomenon known as liquefaction during strong seismic shaking. In order for liquefaction to occur the following factors must be present:

1. The water table must be relatively shallow, generally less than 35 feet deep.
(2) The soil below the water table must be unconsolidated silt and fine sand with low relative density and

(3) The seismic ground shaking level must be of sufficient intensity and duration.

A review of the data contained in the Converse report shows that alluvial soils are composed of various mixtures of sand, silt and clay and that a significant gravel fraction is present (10%-30%) throughout. This reported composition indicates that these underlying deposits are apparently too heterogeneous (poorly sorted) to undergo liquefaction. Therefore the potential for liquefaction under future projects is very low to non-existent.

Seismicity - The closest potentially active fault is the Malibu Coast fault located offshore, approximately 7½ miles south of the project. This fault is believed capable of generating a Magnitude 6 1/2-6 3/4 (Richter) earthquake which would produce maximum repeatable ground accelerations at the site of about 0.20g-0.30g over a duration of 15-20 seconds. Based on available evidence, it appears that the event would have a low probability of occurrence during the 50-75 year life of the development. The most likely, significant earthquake, which will affect the project, would be generated on the San Andreas fault approximately 42 miles to the northeast. A magnitude 8-8½ event is considered imminent and would produce maximum repeatable ground accelerations of 0.10g-0.15g for a period of 50-60 seconds.

Inundation from Dam Failure - The existing two earth-filled dams within Specific Plan No. 9 are planned to be eliminated. Therefore, no threat of inundation will exist in this area. The only dams proposed for the subject property are to be located in the westerly portion of Specific Plan No. 8, for the purposes of retaining flood waters during heavy storms. The area behind these dams would be dry most of the time, and the dams would have to meet existing State standards for construction.

Slope Instability - Relatively few slope stability problems are anticipated within the subject properties. Local conditions of weaker sediments within the harder volcanic rock may be exposed in north-facing cut slopes. There is also a local rock fall hazard to potential building sites in the northerly portions of Specific Plans No. 8 and No. 9, adjacent to the steep slopes of Conejo Mountain.
Seepage - The geologic reports identified some areas of relatively high ground water within the subject property. With the cessation of ground water withdrawal in the local area, and the general increase in percolation from future residential development through lawn watering, ground water levels will probably rise in the area. Seepage of ground water could arise in certain areas if not anticipated in the grading plan for such areas.

3. Mitigation Measures

The general conclusion of the geologic reports is that the site does not present any substantial geologic constraints to land planning. All potential impacts can be mitigated, either through the application of existing standards within the Building Code and Grading Ordinance, or at the project design level when more detailed studies are done. Specific mitigation measures recommended within the geologic reports are as follows:

(a) The geologic reports note that since the faults on the subject property are considered inactive, there should be no significant site planning constraints. However, it is recommended that geologic inspections be carried out during construction to substantiate the inactive status of the faults. At the time a project is proposed for an area along the fault trace of the Conejo Fault, trenching should be undertaken to determine whether the fault has disturbed the alluvial deposits. In this way, the inactive status of the fault could be verified. If the fault had actually disturbed the alluvial deposits, then it should be considered for a different status and an appropriate setback of structures from the fault recommended. It should be noted, however, that all available evidence indicates that these faults are inactive.

(b) Conformance with the existing Building Code of the City of Thousand Oaks for seismic considerations in the design of structures will satisfactorily mitigate the potential adverse impacts of future seismic shaking. As previously noted, the subject properties are not subject to unusually great intensities of ground shaking, as compared with other areas of Southern California.

(c) Geologic reports required at the time of tentative tract map review will identify any local areas of slope instability. Generally, major north-facing cuts should be avoided in land planning, wherever feasible. With respect to the potential rock fall hazard in the northerly portions of the
subject properties, the geologic report recommends that at the time of review of proposed tracts in this area, detailed field studies be made of the potential hazard and appropriate mitigation measures. Such measures could include dislodging hazardous rocks prior to development, stabilizing or anchoring loose rocks, blasting larger rocks to reduce their size and potential for rolling down slope, construction of protective barriers, and restriction of development to areas beyond the potential rockfall hazard.

(d) As determined to be necessary by the Soils and Engineering Geologist, hillside terrain subject to remedial grading for purposes of slope stabilization should be contour-graded to resemble natural landform features. This should also include hydro-seeding and landscaping with native plant species to control erosion.

(e) The potential for ground water seepage can be evaluated in the geologic reports of future tentative tract map proposals. Potential mitigation measures involve the provision of sub-drains beneath fills to prevent ground water from reaching the surface, and capping the surface with relatively impermeable fill to minimize the infiltration of surface water to the ground water table below. Further investigation is needed to determine the extent to which seepage may become a problem in specific locations.
C. HYDROLOGY/DRAINAGE

1. Environmental Setting

General: The Dos Vientos Ranch is located within the upper reaches of the South Branch Arroyo Conejo Creek which drains a watershed of approximately 8,614 acres. Specific Plans 8 and 9 encompass approximately 1,915 acres, of which 373 acres drain toward Potrero Road and the South Branch Arroyo Conejo. The remaining 1,542 acres in turn drain to Conejo Mountain Creek. The confluence of these two tributary drainages occurs approximately 1/2 mile downstream of the easterly property boundary within Tract 3666 (Refer to Vol. III, App. B, Fig. 1). From this point a concrete lined channel proceeds northward joining the main fork of the Arroyo Conejo just beyond the U.S. 101 Freeway west of Ventu Park Road. This stream is tributary to the Calleguas Creek Drainage System which encompasses a watershed area of approximately 321 sq. mi. The lower reach of this channel crosses the Oxnard plain and empties directly into the Mugu Lagoon at the edge of the Pacific Ocean.

With the exception of graded dirt roads and a 2 acre site which is presently occupied by corrals, barns and other ranch structures, the majority of the watershed is in a natural state and is characterized by intergrading grassland, coastal sage scrub and chaparral. Remnants of citrus and walnut orchards also exist in isolated locations. Streamside riparian vegetation is also poorly developed with scattered willows occupying a few shallowly eroded arroyos. Geologic units tend to be uniform in their occurrence and consist basically of volcanic outcappings with expansive soils occurring as the weathered reflection of underlying bedrock units.

Although surface water resources are relatively limited, two small stock ponds located in the main valley are maintained by ground water on a year-round basis and several catch basins retain runoff in surrounding hillside areas. Ephemeral springs also originate along the base of highly fractured bedrock features. Runoff from both Conejo Mountain Creek and portions of the South Branch Arroyo Conejo located within the ranch is largely intermittent between the months of January through April. Both of these tributary drainages, however, support moderate to high flows for relatively short durations during major storm events.

South Branch Arroyo Conejo Creek

The South Branch for the majority of its length has been channelized. However, due to severe capacity restrictions at
several points including the undercrossing at the U.S. 101 Freeway, urban areas downstream of the Dos Vientos Ranch are subject to flooding from a 100-year storm event (Refer to Vol. II, Sec. III). The Ventura County Flood Control District (VCFCD) has previously conducted studies within this watershed to identify these potential flood plains and investigate various methods to reduce or eliminate these hazards. As early as 1976, the VCFCD identified several sites where retention basins could be located within Specific Plans 8 and 9 to effectively prevent any increase in stormwater runoff that might result from future development of this property.

A number of factors have changed since these initial studies were originally completed. Primarily they involve revisions to the development plan and proposed method of stormwater conveyance. Following release of the Draft EIR a revised hydrology study was prepared by Hawk and Associates which includes new technical information.

Calleguas/Arroyo Conejo Creeks

Over the past several years, flooding along downstream reaches of Calleguas and Arroyo Conejo Creeks has caused extensive damage to agricultural land and crops, as well as installations at the Pt. Mugu Naval Air Station (Committee for Flood Control 1983). A more thorough discussion of these conditions is addressed in a DEIR prepared for the expansion of the Hill Canyon Wastewater Treatment Plant (City of Thousand Oaks, Utilities Department), and is hereby incorporated by reference.

Existing downstream flood control levees were originally constructed prior to 1960 by private property owners and in part by the U.S. Soil Conservation Service when the urban development of the tributary watershed was relatively limited and the combined population of the Simi and Conejo Valleys as well as the City of Camarillo was estimated at approximately 15,000.

These facilities consist of rip-rapped earthen berms designed to convey stormwater across lowland portions of the Oxnard Plain toward a natural point of discharge located at the Mugu Lagoon. In several areas the bottom elevation of this flood control channel is presently 4-6 feet above the adjacent farmlands which have been reclaimed from the historic flood plain of Calleguas Creek. Containment features in turn rise more than 12 feet above adjacent farmlands. The resultant structure that has been created is similar to an elevated dam. When a levee is breached, damage not only is caused by flooding but by the force of cascading water as well.
The Ventura County Flood Control District (VCFCFD) has jurisdiction over this "red-line" channel and is charged with the responsibility of its operation and maintenance. The district in turn collects fees from all approved residential, commercial, industrial, and institutional projects, which are spent for necessary capital improvements within Flood Zone III, of which the Calleguas Creek Channel is a part.

Over the past 25 years, considerable urban growth and modification to the surrounding watershed have occurred. For various reasons including the lack of adequate funding, the VCFCD has been unable to adequately maintain or reconstruct downstream reaches of this flood control channel. As a result, increased stormwater runoff combined with sedimentation generated from unincorporated areas of Ventura County as well as the communities of Camarillo, Moorpark, Thousand Oaks and Simi Valley have contributed to conditions that have increased the severe periodic flooding.

2. Impact - Stormwater Runoff

(General)

Proposed modifications to existing watershed features within the Dos Vientos Ranch will increase runoff from the site, create the potential for erosion and sedimentation as well as add to downstream wastewater discharges from the Hill Canyon Treatment Plant facility. These impacts will result directly from the removal of natural vegetation during grading and soil compaction, construction of impervious surfaces, installation of storm drains and domestic use of imported water supplies.

In order to reduce stormwater runoff and eliminate downstream siltation, the project engineer is proposing to construct a series of four (4) retention debris basins on site. These facilities will serve to reduce the severity of flooding during 10, 50 and 100-year storm events along downstream reaches of both the South Branch Arroyo Conejo and Calleguas Creeks. A detailed hydrology report has in turn been prepared by Hawks and Associates, which evaluates the overall effectiveness of the design concepts (Refer to Vol. III, App. B). The findings of this new study are summarized as follows.

(Conejo Mountain Creek/South Branch Arroyo Conejo Creek)

The total project area runoff to the Conejo Mountain Creek and the tributary to the South Branch Arroyo Conejo for existing and developed conditions is summarized in Table 1 below for 10,
50, and 100-year events. Developed conditions runoff as shown in this table is without the benefit of utilizing retention basins. The figures indicate an increase over existing conditions ranging from 87 to 97 percent for Conejo Mountain Creek depending on storm frequency, and an increase over existing conditions ranging from 25 to 26 percent for the tributary to the South Branch Arroyo Conejo.

**TABLE 1**

**SUMMARY OF RUNOFF (CFS)**

**CONEJO MOUNTAIN CREEK**

**DOWNSTREAM STUDY LIMITS**

<table>
<thead>
<tr>
<th></th>
<th>Existing Conditions</th>
<th>Developed Conditions</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>10-Yr. 50-Yr. 100-Yr.</td>
<td>10-Yr. 50-Yr. 100-Yr.</td>
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<td>Existing</td>
<td>1188 1844 2196</td>
<td>2337 3457 4153</td>
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<tr>
<td>Without</td>
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<td></td>
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<tr>
<td>Retention Basins</td>
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**TRIBUTARY TO SOUTH BRANCH ARROYO CONEJO @**

**DOWNSTREAM STUDY LIMITS**

<table>
<thead>
<tr>
<th></th>
<th>Existing Conditions</th>
<th>Developed Conditions</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>958 609 535</td>
<td>1210 1010 666</td>
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<tr>
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<td></td>
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<td></td>
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</tbody>
</table>

It should be noted, that runoff values for developed conditions are considerably higher on both watersheds than indicated in earlier VCFCD studies. Review of available data indicates that at least 50 percent of the increase is due to different routing assumptions through the watershed. The earlier VCFCD studies assumed trapezoidal channel routing through much of the watershed. This type of conveyance provides the benefit of additional storage and increases runoff travel time which can be beneficial depending on the peaking time of other subareas entering the facility.

The latest development plan will provide underground conduits for storm flow conveyance. The corresponding decrease in facility storage and reduction in travel time will now create almost an identical alignment of peaking times for the major
drainage areas, particularly Conejo Mountain Creek. This represents a potentially significant impact to downstream inhabited areas, particularly during lower frequency Q50 and Q100 storms. The following sections discuss the proposed methods to limit stormwater runoff to less than that which presently occurs under existing undeveloped conditions.

Conejo Mountain Creek

Two basins were previously proposed for this watershed and are still considered to be feasible. Basin No. 1 encompasses 11 acres of surface area and is located in Planning Unit No. 23. The depth of the basin at the outlet facility is approximately 22 feet with a maximum ponding depth of 19.50 feet for a 100-year storm. The basin would retard flow from 463 acres of the watershed and temporarily store 110 acre-feet from the 100-year storm.

Basin No. 2 encompasses approximately 9 acres of surface area and is located in Planning Unit No. 6. The depth of the basin at the outlet facility would be approximately 14 feet with a maximum ponding depth of 10 feet for the 100-year storm. The basin would retard flow from 227 acres of the watershed and temporarily store 44 acre-feet from the 100-year storm.

TABLE 2
SUMMARY OF RUNOFF (CFS)
CONEJO MOUNTAIN CREEK

<table>
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<th></th>
<th>Existing Conditions</th>
<th>Developed Conditions</th>
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<td>10-Yr.</td>
<td>50-Yr.</td>
</tr>
<tr>
<td>1188</td>
<td>1844</td>
<td>2196</td>
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</tbody>
</table>

Utilizing both of these sites for retention purposes, peak flow for developed conditions still exceeds existing conditions anywhere from 12 to 20 percent, depending on the storm event. As a result, a third basin was determined to be necessary.

Basin No. 3 is proposed to be located in Planning Unit No. 6A and will encompass as much as 7 acres of surface area depending on final grading concepts. For purposes of analysis, this facility is referred to as a throttling basin to restrict outflow at the easterly boundary of the project to existing undeveloped conditions or lower. This basin will temporarily store 34.
acre-feet from a 100-year storm. The total project area runoff at the downstream study limits is summarized in Table 3.

**TABLE 3**

**SUMMARY OF RUNOFF (CFS)**  
**CONEJO MOUNTAIN CREEK**

<table>
<thead>
<tr>
<th>Existing Conditions</th>
<th>Developed Conditions With 3 Retention Basins</th>
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<td>10-Yr.</td>
<td>50-Yr.</td>
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<td>1188</td>
<td>1844</td>
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</tbody>
</table>

These results indicate that all increases in flow have been reduced considerably below existing undeveloped conditions, with the major reduction occurring for the larger storm events.

**Tributary to South Branch Arroyo Conejo**

Retention basins were not previously considered for this watershed. However, increased runoff as previously presented in Table 1 represents a significant impact downstream because of inadequate channel capacity. As-built plans for Tract 2039-3, which is located adjacent to and easterly of the Dos Vientos project, indicate that this storm system was designed in 1970 which utilized earlier hydrology methods. This system can only convey approximately 440 cfs which is considerably less than the 10-year storm for existing conditions. Excess runoff would then overflow onto Potrero Road. Therefore, a retention basin was considered for this watershed.

This retention basin is to be located at the southeast corner of the project and will encompass a surface area of approximately 6 acres. The depth of the basin at the outlet would be approximately 15 feet with a maximum ponding of 11.5 feet and temporarily store 25.5 acre-feet for the 100-year storm. A 72" reinforced concrete pipe outlet conduit was assumed in the proposed design which is identical in size to the existing downstream storm drain. The outlet would release a maximum flow of 384 cfs for a peak 100-year inflow of 1,210 cfs. The total watershed area runoff is summarized in Table 4.
TABLE 4
SUMMARY OF RUNOFF (CFS)
TRIBUTARY TO SOUTH BRANCH ARROYO CONEJO

<table>
<thead>
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<th>Location</th>
<th>Existing Conditions</th>
<th>Developed Conditions</th>
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<tbody>
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<td>50-Yr.</td>
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<td>Conejo Mountain Creek, Downstream Study Limits</td>
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<td>809</td>
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<td>Tributary to South Branch Arroyo Conejo Downstream Study Limits</td>
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<td></td>
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<tr>
<td>At Cohan Property</td>
<td>7335</td>
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</tr>
</tbody>
</table>

Cumulative Impacts

It was also necessary to assess the effects of the entire project runoff at some point downstream to insure that the peaking relationships of retarded flows were not causing any unusual adverse impact offsite. Hydrograph outputs at the downstream study limits were provided to the VCFCD for further analysis down to the Cohan property (proposed Tract 3666) where Conejo Mountain Creek junctions with the South Branch Arroyo Conejo. (It should be noted that special conditions have been imposed on the Cohan property to require the construction of additional retention facilities when this property is developed.) VCFCD computer runs are summarized in Table 5 for the 100-year storm at selected locations.

TABLE 5
SUMMARY OF RUNOFF (CFS)
100-YEAR STORM

<table>
<thead>
<tr>
<th>Location</th>
<th>Existing Conditions</th>
<th>Developed Conditions</th>
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<tr>
<td>Conejo Mountain Creek, Downstream Study Limits</td>
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<td>Tributary to South Branch Arroyo Conejo Downstream Study Limits</td>
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</tr>
<tr>
<td>At Cohan Property</td>
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</tbody>
</table>

These study results indicate that the proposed construction of four (4) basins onsite will eliminate any increase in downstream storm flows and actually reduce combined runoff flows to less than that which occurs under existing conditions.
2a. **Impact - Stormwater Runoff**

(Arroyo Conejo/Calleguas Creek)

As previously noted, areas adjacent to the lower reaches of the Arroyo Conejo and Calleguas Creeks have periodically experienced flooding and damage due to insufficient channel capacity, lack of adequate maintenance, sediment deposition and urbanization of tributary watershed areas. These conditions are well documented in the EIR prepared for the expansion of the Hill Canyon wastewater treatment plant (City of Thousand Oaks Utilities Department) and are hereby incorporated by reference.

The Army Corps of Engineers are in the process of preparing an analysis of alternative project designs that will eliminate this flood hazard. This study should be available for public review in 1987, however, the estimated timeframe for bringing any large scale downstream flood control improvements on line is still approximately ten years away (1995-1998).

As proposed, stormwater flows are to be retained on-site in order to reduce peak discharge volumes to less than existing conditions. Development of the Dos Vientos Ranch will therefore not contribute to potential downstream flooding conditions by providing a 12-15 percent reduction in 100 year stormwater runoff from upstream watershed areas.

3. **Impact - Low Flow Nuisance Water/Hill Canyon Effluent Discharge**

Impacts related to low flow conditions in the Arroyo Conejo and Calleguas Creek drainages have been thoroughly addressed in the previously referenced EIR prepared for the expansion of the Hill Canyon Wastewater Treatment Plant (City of Thousand Oaks Utilities Department) and are hereby incorporated by reference. The indirect effects of development within the tributary watersheds of Conejo Creek have also been addressed by the Ventura County Flood Control and Water Resources Department (Haydon, 1981). Briefly, these comments are as follows:

- The increase in nuisance water resulting from urban areas during non-rainfall periods and their impact upon soil saturation, vegetative growth and bank stability. The complaints relate to the concept that
nuisance waters and effluent cause soil saturation and loss of bank stability during the summer months, thereby exposing natural downstream channels to more erosion during winter flood periods.

- The effects of effluent and nuisance water on crop land adjacent to the channels. Examples are cited that in certain downstream reaches of Calleguas Creek, the channel invert is higher than adjacent farmland. In these areas, it is alleged that summer nuisance flows (predominantly effluent) are leaching from the channel under the adjacent crop land, causing a reduction in the land's productivity.

- According to this agency, the most significant impact associated with effluent flows downstream of the Hill Canyon Treatment Plant is extensive growth of riparian vegetation that leads to clogged flood control channels, increased sedimentation, reduced stormwater capacity, and erosion of saturated levees which in turn causes failures and flooding of adjacent farmlands.

4. Mitigation Measures

(a) As a means to eliminate impacts within the Arroyo Conejo and Calleguas Creek drainages associated with stormwater flows, a series of four (4) permanent retention/debris basins are proposed to be constructed on-site to reduce Q10, Q50 and Q100 peak runoff volumes to less than those which occur under existing undeveloped conditions. Depending on the design of these facilities, they would also have the ability to intercept low flow nuisance water and serve as percolation basins for groundwater recharge.

(b) As required by law, standard fees are collected by the Ventura County Flood Control District from all residential and commercial projects approved within the City of Thousand Oaks. Future tracts proposed within the boundaries of Specific Plans 8 and 9 will contribute significant funds that will in turn be utilized by the District for capital improvements and maintenance operations within Flood Zone III, or which the Calleguas Creek Channel is a part.

(c) In addition to standard flood zone fees that are collected from new developments, the Flood Control District has the authority granted under Appendix
Section 46-7.1 of the State Water Code, to establish Special Zone Fees (the maximum amount of which are not limited by statute), that can be imposed on building permits in order to construct necessary downstream improvements or fund maintenance operations. If a special assessment zone were established for the entire Calleguas Creek Drainage Basin, significant revenues would be generated to mitigate cumulative impacts associated with land use modifications to the upper watershed. This type of policy action would first require the approval of local jurisdictions.

(d) With regard to the discharge of nuisance water into downstream channels, these issues have been thoroughly addressed in the Final Supplemental EIR prepared for the Hill Canyon Wastewater Treatment Plant expansion. In terms of the City's participation in a regional approach to minimizing these impacts, the following mitigation measures have been recommended:

1. Adoption of an Ordinance that would establish a special fund to be used exclusively by the Ventura County Flood Control District (VCFCD) for maintenance purposes in the Conejo/Calleguas Creek system. The fund would generate sufficient monies to pay for the City's share of an overall comprehensive maintenance program. The fund would initially generate approximately $100,000 per year through a supplemental charge to developed properties on wastewater service bills. The use of these monies by the VCFCD would be conditional upon the execution of an agreement between the City and the District regarding the amount and use of these monies and the development by the District of a program (to be approved by other contributing agencies) whereby monies from these other entities would also be contributed to the comprehensive maintenance program. Factors to be taken into account in developing costs for an overall maintenance program include the proportional cost to various agencies for:

a. Base maintenance costs.

b. Sediment removal costs.
c. Incremental additional costs as a result of the existence of a low flow.

d. Current funding available and the origin of these funds.

2. Adoption of an Ordinance that would establish a Drainage Facilities Charge and a Drainage Improvements Fund. Monies in this fund would be used for the City's share of a Regional improvement project or, if a Regional project is not developed or its implementation not committed to by the appropriate participating agencies by January 1990, the Fund would be used for a local project to construct a master retention basin for storm flows originating from within the City of Thousand Oaks. An estimated $5-8 million could be raised from a fee of $500-$700 per new residential unit or equivalent. The fee assessment could be based upon:

a. Square footage for all improvements.

b. Set fee based on use and/or acreage.

c. Assessment of developed properties by the City.

d. Sub-zone assessment by VCFCO.

e. Combination of (a) and (d).

(e) In order to avoid the discharge of silt downstream from the subject property into existing flood control channels and storm drains, temporary desilting basins should be constructed and maintained prior to any site grading activity, particularly if these operations are to occur during, or extend into, the rainy season.
D. ARCHAEOLOGY

1. Environmental Setting

The inhabitants who occupied this general region prior to European contact are referred to as the Hokan-speaking Ventura Chumash Indians. Ethnographic data indicates that several previously recorded archaeological sites exist just outside the Dos Vientos Ranch property, one to the southeast (CA-VEN-546), another to the northeast (CA-VEN-491). To the south, within the Potrero Valley corridor, more than a dozen archaeological sites have been located, while several miles to the north, more than a hundred sites, including seasonal encampments and permanent villages have been recorded along the Arroyo Conejo (Singer, 1978). Other large, important resources have been found to the west, primarily around the edge of the Oxnard Plain coastal zone.

Research of early human systems inhabiting Ventura and Los Angeles Counties has yielded an almost unbroken sequence of occupation and use dating back over 10,000 years. These early inhabitants, though less well known than the Chumash, were predominantly big game hunters who exploited large land mammals that existed at the time. These early ancestors of the Chumash may have occupied the Conejo Valley as early as 7000 B.C., perhaps even earlier. They were people who appear to have adapted to the inland environment, exploiting a variety of animal and plant resources successfully over a long period of time.

Major village sites, seasonal camps, and associated specialized activity areas were primarily established near a reliable source of water. All of these seem to be advantageously situated in or near multiple vegetation zones, and where topographic, geomorphological and other important biophysical and physiographic elements seem to cluster. According to Singer (1977), the Inland Chumash who occupied this general area between A.D. 1200 and A.D. 1815 probably lived in small villages of 25 to 60 people, and were socially and economically allied with larger coastal villages that consisted of several hundred individuals.

Written accounts by early Spanish explorers and travelers described these villages as consisting of hemispherical houses, sometimes arranged in streets, with one or more sweathouses, a gaming field, a cemetery area with a religious shrine and a ceremonial area. In addition, various smaller specialized activity areas including gathering and processing stations, roasting
ovens, hunting sites, rockshelters, and quarry locations were located adjacent to the main village in the surrounding hills and flats. Documentation for cross-cultural and inter-tribal interaction and development that seemed to characterize relatively late periods of occupation is a recent outgrowth of years of intensive excavations and investigations in the Santa Monica Mountains, Conejo Corridor, Santa Clara River Valley and Simi Valley (Wlordarski 1982).

2. Impact

A thorough records search and field reconnaissance of the entire Dos Vientos Ranch including all proposed areas to be developed, was first conducted by the UCLA Archaeological Survey in late 1976 and early 1977. As a follow-up to these preliminary investigations, another survey of the property was undertaken and completed by Clay Singer in June 1978.* Field reconnaissance by two person teams carefully inspected all potentially habitable areas including terraces, stream and arroyo banks, slopes, rocky outcrops and shelters up to the Crest of Conejo Mountain.

During this latest survey, two small archaeological deposits were found. These sites have been recorded and assigned official state numbers CA-VEN-552 and CA-VEN-553. Both are located in Planning Unit 22 which is to be preserved as permanent Open Space. CA-VEN-552 is on a low ridge which extends southwestward from the base of Conejo Mountain and overlooks the main valley. Artifacts recovered from this location include: (1) prepared platform core, (2) polyhedral cores and (3) flakes of medium grained vesicular andesite. CA-VEN-553 is located on an adjoining north-south trending ridge at an elevation approximately 50 feet higher. Artifacts recovered here included: (1) blade, (1) polyhedral core and (1) denticulate flake, all of medium grained grayish andesite. Both sites are limited in size and neither appears to incorporate a midden or substantial subsurface deposit. As previously noted, because of their location outside of areas proposed for development, no direct impacts to these resources are anticipated.

* Copies of both these survey reports are on file with the Thousand Oaks Department of Planning and Community Development and may be reviewed by qualified individuals.
3. Mitigation Measures

Although no archaeological resources are known to exist within areas of Specific Plans 8 and 9 that are proposed for development, it is still possible that buried resources do exist here that were not detected during surface reconnaissance. To guard against the destruction of potentially significant cultural materials that may be encountered during project construction, the following conditions are recommended.

(a) In the event information becomes available indicating that previously unrecorded archaeological resources do exist or have been discovered, additional field surveys may be required prior to the approval of individual tracts within Specific Plans 8 and 9. Depending upon the outcome of these investigations, appropriate recommendations regarding site salvage or project redesign to insure preservation would in turn be submitted in report form to the Department of Planning and Community Development for further review and consideration.

(b) Subsurface archaeological, paleontological or historic resources which are subsequently encountered during grading or excavation activities are addressed in Subsection 7-3.09(1)(2) of the Thousand Oaks Municipal Code. This requires that all such material finds be reported to the Director of Public Works within 72 hours, and that all grading in the vicinity of these types of sites be temporarily suspended until they are evaluated by qualified professionals within five (5) working days after the time such a report is received. If preliminary investigations should confirm that the site is, or may be a significant archaeological, paleontological, or historical site, the grading permit shall remain suspended for a period not to exceed forty-five (45) days after the date the site was first reported to or learned of by the City. During the period of suspension, and as promptly as reasonably possible, the Planning & Community Development Director shall develop conditions to be attached to the grading permit. When such conditions are developed and attached to the permit, the permit shall be deemed reissued subject to such conditions, and the suspension shall be deemed terminated. In extraordinary circumstances, the suspension may exceed forty-five (45) days if, upon application of the Planning & Community Development Director to the Council, the Council shall concur.
E. HISTORIC RESOURCES

1. Environmental Setting

The Dos Vientos Ranch is a part of a 30,593 acre Rancho Guadalasca Spanish land grant made to Isabel Yorba in 1836. Much later, sometime around 1901-06, Joseph F. Lewis established a business partnership with Adolfo Camarillo and actively farmed approximately 8000 acres of this property located between Potrero Road to the south, U.S. 101 to the north, Reino Road to the east and Las Posas Road to the west; eventually constructing a permanent homesite on the grounds that are now the Camarillo State Hospital facility. Mr. Lewis was famous for first establishing the Lima bean industry in Ventura County and also was responsible for planting one of the largest walnut groves in California during this period. Following several subsequent ownerships, the Dos Vientos Ranch was acquired by the Malcomb Clark family prior to World War II. Mr. Clark's ranching endeavors involved the planting of extensive citrus orchards and establishment of a horse breeding stable.

Several historic structures that are representative of this early period of ranching in the Conejo Valley are located in the main valley area west of Kimber Drive. These include three large barns, a two-story, stucco, ranch headquarters building, livestock corrals and agricultural processing and storage sheds. Although constructed in the mid-to late 1930's, the barns and headquarters buildings are still serviceable today and appear to be in reasonably good condition considering their age. The original Clark family home and adjacent worker cottages, however, were destroyed in a brush fire approximately fifteen years ago. Since the Draft EIR was released for public review, these structures have been designated as Ventura County Landmark No. 99. This formal action was taken by the Ventura County Board of Supervisors on May 6, 1986 at the recommendation of the Cultural Heritage Board. Because of this newly acquired status, demolition of these historic structures requires notification of the Cultural Heritage Board and a 6-month waiting period prior to their removal.

2. Impact

As depicted in the Land Use Plan for the Dos Vientos Ranch (Volume II, Figure 1d), Planning Unit 13 encompasses land on which these historic structures are located. Providing no revisions are made to Specific Plan 8, these buildings will be demolished in order to develop this 28.5 acre parcel as a combination elementary/intermediate school site.
3. Mitigation Measures

(a) One design alternative that would allow the preservation of these historic structures would be to exchange the land uses identified for Planning Units 6 and 13. By relocating the proposed elementary/intermediate school site north of Dos Vientos Parkway and switching the proposed park to include this latter area, these buildings could possibly then be renovated for public use as a Community Theme Center with assistance of Federal and State Historic Preservation Funds. Also by creating a common park boundary with Planning Unit 22 which is to be permanently preserved as open space, this alternative would functionally increase the total area available to people for both active and passive recreational activities.

(b) If for some reason this alternative is undesirable to either the Park or School Districts, another option might be to disassemble these buildings and relocate them in Planning Unit 20 which is to be developed as a 4.4 acre equestrian center.
F. AGRICULTURAL LAND

1. Environmental Setting

Mediterranean climate, a relatively long growing season and high quality soils make Ventura County one of the most productive agricultural counties in the United States. It ranks 17th out of 3175 counties nationwide in agriculture. The primary agricultural areas of the County, currently are the Oxnard Plain, the Las Posas Valley and the Santa Clara Valley. Ventura County was California's twelfth most important agricultural producing County in 1980. It also ranks third in the state in revenues from vegetable crops alone.

Approximately 400 acres within Specific Plans 8 and 9 are classified as Class II, agricultural land based on soil characteristics. This land is located for the most part within the valley areas west of Kimber Drive and north of Potrero Road. Previously, much of the Dos Vientos Ranch was planted in lemons, oranges and walnut groves with other areas reserved for cattle grazing and dry farming of livestock feed (oats and barley). Wells were drilled and an extensive irrigation system was installed to provide water throughout most useable areas of the property. A number of reservoirs were also constructed on-site to impound runoff from the surrounding watershed for ranching operations. Eventually, large scale agricultural use of the property declined due to general neglect, as well as inadequate groundwater supplies and soil erosion, which limited the types of crops that could be produced economically.

2. Impact

The Dos Vientos Ranch property is designated by the Ventura County Conservation and Open Space Elements as a "growth area" within the Thousand Oaks Sphere of Influence and therefore is not recommended to be maintained for agricultural land uses.

3. Mitigation Measures

None Recommended.
G. VEGETATION AND WILDLIFE

1. Environmental Setting

Vegetation within the Dos Vientos Ranch consists of a combination of intergrading native plant communities that are commonly found throughout the coastal ranges of Southern California. These include: coastal sage scrub, chaparral, southern oak woodland, riparian/freshwater marsh, annual grassland and ruderal (Disturbance) vegetation. Due in part to the topography of the Ranch and man's direct influence, natural vegetation patterns have been significantly modified by past agricultural activities within more gently sloping interior valley and hillside areas. For example, abandoned citrus orchards, walnut groves and pastures that at one time displaced predominantly coastal sage scrub habitats, are now being recolonized by pioneers such as coyote brush (Baccharis pilularis ssp. consanguinea) which strongly intergrades with annual grassland species. On the other hand, riparian and freshwater marsh plant communities have generally expanded their distribution as a result of the damming of stream courses and impoundment of well water to create cattle ponds and reservoirs for irrigation. The following is a synopsis of the major plant communities surveyed during a biological assessment of the property conducted by McClelland Environmental Services. (Refer to Volume III, Appendix F).

(Coastal Sage Scrub)

This plant community appears to be the climax vegetation covertype of a majority of the Dos Vientos Ranch. The occurrence here of coast buckwheat, (Eriogonum cinereum) is indicative of a strong marine influence in areas closer to Long Grade Canyon with drier, more interior locations predominately supporting wild buckwheat (Eriogonum fasciculatum). Coastal sage scrub occurs throughout the study area on moderate to steeply sloping hillsides. It also is found intergrading with introduced ornamental and agricultural species within lowland valleys. On exposed, south-facing slopes, this vegetation is generally composed of small (dwarfed), evenly spaced plants including black sage (Salvia mellifera), common hazardia (Haplopappus squarrosus ssp. grindelioides), prickly phlox (Leptodactylon californicum), yucca (Yucca whipplei), and...
California sagebrush (Artemisia californica). On more isolated, north-facing slopes, the density of this cover increases significantly and species composition changes to include different dominants. Here commonly encountered species include grey sage (Salvia leucophylla), giant wild-rye (Elymus condensatus), bush monkey flower (Mimulus longiflorus) poison oak (Toxicodendron diversilobum) and purple nightshade (Solanum xantii). At higher elevations and in certain localities, these species also intergrade with chaparral plants.

(Chaparral)

Within the subject property components of the chaparral plant community are highly variable in terms of their distribution, diversity and development. For the most part, these species strongly intergrade with coastal sage scrub habitats above the 1,000 foot elevation contour, on steeply sloping, north-facing hillsides. With the possible exception of intermediate chaparral composed entirely of chamise (Adenostoma fasciculatum) which tends to colonize certain exposed sites, other plants that are occasionally found here include: big-pod ceanothus (Ceanothus megacarpus), sugarbush (Rhus ovata), redberry (Rhamus ilicifolia), toyon (Heteromeles arbutifolia) and scrub oak (Quercus dumosa).

(Southern Oak Woodland)

Another locally uncommon plant community found in scattered areas onsite is small remnants of a southern oak woodland. The dominant trees of this covertype are coast live oak (Quercus agrifolia) and valley oak (Quercus lobata). These small areas are intergraded with grassland and chaparral in areas of the site that are generally situated away from strong marine influences. This community was once a widespread habitat locally, but now is restricted to relict stands in areas protected from agricultural and/or urban development. The oak trees onsite were the subject of a preliminary evaluation that analyzed the health of the trees and mapped their locations. (Refer to Volume III, Appendix E). This report, prepared by Lee Newman and Associates, identified a total of 65 oaks, all in good to moderate health. The highest concentration of these trees is adjacent to the eastern boundary of the Ranch, within Planning Units 6A and 22 (Open Space).
(Annual Grassland)

This term has been applied to a closely associated group of annual herbs and grasses introduced from the Mediterranean region. Since both native and naturalized species often intergrade and compete for available habitat within brushland areas, they tend to be best developed on sparsely vegetated hillsides and in previously cultivated lowland valleys. Representative species found on site include: wild oat (Avena fatua), slender oat (Avena barbata), cultivated oat (Avena sativa), foxtail barley (Hordeum jubatum), red brome (Bromus rubens), coast range melic (Melica imperfecta), pine bluegrass (Poa scabrella), purple stipa (Stipa pulchra), goldentop (Lamarckia aurea), golden stars (Bloomeria crocea), filaree (Erodium botrys) blue dicks (Dickostemma pulchella), common fiddleneck (Amsinckia intermedia), field mustard (Brassica campestris), black mustard (Brassica nigra), and false aster (Corethrogynpe filaginifolia).

(Riparian/Freshwater Marsh)

Within the study area, the major concentration of phreatophytes (plants requiring saturated soil conditions) occurs along a relatively broad, lowland floodplain that receives runoff from the surrounding Arroyo Conejo Creek watershed. This vegetation also becomes established around several reservoir sites and to varying degrees along other minor stream drainages. Due to the overall aridity of this area, riparian plant diversity is relatively low with arroyo willow (Salix lasiolepis), and mule fat (Baccharis glutinosa) occurring as the dominant species within these restricted habitats. Because of a general lack of surface water resources and perennial springs, freshwater marsh vegetation is similarly limited in terms of both diversity and distribution. For example, aquatic species such as cat-tail (Typha latifolia) are found in only two pond localities, while plants that typically require only seasonal soil saturation are present within major floodplains. These include: willow dock (Rumex salicifolius), swamp knotweed (Polygonum coccineum), nettle (Urtica holosericea), cockelbur (Xanthium strumarium var. canadense), and rabbitsfoot grass (Polypogon monspeliensis).
(Rare, Endangered and Special Interest Plant Species)

Suitable habitat exists within the Dos Vientos Ranch for several plant species that have been listed by the State of California as threatened. One of these, Conejo buckwheat (Eriogonum crocatum) has been identified in several nearby locations, the closest of which is in the vicinity of the Conejo Grade and Wildwood Park areas of Thousand Oaks. The California Native Plant Society (CNPS) describes this plant as being endangered in a portion of its range, with its occurrence confined to several local populations. There are three additional plants listed by CNPS which are also likely to occur onsite; Verity's dudleya (Dudleya verityi), Conejo dudleya (Dudleya parva), and Blochman's dudleya (Dudleya blochmanii ssp. blochmanii). The former two are on the CNPS's List TB (plants considered rare or endangered in California and elsewhere, while the latter is on List 4 (plants having limited distribution - a "watch" list).* All four of these plants occur on rocky outcrops along cliffs and canyons in both chaparral and coastal sage scrub plant communities. Within the project site, these species are likely to be found on steeper hillside terrain associated with north-facing exposures of the Conejo volcanic formation. However, most of this rocky slope habitat falls within Planning Unit 22 which is to be permanently preserved as Open Space.

Several other special interest species may occur onsite, including a locally uncommon yerba santa species (Eriodictyon crassifolium) and a pentachaeta species (Pentachaeta (Chaetopappa) lyonii) which has a limited distribution and is on the CNPS's List TB. However, a detailed field survey would be necessary to positively identify the occurrence and accurately map the distribution of all of these species. Also of botanical significance is a unique plant assemblage found in association with rocky outcroppings and their attendant shallow soils which, in turn, create microhabitats within surrounding coastal sage scrub, chaparral and grassland plant communities. The result is the occurrence of an unusually high diversity of herbaceous flowering perennials,

*Note: The occurrence of three of these species has been confirmed within one mile of the study area in the vicinity of Long Grade Canyon and Conejo Mountain (Burgess, 1985); "Rare and Endangered Plant Study for the Conejo Creek Realignment Project", Ventura County Flood Control District.
several of which are considered to be locally uncommon. Native species found to occur in these areas include Bigelow's moss fern (Selaginella bigelovii), lance-leafed dudleya (Dudleya lanceolata), shooting stars (Dodecatheon clevelandii), wild onion (Allium haematoclitum), Mariposa lily (Calochortus catalinae), yellow mariposa lily (Calochortus clavatus ssp. pallidus), and silene (Silene laciniata).

(Wildlife Habitat)

The Dos Vientos Ranch provides important habitat for a variety of resident and migratory wildlife species that are typical of other Southern California cismontane areas. The overall value of this habitat is enhanced by the diversity of existing plant communities, the relatively undisturbed nature of the property, the availability of perennial surface water, and the site's proximity to other, more extensive wildlife habitats located within the Santa Monica Mountains Region. In combination with the large size of the property and its varied terrain features, these resources provide the necessary conditions to maintain relatively large, stable, animal populations. Volume III, Appendix F, Sub-Appendix B is a listing of species known to inhabit or make use of the site. Volume II, Section II, Figure 2c delineates wildlife habitat and plant resource sensitivity boundaries.

While many of these species are capable of living in or utilizing a variety of plant communities or locales, most animals have one particular habitat which they are best adapted to and in which they occur in the greatest abundance. Since plant communities provide wildlife with both a source of food and shelter, they are often good indicators of these habitats. As a general rule, local wildlife diversity can be directly correlated to the diversity of its surrounding plant communities. For this reason, a great deal of variability exists within this foothill and mountainous area to support these local populations. As noted in the preceding vegetation section coastal sage scrub, chaparral, grassland, riparian and freshwater marsh plant communities intergrade to varying degrees here and tend to occupy certain well defined physiographic environments. These combine to provide important habitat for a diverse assemblage of wildlife species ranging from very limited aquatic and amphibian species, to more commonly occurring terrestrial animals which forage throughout the site. Several animals of particular interest are discussed below.
Mountain Lions - are known to utilize the Dos Vientos Ranch, as tracks, scat and animals have been observed on several occasions. These large cats require extensive hunting ranges, due to both their size and their territorial nature which tends to limit the number of lions which can inhabit the same area due to intra-specific competition (Department of Fish and Game Report, March 1982). Statewide, it is estimated that a stable population of between 2,400 to 3,000 lions exist on approximately 70,000 square miles of habitat. Within the Santa Monica Mountain Region, the Department of Fish and Game has projected lion densities of more than 1 individual per 30 square miles. Field studies have also indicated that there tends to be considerable overlapping between the territorial ranges of solitary male and females with as many as 6 or 7 adults and several juvenile animals able to successfully utilize 100 square miles of optimal habitat (Monterey County). However, decreasing habitat availability and further isolation of breeding populations by urban development is likely to further limit the distribution of this species locally.

Mule Deer - are frequently observed onsite and are the principal prey species utilized by mountain lions. These are browsing animals that depend on free access to shrub and grassland habitats which in turn provide sufficient cover and forage. They also require water daily. Typically, they are shy animals and are stressed by intensive human activities, traffic conflicts, and domestic pets, particularly uncontrolled dogs. Loss of suitable cover, restriction or foraging ranges, fawning areas and illegal hunting activities have severely impacted local populations throughout Southern California.

Coyotes - are very common in the study area and primarily utilize small rodent populations as their principal source of food. However, these adaptable animals may become a source of potential conflict with human habitation as natural foraging habitats are lost and they are forced into developed areas to find food and water.

Western Gray Fox and Bobcat - are also expected to utilize the property for foraging purposes, although they tend to be more secretive in their habits and because of lower population densities are more rarely observed than coyotes. Although it is not possible to determine their breeding status onsite, suitable habitat does exist in more remote portions of the ranch for both of these species.
Southern California has some of the highest densities of nesting raptors in North America. No less than 13 species are known to breen in the vicinity of the Conejo Valley (Bloom, 1979), and several migrant species occur here during fall and winter months. Major habitats utilized locally by raptors include coastal sage scrub, grassland, oak and riparian woodlands. Compared to other areas of the Santa Monica Mountains that are predominantly dense chaparral and coastal sage scrub vegetation, habitat within the Dos Vientos Ranch is of extremely high value to raptors. This is due, in part, to extensive grasslands available for foraging, as well as the suitability of numerous nesting sites located on steep volcanic outcroppings in the vicinity of Conejo Mountain.

The three major raptor habitats that occur within the study area are grassland, coastal sage scrub, and rocky cliffs. In terms of optimal foraging areas, grasslands are generally considered to be the most productive due to the fact that prey is usually vulnerable as a result of poor cover. Also, this type of vegetation is biologically very productive and tends to support fairly large rodent prey populations. Scrub dominant plant communities, on the other hand, often are much more difficult to penetrate from above and provide much better protective cover for small prey. This characteristic, in turn, minimizes utilization by raptors unless, for example, a burn occurs which reduces plant cover providing an opportunity for the temporary development of herbaceous vegetation.

It should be noted that within the study area, certain climatic and geophysical factors have combined to create a much more sparsely vegetated shrub association which is actually rather valuable to raptors. This is related primarily to the aridity of the region and relatively shallow soil profiles which have generally restricted plant growth and development. Intergrading elements of both grassland and coastal sage scrub, in turn, occur throughout the site maximizing the foraging potential of local raptor populations. In combination with the availability of numerous roosting and nesting sites located in eucalyptus tree rows and rocky cliff areas, the entire property provides critical foraging and breeding resources for a variety of different raptor species (refer to Table 1).
### TABLE 2

Habitat Utilization by Raptors*

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<td>golden eagle+</td>
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<td>X</td>
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<tr>
<td>American kestrel+</td>
<td>X</td>
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<tr>
<td>prairie falcon</td>
<td>X</td>
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<tr>
<td>barn owl+</td>
<td>X</td>
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<tr>
<td>great horned owl+</td>
<td>X</td>
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<tr>
<td>Common raven+</td>
<td>X</td>
<td>X</td>
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</tbody>
</table>

* L - Low; M - Moderate; H - High
+ Species observed onsite

Of the fifteen species of raptors which could potentially utilize the site, three of them, the northern harrier, the sharp-shinned hawk and the merlin are migrants and would only use the ranch for foraging purposes en route to other areas. Two others, the golden eagle and turkey vulture lack suitable nesting habitat here. However, a pair of golden eagles have been observed soaring and foraging over the site, and may nest just to the south of the property in either Mugu State Park of the Santa Monica Mountains National Recreation Area, both of which contain more extensive, relatively remote, mountainous terrain. The primary concern regarding local raptor populations is, again, decreasing habitat availability. The remaining nine species are discussed below:

black-shouldered (white-tailed) kite - Although its status onsite is unknown, black-shouldered kites typically breed in areas with scattered trees which are adjacent to agricultural fields or grasslands. Thought to be nearing extinction in the earlier part of this century, the black-shouldered kite has responded well to protection and has increased dramatically, although local population fluctuations in coastal areas make its present status difficult to determine (Garrett and Dunn, 1981).
red-tailed hawk - The red-tailed hawk is widely distributed and common throughout North America. This bird appears to be highly tolerant of human disturbance and is often common even in suburban areas. Red-tailed hawks almost certainly nest in nearby southern oak woodlands or on rocky cliffs throughout the project vicinity.

prairie falcon - Prairie falcons would be expected to utilize the site for foraging, chiefly in winter when they become more common in lowland areas. There is a slight possibility that some birds may remain to breed on rocky cliffs in more remote portions of the property. However, there has been a marked decline of breeding prairie falcons in coastal areas during recent years (Garrett and Dunn, 1981) and it is unlikely that they remain on the property year round.

barn owl - The status of the barn owl is similar to that of the American kestrel; although declining in some areas, it is common in lowland portions of Ventura County. The mixture of agricultural land, groves of trees and weedy fields on the property represents optimum habitat for this nocturnal predator. Barn owls have been observed to utilize old barns onsite for nesting and breeding purposes.

western screech-owl - The western screech-owl is rather uncommon in this portion of Ventura County, being generally absent from developed coastal lowlands (Garrett and Dunn, 1981). Although screech owls may nest onsite, more suitable breeding habitat is present in the nearby Santa Monica Mountains.

great horned owl - The great horned owl is more tolerant of human activity than most species of owls and is common even in suburban areas. This large, nocturnal predator is expected to breed onsite in abandoned hawk or raven nests.

burrowing owl - The burrowing owl has become scarce in coastal lowlands because of conversion of grasslands and agricultural areas into residential developments. Although none were observed onsite, suitable habitat does exist onsite for these birds.

American kestrel - Although considered of special concern in some areas of North America, American kestrel populations appear to be stable in Southern California (Tate and Tate, 1982). Kestrels generally nest in tree cavities and probably breed in the vicinity of nearby southern oak woodlands.
(Wildlife Movement Corridors)

For purposes of definition, movement corridors are those routes or trails that allow animals with extensive foraging or breeding ranges to gain access to supportive habitat resources and potential breeding partners. These corridors also serve as a dispersal mechanism between geographically isolated habitats allowing population expansion and prevention of localized extinction or extirpation of more sensitive animals within areas experiencing high levels of stress or disturbance.*

In the project vicinity, these corridors also function as important access routes between surrounding undeveloped parcels and the Dos Vientos Ranch. Valuable open space areas occur nearby, the largest and most important to wildlife being the Santa Monica Mountains National Recreation Area and Pt. Mugu State Park, both located to the south of the project site. As these areas become increasingly surrounded by urban development, they become isolated habitats, cut off from neighboring areas. In this condition of isolation, movement corridors provide critical linkage between islands of open space, which are critically important to wildlife.

The natural conditions of the Dos Vientos Ranch currently provide for essentially unrestricted wildlife movement through the site by the larger animal species, particularly deer, coyote, bobcat and mountain lion. While all of these animals range freely throughout the site when foraging, preferential use of specific areas is exhibited by each species. Mule deer prefer narrow canyon areas for movement, where the thicker brush provides cover. The mountain lion and bobcat usually use the ridges, but would also be found to use deer trails and valley corridors extensively. Coyotes tend to favor valleys and existing trails for movement.

(Water Resources)

The existing water sources onsite consist of a series of retention basins to irrigate the former citrus and walnut orchards and as a water supply for livestock. Of the six retention basins onsite, two of them provide true aquatic habitat and contain water year-round. All of them are utilized to some degree by local wildlife populations. The other four basins exhibit vernal pool characteristics. These include a "hardpan" substrate, holding water through the rainy season and into spring, and the emergence of annual plants in concentric rings around the perimeter as the water recedes with the approach of the summer dry season. True vernal pools typically are vegetated by a unique and specialized flora. However, such a well-developed, distinct assemblage has not developed in association with these areas on the ranch, probably due to extensive trampling by cattle along the margins of the ponds.

For purposes of organization, the six basins on the project site have been delineated A through F, as indicated in Volumes II, Figure 2. Basins A and B in the western portion of the site and Basin C within the central ridgeline exhibit limited vernal vegetation and typically do not contain water all year. Although these basins are deep (about 30 feet), they are also wide and are underlain by moderately well-drained soils. Basins D and E in the center of the property are the smallest and deepest of the basins. These areas contain water year-round and support moderately dense riparian and aquatic plant growth around their margins, although this growth is partially suppressed by cattle trampling. Various aquatic species are present, including fish, turtles, numerous insects, and birds common to marshlands such as herons and egrets are often seen here. Basin F in the far eastern border of the site is a large, relatively shallow basin. This vernal area tends to remain moist during most of the year but does not necessarily contain standing water year-round. This basin is hydrologically downstream from the natural and artificial drainages through the center of the site and it therefore receives surface run-off from those watershed areas primarily only during the winter and spring months.

(Rare, Endangered and Special Interest Species)

There have been no officially designated or candidate species identified as occurring on the site. However, numerous species of raptors (legally protected species) and two National Species of Special Emphasis (golden eagle and mountain lion) do occur onsite. The mountain lion has been designated a "protected non-game species" by the California Department of Fish and
Game. (Appendix B lists fauna identified or expected to occur onsite).

In addition to the raptors noted above, several other bird species which potentially occur onsite are on the Audubon Society's Blue List of birds which have shown population declines in all or portions of their ranges. The hairy woodpecker, Bewick's wren, the loggerhead shrike and the yellow warbler are all Blue-listed species. Of these, the first three are apparently stable and fairly common in this area (Garrett and Dunn, 1981). However, the yellow warbler has suffered considerable declines as a breeding species in coastal lowlands. Although no definite reasons for this decline have been established, it is believed that cowbird brood parasitism, destruction of riparian habitats and loss of tropical forest wintering areas may all be contributing factors (Garrett and Dunn, 1981; Tate and Tate, 1982).*

2. Impact - Vegetation

Project development will result in the direct removal of native and non-native species of plants over approximately 55 percent of the project site. Specifically, the proposed construction will involve the removal of riparian corridor vegetation, eucalyptus windrows, possibly some oak trees, and areas of the native coastal sage scrub and chaparral habitats. The majority of vegetation to be removed is the disturbed/ruderal grassland and abandoned orchards.

(Direct)

In the case of annual grassland floras, this highly disturbed assemblage of plants will be restricted to approximately 5% - 10% of its original distribution along urban fringes and within designated open-space areas. Significant amounts of coastal sage scrub will also be affected due to its wide distribution throughout the property as pure stands of native vegetation on gently sloping hillsides under 25% gradient. Proposed urban

* National Species of Special Emphasis (NSSE) are administered by the U. S. Fish and Wildlife Service. These are species of "high biological, legal, and/or public interest" for which detailed management plans are developed by FWS (Federal Register 48 No. 237). Although these species are not legally protected, they "merit" special effort and attention by (FWS) at the national level.
boundaries will also intrude into areas containing chaparral species, although proportionally little of this community will be directly displaced as a result of development. The most critically affected plant communities will be freshwater marsh and riparian vegetation that presently occupy flood plains and natural stream drainages within lowland portions of the ranch. Essentially all of this vegetation will be removed in order to facilitate development of the property.

Because annual grassland areas tend to consist primarily of exotics, the conversion of this habitat is expected to minimally affect native plant diversity onsite. However, grading encroachment into hillside areas containing coastal sage scrub and chaparral, will further restrict the distribution of these plant communities onsite as well as the food and cover they currently provide wildlife. Impacts related to brush removal for fire control purposes and construction of major highways and water reservoirs within mountainous terrain will cumulatively add to the total area containing this latter vegetation that will be adversely affected.

(Indirect)

Additional impacts caused by this proposed change in land use include the degradation of vegetation along the urban edge as a result of increased use by horses and off-road vehicles (ORV's), dumping and littering, followed by increased opportunities for the invasion of exotics into surrounding native plant communities.

Construction grading will also change drainage patterns onsite and alter the soil profile, and the construction of structures in previously open areas will create shadows as well as subtle alterations to surface wind patterns. These indirect impacts are important in those areas where the existing vegetation is to be preserved in close juxtaposition to development. The most sensitive resources in this regard are the oak trees, which are very sensitive to alterations of drainage patterns, and in particular, changes to ground conditions within the tree's dripline. The number of oaks that could be adversely impacted significantly by these indirect effects of construction activities cannot be determined accurately at this time. However, approximately 13 trees appear to be within the proposed development area, with the remainder within the designated open space Lot 22.
2A. Impact - Wildlife

(Direct)

The proposed development plan for the Dos Vientos Ranch will cause significant alterations to the distribution and population characteristics of existing wildlife resources. Construction activities such as vegetation clearing, grading and blasting will result in the direct mortality of small animals which are too small and/or slow to abandon the area. The more mobile species, such as birds and larger mammals, and many of those individuals near the margins of the development area would be displaced at least temporarily from their territories. Survival of these individuals will depend upon their success in establishing new territories away from the construction area and the rate of recovery of suitable vegetation on the site. Populations of animals having small home ranges, particularly rodents and reptiles, would also be disrupted. Individuals losing all or most of their territories are generally unable to establish a new territory in adjacent undeveloped areas and will most likely perish. The increase in human and equipment activity will cause many species to abandon the area permanently or until construction is completed.

Direct loss of habitat due to vegetation removal is the most significant direct impact to wildlife. Loss of habitat causes animals to move into adjacent areas of similar habitat which may already be at the carrying capacity for that species.* Resultant overcrowding introduces additional stress to the local population, a factor that becomes critical for certain species survival, such as those with low population numbers, or those with unique habitat requirements.

The two permanent ponds and the riparian corridors located in the central portion of the site greatly enhance the ability of the site and the surrounding area to support wildlife. The Conejo Valley and project vicinity are characterized by generally arid conditions and low annual rainfall. The occurrence of perennial surface water resources is extremely limited in the region, making those ponds of high value to the local wildlife. These aquatic resources and their associated vegetation provide increased habitat diversity which supports a higher variety of wildlife species than a similar area without surface water.

*"Carrying capacity" is a relative term describing the number of individuals of a given species that a specific area can support depending on the amount of food, water and cover available, including competition from other species.
Three other habitats of particular value to wildlife will be directly impacted by development: the remnant stands of southern oak woodland, areas of rocky outcrops and the eucalyptus windrows. The proposed development plan requires the removal of a majority of the eucalyptus trees and possibly some oak trees. The significance to wildlife of the removal of these mature trees is related to the scarcity of such arboreal habitats on the project site and in the general vicinity, where the predominant cover types average 2-4 feet in height. Large trees are especially important to raptors which utilize them for nesting, cover, and hunting perches ("look-out" sites). A wide variety of other birds, mammals and insects, also utilize the trees for feeding, nesting and cover.

In areas where blasting is necessary to achieve construction specifications (e.g., in areas where bedrock is close to the surface), there is the potential for significant adverse impacts to wildlife, particularly raptors. The impacts are related to direct loss of habitat and disturbance from sound and pressure waves generated during blasting. Foraging and possibly breeding activities would be disrupted on a short-term basis during construction, and nesting habitat (i.e., rocky ledges) would be permanently lost.

(Indirect)

A variety of indirect impacts to wildlife can be anticipated from the proposed development plan. These can be generally ranked by the relative significance of the impact. The following list includes some of the impacts which may result in urban/wildlife conflicts, or in fauna avoiding certain areas within the development area. This list is organized in order of significance:

Increased Human Activity - Impacts related to the a real extent and intensity of land use tend to have a negative impact on local wildlife populations. Activities such as off-road vehicle use, non-regulated hunting, indiscriminate dumping and acts of vandalism will be the direct source of these impacts. Subsequent degradation of peripheral plant communities and loss of available foraging habitats will expand the actual impact zone beyond the limits of the development area. This will effectively reduce the net usable habitat available to wildlife populations, thereby reducing the overall ability of resident and migratory populations to utilize these areas.
Migratory Interference - Residential development of the property and construction of related road systems will create major disruptive barriers to the diurnal activities of migratory terrestrial animals, such as, deer, bobcat, mountain lion, coyote and fox. Isolation of or limited access to previously available habitat resources including water and foraging zones will result. Although the actual quantitative effect of these barriers is hard to accurately predict, any loss of supportive habitat is considered to have a significant impact on wildlife populations. For example, major roadways, structures, and fencing can all prevent utilization by sensitive species. Of additional concern are constraints to animal movement during a panic situation, such as during a fire, where animals may become trapped in dead-end areas. The significance of these effects increases as neighboring areas also begin to develop and as the areal extent of suitable wildlife habitat declines.

The primary concern with increased vehicular traffic is the increased probability of injury to both wildlife and humans from surface street crossing conflicts. Serious accidents can result from automobiles striking large mammals such as deer and mountain lion, and accidents may also result from motorists suddenly braking to avoid hitting an animal.

Introduction of Domestic Pets - Wildlife habitat along the urban fringe will also be disrupted by cats and dogs from the proposed residential development. Since these introduced predators are maintained by humans, they are not negatively affected by normal feedback loops associated with their prey's population density. Because of this, they tend to indirectly reduce natural predator populations as a result of their added competition for existing food resources. In addition, dogs and cats often serve as a reservoir for disease organisms and parasites which can substantially affect the ability of certain predatory animals to sustain viable populations.

Street and Yard Lighting - Night lighting is detrimental to animals in nearby natural habitats for several reasons. These include disruption of light-dark daily rhythms and avoidance due to increased exposure to bright lights. Some insectivorous species benefit from lighting because it attracts and concentrates large numbers of insects for feeding purposes, however, the net effect of lighting impact is that adjacent areas are not utilized by wildlife to their fullest extent.

Water Quality - The extent to which wildlife will benefit from increased sources of run-off generated from residential developments, depends upon the quality of this water. Run-off
from urban areas generally contains a number of undesirable chemicals, such as, oil, grease, asphalt, fertilizers, detergents and pesticides to name a few. Depending upon the concentrations of these chemicals and the ability of natural receptor systems to remove or degrade them, adverse impacts to downstream vegetation and wildlife, which utilize these resources, may result in their general decline or, in some cases, cause their eventual elimination.

2B. Cumulative Impacts - Vegetation/Wildlife

Development of this natural area will cumulatively increase the exposure of local wildlife populations to human disturbance, result in loss of significant foraging and breeding habitats and temporarily overburden adjacent open space areas with displaced animals. The net effect of these impacts will be the continued decline of sensitive species and wildlife in general within the Conejo Valley.

In the case of two, protected non-game animals, the mountain lion and golden eagle, it is likely that both of these species will continue to utilize more remote portions of the Dos Vientos Ranch that are to be permanently preserved as Open Space. This is due primarily to the large ranges of these animals and proximity of suitable habitats located immediately to the south of the site in Rancho Sierra Vista and Mugu State Park. Also, extensive mountainous areas to the north and west are largely undevelopable, and will remain so, while to the east urban boundaries tend to be well defined with respect to proposed open space boundaries.

The most significant cumulative impacts to vegetation are related to the loss of large tracts of annual grassland and a proportionately smaller amount of coastal sage scrub. For the most part, this grassland is composed of a very high percentage of non-native species. Locally, much more significant grassland habitats containing perennial, native bunchgrasses are preserved in the La Jolla Valley to the south along with similar plant community associations throughout the Broom Ranch and Rancho Sierra Vista.

Urban development within the Southern California region has generally not adversely affected the distribution of coastal sage scrub vegetation. Therefore, this impact is considered minimal. However, the significance of this particular habitat on-site is that several rare, endangered and threatened species, including Conejo buckwheat, Condjo dudleya, Blochman's dudlea, and
Verity's dudleya, are known to have ranges within this plant community although none of these have been confirmed within the proposed development boundaries. Anticipated removal of riparian and freshwater marsh vegetation is expected to be offset by natural re-establishment and landscape treatment with selected species in areas designated as flood retention basins.

3. Mitigation Measures - Vegetation

(a) A significant portion of the existing native vegetation onsite will remain intact in areas designated by the proposed development plan for preservation as open space. Primarily this is coastal sage scrub vegetation with small areas of chaparral, including the largest contiguous cluster of oak trees. Of particular significance are those unique botanic resources associated with the outcrops of the Conejo volcanics which are largely contained in the areas designated for open space, and the relict stands of southern oak woodland.

(b) Cattle grazing will be discontinued on the site, thereby eliminating the harmful effects of trampling and soil compaction caused by these animals. Native plant species will respond well to the elimination of this negative activity.

(c) As a means to create a more subtle transition between ornamental landscaping and natural vegetation patterns, it is recommended that all manufactured perimeter slopes adjoining permanent open space parcels be planted entirely with native shrub and tree species. Special attention in this regard should be given to landscaping along sections of Borchard Road and Dos Vientos Parkway that traverse major Open Space parcels. Of particular importance in this effort is the establishment of buffer zones between urban environments in order to prevent the invasion of non-native, exotic species into natural areas.

(d) Replacement with native trees including sycamores, cottonwoods, valley and coastal live oaks should be a condition of the development permit to offset the removal of any trees onsite with a trunk diameter of 6" or greater. This should also include the installation of a temporary drip irrigation system.

(e) Provisions should be made for site-specific Botanical Surveys within Planning Units 1, 2, 3, 6A, 8, 9, 10, 14, 14A, 15, 16 and 20 prior to development permits being filed for these parcels. This would allow a more accurate
assessment of potential impacts to any rare, endangered, threatened or unique plant species as a direct result of proposed development in these areas.

(f) The park site proposed for Planning Unit 6A should be designed to include riparian woodland elements in order to take advantage of natural drainage patterns and the existing retention basin. This design concept would serve to offset the loss of other riparian plant communities throughout the site.

(g) In order to better evaluate suitable mitigation measures and potential impacts to existing oak trees, it is recommended that a comprehensive evaluation of each affected tree be conditioned to be completed prior to approval of grading development permits within each planning unit.

3A. Mitigation Measures - Wildlife

(a) A major mitigation measure of this Specific Plan is the preservation of approximately 45% (1039 acres), of the Dos Vientos Ranch as wildlife habitat. Although extensive tracts of land are to be developed for urban purposes, the proximity of proposed open space Planning Unit 22 to larger, more varied natural habitats within the Santa Monica Mountains will help to sustain faunal diversity on-site.

(b) The clearing of scrub vegetation and conversion to grassland will provide foraging areas, primarily benefitting raptors. This will be a short-term effect, however, lasting only until structures or new vegetation begin to occupy these cleared areas.

(c) The proposed golf course, if implemented within Planning Unit 18 adjacent to Potrero Road and Rancho Sierra Vista, will provide additional open space and a very large movement corridor for wildlife. It will also provide additional surface water resources via the four proposed lakes. Landscaping for this area will also provide additional forage opportunities and cover for a variety of species.

(d) Provisions have been made in the Specific Plans 8 and 9 to maintain linkage between internal open space Planning Unit 22 that is to be preserved and surrounding natural habitats. Figure 2c, Volume II, depicts additional locations where movement corridors are recommended in order to provide adequate access and circulation for wildlife. This
will prevent potentially adverse situations where an animal could become trapped during a fire with no place to go except into adjacent urban areas. To accomplish this, it will be necessary to readjust Planning Unit 7 and 22 boundaries to accommodate a minimum 100-200 ft. wide corridor linking contiguous open space parcels separated by Dos Vientos Parkway.

(e) Because animals that use wildlife movement corridors are often sensitive to disturbance, it is necessary to anticipate minimum conditions under which these routes will satisfactorily function. For example, subdivisions should be designed to back up to corridors in order to provide a maximum buffer zone between residential street lighting and normal urban noises. Also, pole lighting in the immediate vicinity of an undercrossing should also be set back a sufficient distance to prevent any illumination of the corridor.

(f) In order to avoid serious conflicts with traffic at points where major arterial highways or surface streets cross wildlife corridors, 6' x 8' arched steel multiplate culverts with natural earthen bottoms and entrances landscaped with native shrubs have been recommended as a suitable undercrossing design for most animal species by the California Department of Fish and Game (DFG). Since these corridors tend to be utilized by wildlife during the late night and early morning hours, they also serve a potential dual purpose as safe trail crossings for daytime equestrian and hiking activities. If trails are jointly planned within a corridor system, DFG biologists suggest that their alignment closely follow one side of the corridor to avoid possible conflicts with its use by wildlife.

(g) Biological enhancement of proposed retention basins can be facilitated through the use of a contouring/benching technique along the perimeter. As illustrated in Volume III, Appendix F, Plate 1, this concept involves the creation of "shelves" or "bands" of varying widths and heights to form broad bands of shallows. The resulting grade variation created in this manner would form different microhabitats and encourage the growth of a variety of plant types. Diversity in the overall thickness and height of this cover as well as a range of feeding areas will, in turn, lead to the enhancement of wildlife habitat.

(h) The loss of rocky outcrops due to blasting cannot be avoided except with redesign of specific project elements.
However, the significance of the impact can be reduced by scheduling the blasting to occur during the non-breeding season and by avoiding blasting in areas where raptors, particularly golden eagles, are present.

(i) Table 2, Volume III, Appendix F, provides a list of native shrub species suitable for creating natural physical barriers between wildlife and domestic animals and between wildlife and human elements. Because of their stiff branches or thorny growth, use of these plants will help to reduce conflicts by limiting encounters. Vegetative barriers can also be utilized to form an aesthetically pleasing boundary which complements the natural terrain, and could be easily incorporated into the planned pedestrian greenbelts along project roadways. Additional benefits to wildlife can be derived through the selection of plants that will provide food and/or shelter to wildlife, are drought and fire resistant, or offer erosion control.

(j) In order to preserve wildlife resources and reduce their exposure to human disturbance, it will be necessary to control the amount and type of recreational uses in open space areas. This can be accomplished by limiting the number of trails made into these areas and restricting such consumptive uses as motorcycling, four-wheel vehicle driving and the indiscriminate discharge of firearms.

(k) Particularly in the arid regions of Southern California, one of the more preferable methods to offset the loss or conversion of wildlife habitat is by the construction of permanent water impoundments. Storm water retention basins, have the potential to enhance the general productivity of surrounding open space and establish aquatic habitats in areas where these types of resources are severely limited or non-existent. Retention Basin C (depicted in Volume II, Figure 2c) should be constructed with an inlet riser such that water is impounded most of the year. Providing these areas are landscaped to establish riparian and freshwater marsh species along shorelines, control human disturbance and maintain wildlife access to these types of impoundments, this facility can serve as an important nesting, breeding and foraging area for migratory water fowl, birds, fish, reptiles, amphibians and terrestrial mammals.

(l) Because of the critical importance of perennial water sources for local wildlife populations, any development plan that would severely restrict access or eliminate existing
resources should also be conditioned to either establish drinking stations within permanent open space, or redesigned to incorporate existing impoundments, springs and stream drainages in a wildlife corridor system. In this regard, it is recommended that two small existing ponds located near the westerly boundary of Planning Unit 15 be retained and included within Open Space Lot 22. Although both of these retention basins contain water until the middle of summer during most years, their location near the edge of proposed urban development maximizes their potential use by wildlife.

(m) Although public access should be allowed, limited routes and trails should be established at less sensitive locations within proposed open space areas. In addition, strict homeowners association policies should be instituted to prevent the dumping of trash into adjacent plant communities along the urban fringe.

(n) Introduced large specimen trees should be preserved throughout the site wherever possible and incorporated into the development area. These include individual trees surrounding ranch structures, eucalyptus tree rows and naturalized agricultural components. The importance of these arboreal habitats to birds (particularly raptors) in terms of nesting and hunting roosts are the primary reasons for their retention.

(o) Where improved channels are necessary for flood control purposes they should be constructed so that the bottom of the conduit (either open channel or box culvert) is lined with native rock and substrate. This will encourage the use of these drainages by small animals including mammals, reptiles and amphibians.
H. PUBLIC SERVICES - LAW ENFORCEMENT

1. Environmental Setting

Police services in the area are provided by the Ventura County Sheriff's Department on a contractual basis with the City of Thousand Oaks. The closest station is the East Valley substation located on Olsen Road midway between Thousand Oaks and Simi Valley. However, a newer expanded facility is planned for construction approximately 2 miles further west on Olsen Road and should be operational sometime in 1988.

2. Impacts

The Ventura County Sheriff's Department has studied the proposed Specific Plans from the standpoint of law enforcement and has made the following comments.

- Access - appears to be adequate.
- Circulation - curvilinear streets impact police services by creating visibility restrictions and increased enforcement demand.
- Land Use - School and park sites, which are adjacent to each other, become potential enforcement problems due to loitering when there is no clearly delineated boundary other than fencing, separating the two uses.
- The topographic characteristics of the property and proximity to existing and proposed open space are conducive to off-road recreational vehicle use and abuse. This will require specific selective enforcement beyond normal patrol responsibilities.
- The phasing aspect of the development will most likely precipitate an increase in construction related theft and vandalism.
- The demographic make up of the future development will influence the crime rate and type of crimes. The Sheriff's Department expects incidents of residential burglaries, trespassing, traffic violations and accidents will increase as a result of development.
2A. Cumulative Effects

Based on present information, it appears that these two Specific Plans will create the need for three 24-hour patrol cars with an annual cost to the City of approximately $522,000. At the present time, one 24-hour patrol unit for each 5,000 population is utilized. To properly man and maintain this vehicle it presently costs $174,000 per annum. This does not take into consideration the need for additional detectives, traffic and other support service costs.

3. Mitigation Measures

(a) Parks should be separated from school sites by some type of buffer zone, such as a solid wall.

(b) Construction related theft and vandalism could be mitigated through the use of private security patrols.

(c) The use of approved security hardware in the construction of dwellings to preclude illegal entry and incorporation of other crime prevention measures.

H. PUBLIC SERVICES - FIRE PROTECTION

1. Environmental Setting

The entire Dos Vientos Ranch is located within Fire Zone Four due to its high susceptibility to brush fires. Many of the plant communities and animal species discussed in Section D of this report have adapted themselves to periodic episodes of fire and will naturally regenerate without any long term negative effects. The danger of fires, however, arises as humans continue to build further into the hillside areas, increasing their exposure to the fire-prone vegetation, and decreasing the ease with which local fire-fighting units can protect them. This exposure also increases the likelihood of fires started by man, either through careless action, accidents or intent. Man is the primary agent in the cause of brush fires.

2. Impact

Specific Plans No. 8 and 9 are located approximately 1 to 2 miles from Fire Station No. 32, which is situated on the east side of Reino Road, north of Lynn Road. The Ventura County Fire Protection District has previously indicated that, based upon an increased demand for fire protection in this area, one (1)
additional fire fighter on duty will be required for Specific Plan No. 8 and two (2) additional fire fighters on duty for Specific Plan No. 9. Manpower requirements are calculated to provide a fireman on duty for every 3,000 to 4,000 population. The estimated total population of this development proposal is 10,108.

2A. Cumulative Effect

Specific Plan No. 7 (Rancho Conejo) is also located in the Newbury Park area and is situated approximately 1-2 miles from Fire Station No. 35. The Ventura County Fire Protection District has indicated that this proposed development will require that two (2) additional firefighters be on duty around the clock.

3. Mitigation Measures

(a) These three Specific Plans No. 7, 8 and 9 will require a total of five (5) additional full-time firefighters.

(b) Fire Zone No. 4 is the most restrictive of the zones and is enforced through Section 8-1.20 of the Municipal Code which dictates certain building restrictions in the zone, including the treatment of the exterior walls and unenclosed under-floor areas with materials approval for one-hour fire-resistant construction. Also required is the fire-retardant roofing or roofing constructed in accordance with the Uniform Building Code Standard No. 32-14 for special purpose roofs. One hundred foot minimum distance from structures will be required for brush clearance.

H. PUBLIC SERVICES - TELEPHONE, GAS AND ELECTRICAL SERVICE

These utilities currently exist either onsite or near the property boundaries of both Specific Plans No. 8 and 9. Previous communication with company representatives indicates that there are no anticipated problems with extending these services to future developments within the Dos Vientos Ranch. Since these utilities are generally installed within the street and highway alignments, there are no direct impacts associated with this type of construction.

H. PUBLIC SERVICES - DOMESTIC WATER

1. Environmental Setting

Water is available to serve the Dos Vientos Ranch from the Cal-American Water Company with water supplied by the
wholesaler, Calleguas Municipal Water District. Calleguas water supplies are in turn transmitted from the Metropolitan Water District facilities located in the northern San Fernando Valley to Lake Bard, then to Newbury Park through two feeder pipelines to a turn-out station located at the intersection of Borchard and Reino Roads. From this point, Cal-American takes delivery.

The proposed water transmission and storage system for Specific Plans 8 and 9 have been previously reviewed by Cal-American Water Company to insure their standards of adequacy for delivery and service. Figure 3c, Volume III diagramatically depicts the design of this proposed system. These facilities consist of five reservoirs that will provide approximately 11 million gallons of water storage, a 4500 gallon per minute pump station and turnout as well as approximately 7.5 miles of major transmission pipelines.

2. Impact

Elevations above 1100 feet cannot be served with water in accordance with the applicable rules and regulations. Water could be available above this level, but at reduced pressures. However, elevations above 1100 feet are being planned for open space and there is no need or requirement to furnish water to this area.

According to Cal-American, the only limitation foreseen to providing water to these two Specific Plans, is that the subject properties would have to be annexed to their franchise area, with approval by the Public Utilities Commission. No problem is expected in obtaining this approval.

2A. Cumulative Effect

The Calleguas Municipal Water District has an adequate distribution system to meet projected growth within its service area boundaries, which includes Simi Valley, Moorpark, Camarillo and the Conejo Valley. Providing there are no shortages in the State water project that would reduce available supplies to the Southern California area, increased water demands that are consistent with population projections identified in the Thousand Oaks General Plan (1970) can be accommodated. The total population of Specific Plans 8 and 9 is estimated at 10,108 which generates an annual water demand of approximately 2147 acre-feet. This year (1985), Calleguas anticipates it will deliver nearly 90,000 acre-feet of water to its customers (Francis Kimble, Director).
3. Mitigation Measures

(a) Proposed pipeline projects will require additional environmental evaluation at the time of submittal. Where alignments outside roadway alignments are proposed, certain topographic and vegetation impacts may occur which would have to be addressed at that time. Impacts related to water reservoir construction are addressed in Section A of this report.

H. PUBLIC SERVICES - WASTEWATER COLLECTION AND TREATMENT

1. Environmental Setting

The City of Thousand Oaks Utilities Department provides wastewater transmission and treatment facilities for approximately 95 percent of the City of Thousand Oaks and surrounding unincorporated areas. Wastewater is conveyed by a system of main interceptor pipelines to the Hill Canyon Treatment Plant, which is located about 2½ miles northeast of Specific Plans 8 and 9. A small portion of the City's service area, in the Sunset Hills region, is served by the Olsen Road Wastewater Reclamation Plant.

The Hill Canyon Treatment Plant provides tertiary wastewater treatment and discharges into the North Fork of the Arroyo Conejo just upstream of its confluence with the main branch of the Arroyo Conejo.

The plant has a capacity of 10 million gallons per day (average flow) and current flows are approximately 9.0 million gallons per day (MGD). A feasibility study for a capacity expansion project has been completed with recommendations centered around expansion in phases. Phase 1 could increase the reliable capacity to 12.0 MGD and is scheduled for completion by 1987 assuming the construction timeframe is maintained.

Phase 2 includes expansion of certain treatment components such that all components will have a capacity of 14 MGD or higher with the exception of the aeration basins which would remain at 12 MGD. The project should commence before flows exceed 10.75 MGD which is expected to be about 1991.

The Phase 3 project will increase capacity such that all components have a capacity of 16 MGD or higher with the exception of chlorination which will have a capacity of 15.5 MGD.
(based upon 2 hour chlorine contact time). This phase should be started before the flows exceed 12 MGD which is estimated to be about the year 2000. With Phase 3 improvements, the capacity with any one unit out of service (i.e. primary, secondary or tertiary) will be 14.0 MGD.

The final EIR for the capacity expansion project (phases 1, 2 and 3) has not been approved as of August, 1985; hence the City does not at this time have approval to expand the plant past 10.0 MGD. Such approval follows certification of the EIR by the City Council and approval of a new NPDES permit by the Los Angeles Regional Water Quality Control Board.

The wastewater quantities generated by Specific Plans 8 and 9 would be tributary to the Unit "E" interceptor lines at two locations: the 18-inch line in Kimber Drive and the 12-inch line in Potrero Road. Both lines terminate at or near the easterly boundary of the subject properties. Wastewater lines proposed for construction within the Dos Vientos project are depicted in Volume II, Section 3, Fig. 3b.

2. Impact

Wastewater flows from Specific Plans 8 and 9 are projected in a study prepared by the applicant's engineer and reviewed by the City Utilities Department for general compliance. Based on conservative projection factors, these flows are:

<table>
<thead>
<tr>
<th>Flow to Unit</th>
<th>Average Daily Flow</th>
<th>Peak Flow Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>at Kimber Drive</td>
<td>1.36 MGD</td>
<td>5.27 cfs*</td>
</tr>
<tr>
<td>at Potrero Road</td>
<td>0.06 MGD</td>
<td>0.34 cfs*</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>1.42 MGD</strong></td>
<td><strong>5.51 cfs</strong>**</td>
</tr>
</tbody>
</table>

*cubic feet per second
**with weighted average peaking factor.

The existing peak flow design capacity of the immediate receiving wastewater lines is about 8 cfs (Kimber Drive) and 3 cfs (Potrero Road). The present flow rates in these two lines is estimated to be less than 0.25 cfs. The on-site sewerage plan has been reviewed and found to be adequate by the Utilities Department on a conceptual basis.
2A. Cumulative Effects

The purpose of this section is to examine the cumulative effects of this project when combined with other surrounding proposed developments, taking into account proposed timing sequences.

In 1972, an outside consultant prepared the City's Master Plan for Wastewater Collection and Transmission. This document projected the ultimate sewerage system needs of the City and has provided a basis for the phased design and construction of sewage collection and transmission facilities. This study analyzed the capacity of all trunk sewers and determined when (in terms of development stage, not years) increases in capacity would be required.

The 1972 Master Plan was updated in a complete re-evaluation study done in 1981 entitled "Facilities Plan for Overloaded and Deteriorated Interceptors." In this report, all major wastewater lines were analyzed including the impacts of development of the Dos Vientos, Broome, Wood and Lang Ranches as well as the Rancho Conejo Development. For Dos Vientos, the following table compares the assumed land uses for the 1981 report to the land uses now proposed:

<table>
<thead>
<tr>
<th>Land Use</th>
<th>1981 Master Plan</th>
<th>Now Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>SFD Residential*</td>
<td>2,595</td>
<td>2,095 units</td>
</tr>
<tr>
<td>Multi-Residential**</td>
<td>390</td>
<td>1,671 units</td>
</tr>
<tr>
<td>commercial area</td>
<td>1</td>
<td>16.4 ac.</td>
</tr>
<tr>
<td>school</td>
<td>1</td>
<td>28.5 ac.</td>
</tr>
<tr>
<td>church</td>
<td>-</td>
<td>1</td>
</tr>
</tbody>
</table>

*Single-family detached.
**Multi-family attached.

It is apparent from the table above that the projected flows from the Dos Vientos Ranch will be higher than those assumed in the 1981 Master Plan. The main impacts of the Dos Vientos Ranch will be felt in the Unit E interceptor line for which a parallel line was indicated as being required along most of its length in the 1981 Master Plan. Using factors taken from the City's "Wastewater Design & Construction Standards", the projected total peak flow from the Dos Vientos Ranch is approximately 5.5 cubic feet per second (cfs) as compared to approximately 4.7 cfs used in the 1981 Master Plan. This additional peak flow of 0.8 cfs must then be added to the Master Plan flows to determine the impact. City staff has made a cursory examination which
indicates that several additional segments of the Unit E main lines will likely have to be replaced or paralleled.

With regard to timing, the Unit E improvements, or at least the most critical segments should be replaced or should have a parallel line constructed before any Dos Vientos Ranch units are occupied.

With reference to the Hill Canyon Treatment Plant expansion projects, the proposed increase in units on the Dos Vientos Ranch will likely be offset by proposed or approved decreases in the number of units for and/or the projected wastewater discharges for the combination of the Lang and North Ranch areas as well as the Rancho Conejo development. Hence, the timing for the recommended capacity expansion projects should be acceptable.

3. Mitigation Measures

(a) The capacity problems within the Unit E wastewater interceptor system can be mitigated by the construction of a replacement or parallel line for those segments which are impacted. Such a project, or projects, will be a responsibility of the City of Thousand Oaks Utilities Department using a combination of connection charge and special assessment revenue. Because the existing flows in certain reaches of the Unit E line are at or near capacity, no, or limited, construction activities on the Dos Vientos Ranch should occur before construction is begun on the Unit E wastewater lines.

(b) Capacity at the Hill Canyon Treatment Plant will be available assuming the final EIR is approved for the expansion projects and that the Los Angeles Regional Water Quality Control Board issues a new NPDES permit allowing for expansion past the 10.0 MGD level. Construction on the Dos Vientos Ranch should not occur until these two items have been approved or issued.
1. WATER CONSERVATION

1. Environmental Setting

More than two-thirds of California's annual precipitation in the form of rain and snow, approximately 200 million acre-feet, falls in the northern part of the State. Evaporation returns more than half of this to the atmosphere, leaving an estimated recoverable water supply of about 75 million acre-feet. More than two-thirds of the existing demand for this water comes from the San Joaquin Valley and urban areas of Southern California.

Water conservation is being encouraged on a state-wide and local level, primarily because in an area dependent upon imported water, such as Southern California, water supplies are not always reliable and sometimes can only be imported with the expenditure of a great amount of energy for pumping across mountains. Conserving water saves money both in energy costs and in the cost of capital facilities to transfer water from other drainage basins.

2. Impact

With the present rate of population growth in Southern California currently estimated at 180,000 a year, supplies available to the Metropolitan Water District are likely to be insufficient to meet demands even in years of normal precipitation after 1990. This projection takes into account the incompletely completed State water project as well as the loss of approximately 55 percent of the district's Colorado River water allotment as a result of a 1964 U. S. Supreme Court decision.

3. Mitigation Measures

1. In 1983, the State Legislature passed AB 797 which requires that water purveyors such as the California-American Water Company and the City of Thousand Oaks prepare water conservation plans in accordance with prescribed guidelines. Prepared by the Utilities Department and released to general public in November 1985, this plan discusses in detail programs that are being implemented by the City to conserve water as well as additional measures that are being recommended as conditions of new development approval.

2. The Conejo Valley has a considerable amount of groundwater which is generally of low quality in terms of drinking water standards, but which is suitable for irrigation purposes. This is particularly true in the western portions of the
Conejo Valley where the quality is better than in the eastern part of the valley. Such water can be used for irrigating parks, school grounds, road median and parkway strips, large common areas which are landscaped, etc. A requirement of future development within Specific Plan No. 8 and 9 should be test drilling and development of a master plan for groundwater utilization.

3. Another mitigation measure which should be required is the acceptance of the model home water conservation condition on all future residential tract projects. Ventura County is considering making a similar condition mandatory and the Utilities Department believes it should be a requirement for Specific Plans No. 8 and 9. The model homes which have been landscaped per this condition have been well received by the public and very effective in promoting water conservation. It should also be noted that future residential projects which compete for development allotment pursuant to the City Growth Control Ordinance, Measure "A", will be judged and assigned a point rating base upon water conservation.

4. In order to reduce demand, the State Department of Water Resources has indicated the following conservation measures be considered:

**Required by law:**

1. Low-flush toilets (see Section 17921.3 of the Health and Safety Code).

2. Low-flow showers and faucets (California Administrative Code, Title 24, Part 6, Article 1, T20-1406F).

**Recommended where applicable:**

**Interior:**

1. Supply line pressure: recommend water pressure greater than 50 pounds per square inch (psi) be reduced to 50 psi or less by means of a pressure-reducing valve.

2. Flush valve operated water closets: recommend 3 gallons per flush.

4. Laundry facilities: recommend use of water conserving models of washers.

Exterior:
1. Landscape with low water-consuming plants wherever feasible.

2. Minimize use of lawn by limiting it to lawn dependent uses, such as playing fields.

3. Use mulch extensively in all landscaped areas. Mulch applied on top of soil will improve the water-holding capacity of the soil by reducing evaporation and soil compaction.

4. Preserve and protect existing trees and shrubs. Established plants are often adapted to low water conditions and their use saves water needed to establish replacement vegetation.

5. Install efficient irrigation systems which minimize runoff and evaporation and maximize the water which will reach the plant roots. Drip irrigation, soil moisture sensors and automatic irrigation systems are a few methods of increasing irrigation efficiency.

6. Use pervious paving material whenever feasible to reduce surface water runoff and aid in ground water recharge.

7. Investigate the feasibility of utilizing reclaimed wastewater, stored rainwater, or household grey water for irrigation.

8. Encourage cluster development which can reduce the amount of land being converted to urban use. This will reduce the amount of impervious paving created and thereby aid in ground water recharge.

9. Preserve existing natural drainage areas and encourage the incorporation of natural drainage systems in new developments. This would aid in ground water recharge.
10. Flood plains and aquifer recharge areas which are the best sites for ground water recharge should be preserved as open space.
J. SOLID WASTE MANAGEMENT

1. Environmental Setting

Sanitary landfills utilized for the disposal of the vast quantity of solid wastes generated throughout the nation, and particularly in Ventura County, have been shown to be a very reliable, time-tested, economical and environmentally sound method of disposal. Presently, there are no alternative methods which can compete economically with landfills, and relatively few which have less environmental effects.

The 230 acre Simi site was the only site in the County permitted by waste discharge requirements to accept certain Group 1 material as defined by the State Water Resources Control Board (SWRCB) for disposal. However, since 1982 when the site was taken over by Waste Management Inc., Group 1 materials have not been permitted or accepted. Group 2 and 3 wastes are accepted, including some nonhazardous liquid waste. The Simi site also handles sludge cake from various sources. Dewatered sludges are buried while liquid sludges are disposed in a lined pond. The site is approved to receive: sludge cake, dried sludge and commercial/residential refuse and garbage. In 1986, the total estimated waste received at this landfill was approximately 214,000 tons.

The majority of solid waste collected from the City of Thousand Oaks is disposed of at the Simi Landfill while approximately 20 percent of the waste generated from more easterly portions of the planning area is disposed of at the Calabasas Landfill in Los Angeles County. Based on current projections, the Simi Landfill is expected to reach capacity sometime early in 1988. However, with certain site modifications, it could continue to provide a suitable waste disposal site for another 38 years or until the year 2025. In order to accommodate this future use, the Ventura County Resource Management Agency is in the process of reviewing a Conditional Use Permit (CUP) for this facility expansion.

(Local Collection Services)

Collection services in the Thousand Oaks area are provided entirely by private refuse contractors. Such services, however, are regulated by City ordinance, specifications for garbage and refuse collection, and detailed franchise agreements. Business licenses and permits are required of any collector operating within the City.
Unlike other cities in the County which utilize private collectors for collection services, the City of Thousand Oaks is divided into garbage and refuse collection zones. There are three established residential zones, and four commercial zones. Each zone is serviced by a different private collector who is responsible for collection from all customers within his zone who desire such service. Collection is not mandatory, necessitating the solicitation of customers by the contractor.

Sewage sludge produced at the Hill Canyon Wastewater Treatment Plant is disposed either at the Simi Landfill, or by sale to private landscape contractors, who use it as a soil amendment. Approximately 8 tons of sludge per day are produced at the plant and, over the course of a year, about half is disposed of by each method cited above. In the late spring to early fall months, most of the sludge is purchased by landscape contractors.

(Demographic Factors Affecting Solid Waste Loadings)

Since 1975, the City's population projections for the years 1990, and 2000 have been reduced significantly, in part due to demographic trends, and in part due to Measure A (Residential Growth Control Initiative)*. These lower estimates can be construed to include virtually all of Specific Plans 7, 8 and 9 by the year 2000, as they would form a component of expected future growth.

2. Impact

A new Solid Waste Management Plan was formally adopted by the Ventura County Board of Supervisors in April, 1985 and is used as the source of data for this impact analysis.

(General Assumptions)

1. The generation of municipal waste is a function of population. On average, it is assumed each person in a wasteshed produced the same amount of waste.

2. A waste generation factor (waste tonnage per person per year) can be estimated based on past and present patterns of waste generation. This factor includes a proportionate

*1990 (year) - original forecast: 116,900 Revised: 109,900/ 
2000 (year) - original forecast: 144,900 Revised: 126,500
share of all commercial, industrial, and other non-residential municipal waste.

Multiplying the projected population of a given wasteshed for a given year by the projected waste generation factor for the wasteshed for that year produces an estimate of waste to be generated for the wasteshed for the given year.

Specific Plans 8 and 9 will generate residential solid waste directly and commercial solid waste indirectly. Based on year 2000 projection factors of 0.68 tons of residential waste and 0.55 tons of commercial waste per person per year, combined, these developments will produce approximately 10,160 tons of solid waste per year when fully built-out.

2A. Cumulative Effects

The year 2000 cumulative impact of Specific Plans 7, 8 and 9, therefore will be on the order of 32,000 tons per year of solid waste. Due to the locations of these projects, this volume would most likely be disposed exclusively at the Simi landfill.

The most recent yearly projected total solid waste loadings for the Thousand Oaks area are as follows:

<table>
<thead>
<tr>
<th>Year</th>
<th>Tons of Waste</th>
</tr>
</thead>
<tbody>
<tr>
<td>1990</td>
<td>138,000-162,000</td>
</tr>
<tr>
<td>2025</td>
<td>216,000-350,000</td>
</tr>
</tbody>
</table>

On a Countywide basis, there will be a landfill need of 443,800 to 520,600 tons per year in 1990 and 841,900 to 1,365,700 tons per year in 2025.

3. Mitigation Measures

(a) The adopted County Solid Waste Management Plan proposes three new landfills, generally in the western end of the County, expansion of the Simi Landfill to increase its useful life by 38 years to the year 2026, and a transfer station near Ventura to handle municipal wastes.
K. TRAFFIC AND CIRCULATION

The following analysis was prepared by the City's Traffic Engineer and includes an evaluation of data submitted for review by the applicant's consultant, Wallen and Associates. The findings, conclusions and recommendations of this Traffic Impact Report are available for review in Volume III, Appendix H.

(Introduction)

Traffic forecasting is not a precise science since it attempts to predict the future behavior of motorists; however, utilizing historical data, assumptions and professional judgment, a reasonable expectation of future traffic patterns can be developed. The traffic analysis presented herein represents the most reasonable expectation of traffic patterns as envisioned by the City.

As the afternoon and morning peak hours generally represent the heaviest traffic loads on the road system, all traffic projections have been related to the p.m. and a.m. peak hours to more accurately assess the traffic impact of the proposed developments. This traffic impact has been defined as a "Level of Service" (LOS) which simply relates the quality of traffic flow to various letter grades (similar to those received in school: "A" = excellent, "C" = average, and "E" = failure).

With regard to freeway operations, the levels of service are defined as follows:

Level of Service "A" describes free-flow conditions with very low volumes and high speeds. Typically a roadway will be quite open with motorists' speeds controlled only by their desires. There is little or no delay and there are few restrictions in maneuverability due to the lack of motorists.

Level of Service "C" describes stable-flow conditions with moderate traffic volumes. Most motorists drive within platoons somewhat restricting freedom of speed and maneuverability. There is some delay but it is not objectionable.

Level of Service "E" describes unstable-flow or capacity conditions with extremely high volumes and very low speeds. There are frequent stoppages of vehicles with long queues and substantial and intolerable delay. There is no freedom of speed or maneuverability.
According to the 1965 Highway Capacity Manual, the following peak hour service volumes and volume/capacity ratios numerically define the specific freeway levels of service used in this study:

<table>
<thead>
<tr>
<th>L.O.S.</th>
<th>6 Lane Freeways</th>
<th>8 Lane Freeways</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Max.</td>
<td>Per</td>
</tr>
<tr>
<td>A</td>
<td>0.40</td>
<td>800</td>
</tr>
<tr>
<td>B</td>
<td>0.58</td>
<td>1167</td>
</tr>
<tr>
<td>C</td>
<td>0.67</td>
<td>1333</td>
</tr>
<tr>
<td>D</td>
<td>0.75</td>
<td>1500</td>
</tr>
<tr>
<td>E</td>
<td>1.00</td>
<td>2000</td>
</tr>
</tbody>
</table>

Surface streets, however, require substantially different criteria. Unlike freeways, they have frequent pedestrian conflicts, parking conflicts, driveway conflicts and intersection conflicts which substantially reduce carrying capacities. The intersections of arterial roads generally have the greatest impact on surface street systems. Because of the large conflicting traffic volumes that must use the same space on a "time-sharing" basis, intersections control the overall efficiency of the surface street system.

With regard to surface street operations, the intersection levels of service are defined as follows:

Level of Service "A" describes free flow conditions without fully loaded signal cycles.

No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically the approach appears quite open, turning movements are easily made, and nearly all drivers find freedom of operation, their only concern being the chance that the light will be red, or turn red, when they approach. Delays range from 0 to 16 seconds per vehicle.

Level of Service "C" describes stable-flow conditions with intermittent signal cycle loading.

Occasionally drivers may have to wait through more than one red signal indication, and back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so. Delays range from 22 to 28 seconds per vehicle.
Level of Service "E" describes unstable-flow or capacity conditions with all signal cycles loaded. There may be long queues of vehicles, and average delays may be substantial (over 35 seconds).

According to the 1980 Highway Capacity Manual, the best measure of the operating levels of service for intersections is determined through a technique of adding per lane conflicting volumes. The following peak hour conflicting service volumes and volume/capacity ratios numerically define the specific intersection levels of service used in this study for multi-phase signals:

<table>
<thead>
<tr>
<th>L.O.S.</th>
<th>Max. ( V )</th>
<th>Sum of Per Lane Critical Movements</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>0.55</td>
<td>900</td>
</tr>
<tr>
<td>B</td>
<td>0.66</td>
<td>1080</td>
</tr>
<tr>
<td>C</td>
<td>0.77</td>
<td>1270</td>
</tr>
<tr>
<td>D</td>
<td>0.88</td>
<td>1460</td>
</tr>
<tr>
<td>E</td>
<td>1.00</td>
<td>1650</td>
</tr>
</tbody>
</table>

In designing any type of roadway system, two key opposing elements must be evaluated and ultimately compromised (the movement of vehicles and safety) in developing a cost-efficient system. To maximize the movement of vehicles safely and quickly requires the elimination of all congestion by designing facilities at Level of Service "A". This approach, however, would require the unrealistic expenditure of enormous funds to provide the extra travel lanes. At the other end of the spectrum, we can maximize the quantity of vehicles served on a given facility by designing them at Level of Service "E". This approach, however, substantially increases delays due to congestion and increases the probability for collisions. Somewhere between these two extremes is a compromise position that engineers attempt to provide as a "design level".

In the case of urban freeways, it is Caltrans policy to hold traffic volumes to 75% of the capacity level of 2000 vehicles per hour per lane. This results in a design volume of 1500 vehicles per hour per lane or Level of Service "D". As a comparison, it is Caltrans policy to design rural freeways to Level of Service "B", holding traffic volumes to 50% of capacity or 1000 vehicles per hour per lane because higher speeds and less congestion are desirable under those circumstances.
In the case of surface streets, there is a wide diversity of opinion as to what is an acceptable design level of service. According to the 1965 Highway Capacity Manual, "in the absence of local conditions dictating otherwise, Level of Service "C" is the level typically associated with urban design practice and Level of Service "B" is frequently suitable for rural design purposes." In older large metropolitan central business districts, the attainment of Level of Service "D" would be considered a welcome improvement. Because Thousand Oaks is a newer type of community, without many of the physical constraints of older established cities, and because it is believed that our citizenry has moved here to experience less traffic congestion, it has been the department's goal to provide at least Level of Service "C" operations at most intersections. It should be noted that if intersections operate at Level of Service "C" each road will operate generally at Level of Service "A". This facet is best explained by visualizing 2 pipes (roads) that are half full of water (vehicles). Where they cross (the intersection) is flowing full with water (vehicles) at capacity.

According to the 1965 Highway Capacity Manual, the following peak hour service volumes and volume/capacity ratios numerically define the specific urban arterial road levels of service as used in this study:

<table>
<thead>
<tr>
<th>L.O.S.</th>
<th>Max. V Per Lane</th>
<th>4 Lane Total</th>
<th>Per Lane</th>
<th>4 Lane Total</th>
<th>6 Lane Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design</td>
<td>0.50 500</td>
<td>200</td>
<td>0.60 600</td>
<td>2400</td>
<td>0.70 700</td>
</tr>
<tr>
<td>A</td>
<td>0.60 600</td>
<td>2400</td>
<td>0.70 700</td>
<td>2800</td>
<td>0.70 700</td>
</tr>
<tr>
<td>B</td>
<td>0.80 800</td>
<td>3200</td>
<td>0.90 900</td>
<td>3600</td>
<td>1.00 1000</td>
</tr>
<tr>
<td>C</td>
<td>1.00 1000</td>
<td>4000</td>
<td>1.20 1200</td>
<td>4800</td>
<td>1.40 1400</td>
</tr>
<tr>
<td>D</td>
<td>1.00 1000</td>
<td>4000</td>
<td>1.20 1200</td>
<td>4800</td>
<td>1.40 1400</td>
</tr>
<tr>
<td>E</td>
<td>1.00 1000</td>
<td>4000</td>
<td>1.20 1200</td>
<td>4800</td>
<td>1.40 1400</td>
</tr>
</tbody>
</table>

1. Environmental Setting

Figure 1, Section VIII, Volume II illustrates the existing physical characteristics of the principal arterials in the Newbury Park area and the "Average Daily Traffic" counts (A.D.T.) taken during 1984.

Figure 2, Section VIII, Volume II notes the afternoon peak hour traffic volumes on these roads as well as the levels of service on the freeway and key intersections. The freeway is currently operating at Level of Service B-C and all surface street...
intersections are operating at the design Level of Service C or better with the exception of Borchard at the southbound Route 101 on/off ramp which is operating at 83% of its capacity or LOS D.

2. Impact

This traffic study will proceed to analyze the existing traffic conditions and the future traffic impacts of the potential buildout of the land in and adjacent to the proposed Dos Vientos Ranch project.

The future traffic analysis will proceed under the following constraints (assuming that the Rancho Conejo Project is constructed as primarily industrial):

1) Given the proposed buildout of the land, what will be the impact on:
   a) Existing roadways.
   b) Improved roadways.

2) Assuming that the Rancho Conejo Project reduces its peak hour traffic by 50% (as conditioned), what will be the impact on:
   a) Existing roadways,
   b) Improved roadways.

The following tabulation notates the Trip Generation Factors utilized in this study:

<table>
<thead>
<tr>
<th>Trip Generation Factors</th>
<th>A.M. Peak Hour</th>
<th>P.M. Peak Hour</th>
<th>2-Way Daily Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>In</td>
<td>Out</td>
<td>Total</td>
</tr>
<tr>
<td>Residential/DU - Low</td>
<td>0.21</td>
<td>0.55</td>
<td>0.76</td>
</tr>
<tr>
<td>Residential/DU - Medium</td>
<td>0.13</td>
<td>0.45</td>
<td>0.58</td>
</tr>
<tr>
<td>Residential/DU - High</td>
<td>0.10</td>
<td>0.40</td>
<td>0.50</td>
</tr>
<tr>
<td>Commercial/1,000 sq. ft.</td>
<td>0.9</td>
<td>0.8</td>
<td>1.7</td>
</tr>
<tr>
<td>Industrial Per Acre</td>
<td>7.2</td>
<td>2.6</td>
<td>9.8</td>
</tr>
<tr>
<td>Elementary School/Student</td>
<td>0.10</td>
<td>0.05</td>
<td>0.15</td>
</tr>
</tbody>
</table>

The following tabulation notes the proposed land uses and trips to be generated by the proposed Dos Vientos Ranch project:
External Traffic: Total Residential trips less those to/from destinations within Dos Vientos Ranch.

Table 1: Trip Generation

<table>
<thead>
<tr>
<th>Type</th>
<th>P.M. Peak Hour 2-Way</th>
<th>A.M. Peak Hour</th>
<th>Total Daily Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential - Low</td>
<td>1,481 DU</td>
<td>1,481 DU</td>
<td>2,962 DU</td>
</tr>
<tr>
<td>Residential - Medium</td>
<td>1,277 DU</td>
<td>1,277 DU</td>
<td>2,554 DU</td>
</tr>
<tr>
<td>Residential - High</td>
<td>992 DU</td>
<td>992 DU</td>
<td>1,984 DU</td>
</tr>
<tr>
<td>Commercial</td>
<td>3,940 DU</td>
<td>3,940 DU</td>
<td>7,880 DU</td>
</tr>
<tr>
<td>Elementary Schools</td>
<td>600 DU</td>
<td>600 DU</td>
<td>1,200 DU</td>
</tr>
<tr>
<td>Intermediate 30</td>
<td>15 DU</td>
<td>15 DU</td>
<td>30 DU</td>
</tr>
<tr>
<td>Total Non-Residential</td>
<td>10,500</td>
<td>10,500</td>
<td>21,000</td>
</tr>
</tbody>
</table>

Table 2: Externally Generated

<table>
<thead>
<tr>
<th>Type</th>
<th>P.M. Peak Hour 2-Way</th>
<th>A.M. Peak Hour</th>
<th>Total Daily Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential - Low</td>
<td>1,481 DU</td>
<td>1,481 DU</td>
<td>2,962 DU</td>
</tr>
<tr>
<td>Residential - Medium</td>
<td>1,277 DU</td>
<td>1,277 DU</td>
<td>2,554 DU</td>
</tr>
<tr>
<td>Residential - High</td>
<td>992 DU</td>
<td>992 DU</td>
<td>1,984 DU</td>
</tr>
<tr>
<td>Commercial</td>
<td>3,940 DU</td>
<td>3,940 DU</td>
<td>7,880 DU</td>
</tr>
<tr>
<td>Elementary Schools</td>
<td>600 DU</td>
<td>600 DU</td>
<td>1,200 DU</td>
</tr>
<tr>
<td>Intermediate 30</td>
<td>15 DU</td>
<td>15 DU</td>
<td>30 DU</td>
</tr>
<tr>
<td>Total Non-Residential</td>
<td>10,500</td>
<td>10,500</td>
<td>21,000</td>
</tr>
</tbody>
</table>
The following tabulation notates the assumed directional distribution of traffic that will be generated by the proposed Dos Vientos Ranch project during the P.M. peak hour:

<table>
<thead>
<tr>
<th></th>
<th>Inbound</th>
<th>Outbound</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Volume</td>
<td>Volume</td>
</tr>
<tr>
<td>A. Major Destinations</td>
<td></td>
<td></td>
</tr>
<tr>
<td>External</td>
<td>60%</td>
<td>30%</td>
</tr>
<tr>
<td>Internal</td>
<td>40%</td>
<td>70%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
<td>100%</td>
</tr>
</tbody>
</table>

B. External Trips

<table>
<thead>
<tr>
<th>Via</th>
<th>Inbound</th>
<th>Outbound</th>
</tr>
</thead>
<tbody>
<tr>
<td>Via 101 East</td>
<td>43%</td>
<td>20%</td>
</tr>
<tr>
<td>Via 101 West</td>
<td>15%</td>
<td>9%</td>
</tr>
<tr>
<td>Via Potrero Rd. West</td>
<td>2%</td>
<td>1%</td>
</tr>
<tr>
<td>Total</td>
<td>60%</td>
<td>30%</td>
</tr>
</tbody>
</table>

C. Internal Trips (T.O.)

<table>
<thead>
<tr>
<th>Via</th>
<th>Inbound</th>
<th>Outbound</th>
</tr>
</thead>
<tbody>
<tr>
<td>Via 101 East of Lynn</td>
<td>12%</td>
<td>31.5%</td>
</tr>
<tr>
<td>North of Rte. 101</td>
<td>25%</td>
<td>21%</td>
</tr>
<tr>
<td>South of Rte. 101</td>
<td>3%</td>
<td>28%</td>
</tr>
<tr>
<td>Total</td>
<td>40%</td>
<td>70%</td>
</tr>
</tbody>
</table>

The resulting traffic distribution is noted on Figure 3 for the proposed Dos Vientos Ranch project.

Other potential future projects in the Newbury Park Area adjacent to the proposed Dos Vientos Ranch project include the following:

<table>
<thead>
<tr>
<th></th>
<th>Industrial</th>
<th>Commercial</th>
<th>Residential</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rancho Conejo</td>
<td>303 acres</td>
<td>13 acres</td>
<td>347 d.u.</td>
</tr>
<tr>
<td>North of Rte. 101</td>
<td>162 acres</td>
<td>14 acres</td>
<td>60 d.u.</td>
</tr>
<tr>
<td>South of Rte. 101</td>
<td>24 acres</td>
<td>59 acres</td>
<td>2294 d.u.</td>
</tr>
<tr>
<td>Total</td>
<td>489 acres</td>
<td>86 acres</td>
<td>2701 d.u.</td>
</tr>
</tbody>
</table>

Dos Vientos Ranch

|                     | 0         | 16 acres  | 2940 d.u.   |
| Grand Total         | 489 acres | 102 acres | 6641 d.u.   |
These projects can be expected to generate the following trips.

<table>
<thead>
<tr>
<th></th>
<th>Daily</th>
<th>PM In</th>
<th>PM Out</th>
<th>PM Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rancho Conejo w/o t.s.m. n.i.c.</td>
<td>28327</td>
<td>1801</td>
<td>3782</td>
<td>5583</td>
</tr>
<tr>
<td>*Rancho Conejo</td>
<td>28327</td>
<td>1016</td>
<td>1991</td>
<td>3007</td>
</tr>
<tr>
<td>*North of Rte. 101</td>
<td>10990</td>
<td>433</td>
<td>1159</td>
<td>1632</td>
</tr>
<tr>
<td>*South of Rte. 101</td>
<td>54071</td>
<td>3035</td>
<td>3304</td>
<td>6339</td>
</tr>
<tr>
<td>**Total</td>
<td>93388</td>
<td>4484</td>
<td>6494</td>
<td>10978</td>
</tr>
<tr>
<td>*Dos Vientos Ranch</td>
<td>26677</td>
<td>1617</td>
<td>719</td>
<td>2336</td>
</tr>
</tbody>
</table>

**Grant Total** 116065  6101  7213  13314

(*After Rancho Conejo t.s.m. schemes such as forced split shifts, etc.)

Utilizing this data, cumulative future traffic volumes expected to be generated on major roads in the vicinity of the subject project have been estimated (assuming a 50% reduction in the Rancho Conejo project P.M. peak hour traffic due to forced split shifts). The results are noted on Figure 4, Section VIII, Volume II.

The following intersections were determined to be critically impacted (operating at Level of Service F under existing road geometrics)(under t.s.m. strategies):

- Lynn @ Hillcrest
- Lynn @ Reino
- Lynn @ Wendy
- Lynn @ Ventu Park
- Lynn @ Rte. 101 N.B. off
- Lynn @ Rte. 101 S.B. off
- Rancho Conejo @ Hillcrest
- Borchard @ Rte. 101 S.B. on/off
- Wendy @ Old Conejo
- Ventu Park @ Hillcrest

The next level of analysis involved determining what minimum geometrics would be necessary to maintain a Level of Service C operation or better at all intersections. The results are summarized in Figure 5, Section VIII, Volume II. Specific intersection geometrics needed are also illustrated in Figure 6, Section VIII, Volume II.
Note that with planned improvements, all intersections will operate at Level of Service C or better except:

- Lynn @ Hillcrest @ LOS D,
- Ventu Park @ Hillcrest @ LOS F, and
- Camino Dos Rios @ Rte. 101 N.B. off ramp LOS D (north of the freeway).

The Ventura Freeway, however, east of Ventu Park, will operate at Level of Service E. Before the recently widened Freeway is "allowed" to get to this level, however, it is expected that Caltrans will initiate an on-ramp control program as well as freeway diamond lanes (for high occupancy vehicles - currently 3 or more persons per vehicle). The ramp control measures would take the form of traffic signals placed on the on-ramps that would be timed to limit (or meter) the quantity of traffic able to enter the freeway. One of the primary purposes of such metering signals is to induce congestion and delay on the on-ramps to discourage motorists from using the freeway for "short-trip" purposes, thereby reducing freeway demand volumes which reduce congestion levels. These "short-trippers" are then forced to utilize surface streets between their origins and destinations which necessarily will increase congestion and delay on the surface streets. There ultimately is a "balance" between freeway and surface street congestion as motorists seek to minimize their travel times.

While it would be relatively easy to approximate the quantity of such "short-trippers" for a development such as Rancho Conejo, it is virtually impossible to ascertain the magnitude of the existing "short-trippers" that would divert from the freeway to surface streets without a detailed "origin and destination survey" conducted at all freeway on and off-ramps. The actual potential impact of ramp metering signals, therefore, has not been approximated by City staff. An unqualified statement can be made, however, that if on-ramp metering signals are installed, the level of service on the surface streets can be expected to deteriorate due to the increased traffic on the surface streets unless motorists alter their driving habits (more carpooling).

3. Mitigation Measures

(a) Commercial, school and park development within the Dos Vientos Ranch will serve to reduce the number of vehicle trips traveled by residents of the Dos Vientos Ranch. It is also anticipated that the nearby Rancho Conejo Industrial Park located approximately 2 miles north of this site will
employ local residents. In combination with a reduction of nearly 3500 residential homes originally proposed for construction within Specific Plans 7 and 10, freeway ramp capacities are expected to improve significantly over future projections and surface street congestion will be lessened.

(b) As per City Council Resolution No. 78-547, all new developments in the Newbury Park area are required to equitably share in the cost of construction of local master-planned roads identified in the Circulation Element of the Thousand Oaks General Plan. This fee will be collected from individual projects at such time these two Specific Plans are approved. Off-site improvements to the existing surface system will in turn help to reduce congestion and minimize the impact of increased traffic generated by these developments.

(c) As per City Council Resolution No. 77-385, all new developments are required to financially contribute to a fund to guarantee the construction of traffic signals at Master Plan road intersections. This fee will be collected from individual projects at such time these two Specific Plans are approved. Off-site improvements to existing traffic control systems will in turn help to improve safety and minimize surface street conflicts caused by larger traffic volumes.

(d) The Specific Plan for the Dos Vientos Ranch has been previously reviewed by the City's transportation planner and provisions have been made by the applicant's engineer for bus turnout lanes and passenger pick-up. Commuter service to this area of Newbury Park will be provided by the Thousand Oaks Transit Service which will further reduce vehicle miles traveled by local residents.

(e) As designed, an extensive bike and pedestrian pathway system will be constructed adjacent to major arterial highways that serve the Dos Vientos Ranch (Refer to Volume II, Figure 1e). Use of this internal transportation system by local residents and off-site connection with similar existing facilities is expected to reduce vehicle trips.

(f) The current plan for the Dos Vientos Ranch proposes several mitigation measures to those adjacent streets with residences fronting directly thereon. For example, Potrero Road is proposed to be a cul-de-sac just west of the existing homes as illustrated on Figure 8, Volume III. This
would substantially improve existing conditions as well as prevent future negative impacts.

(g) Kimber Drive is also proposed to "dead end" at its current westerly terminus. To the west, a special one way loop is currently proposed with pedestrian/bicyclist access maintained to Kimber School as illustrated on Figure 9, Section VIII, Volume II. While this concept works well for the Dos Vientos Park and access to Kimber School from the west, it in effect "walls" off the residents to the east via a "dead end" street. Another potential concept is illustrated in Figure 10, which better "integrates" both existing and new developments and amenities (school, park, road).

(h) Figures 11 and 12, Section VIII, Volume II illustrates trails, roads and signals that are currently proposed to serve the Dos Vientos project internally. All such roads and signals would be constructed entirely at the developer's expense. The maintenance of the potential signals would also be borne entirely by the Dos Vientos Ranch potentially via a maintenance district.
NOISE

Introduction

It should be noted that following publication and release of the Draft EIR, a supplemental noise report was prepared by BBN Laboratories at the request of the Department of Planning and Community Development (refer to Volume III, Appendix I). This report augments data that was previously collected as well as provides more detailed information regarding existing noise environments and future conditions along major highways that access the Dos Vientos Ranch property. In addition, mitigation measures are recommended at specific locations to reduce both interior and exterior noise levels in compliance with land use guidelines and policies established by the City's Noise Element.

The following text has been revised with reference to the original noise study available for review in Volume III, Appendix I.

1. Environmental Setting

(Community Noise Standards and Policies)

Noise has become a key factor in the perception of the quality of our environment. Noise affects both the home and work environment, and the enjoyment of recreational activity. According to a recent community-wide noise survey conducted to update the Noise Element of the General Plan, vehicular traffic is the predominant source of noise in Thousand Oaks.

As stated in this Element, when noise levels reach 65 dB CNEL*, outdoor speech interference occurs, 15 percent of the population is highly annoyed, a significant community reaction can be expected and noise is considered an adverse aspect of the environment. At 60 dB CNEL, outdoor speech interference is not as significant, 9 percent of the population is highly annoyed and a moderate community reaction can be expected. For these reasons, noise is an important issue in the community planning process.

The federal and state governments have established noise guidelines and regulations for the purpose of protecting citizens from potential hearing damage and various other adverse physiological, psychological, and social effects associated with noise. The standards and criteria most applicable to the City of Thousand Oaks are briefly summarized below.

* CNEL represents the daily energy noise exposure averaged on an annual basis. The State of California uses the dB CNEL noise index to relate community noise exposure to land use compatibility.
THOUSAND OAKS NOISE COMPATIBILITY CRITERIA

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Residential:</strong></td>
<td></td>
</tr>
<tr>
<td>Exterior</td>
<td>Outdoor living areas should be mitigated to 65 dB CNEL or less.</td>
</tr>
<tr>
<td>Interior</td>
<td>Habitable rooms should be mitigated to 45 dB CNEL or less.</td>
</tr>
<tr>
<td><strong>Schools, Libraries, Churches, Hospitals, Day Care Facilities, Etc.:</strong></td>
<td></td>
</tr>
<tr>
<td>Exterior</td>
<td>Same as residential criteria.</td>
</tr>
<tr>
<td>Interior</td>
<td>Same as residential criteria.</td>
</tr>
<tr>
<td><strong>Commercial:</strong></td>
<td></td>
</tr>
<tr>
<td>Exterior</td>
<td>Should be mitigated to 65 dB CNEL or less or whichever does not interfere with normal business activity.</td>
</tr>
<tr>
<td><strong>Industrial:</strong></td>
<td></td>
</tr>
<tr>
<td>Exterior</td>
<td>Should be mitigated to 70 dB CNEL or less or whichever does not interfere with normal business activity.</td>
</tr>
<tr>
<td><strong>Public Access Areas:</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Must be mitigated to 65 dB CNEL or less.</td>
</tr>
</tbody>
</table>

* (Source: Noise Element 1986)
February 1985; Refer to Volume III, Appendix I - Noise levels referred to in this earlier report represent existing conditions at five separate locations measured at a distance of 50 feet from the centerline of Lynn and Borchard Roads which provide access to the Dos Vientos Ranch. These measurements were not taken at residential dwellings which are typically situated 100 feet from the roadway centerline nor did they consider the effects of existing barrier walls and house pad elevations. Because of this CNEL values reported in the Draft EIR were considered to be reference noise levels and tended to be significantly higher than those that actually occur within most adjacent residential lot areas.

November 1986; Refer to Volume III, Appendix II - In order to more accurately assess existing roadway noise levels affecting adjacent residential neighborhoods along Lynn and Borchard Roads, five additional locations were measured during A.M. and P.M. peak traffic hours under a variety of roadway, house, lot and property line wall conditions. Six general categories evaluated by the noise consultant are described below:

Roadway Level with House Pad

1. The roadway and the residential lot elevation are approximately level. Open wood fence, or a chain-link fence (ineffective as a noise barrier) or no fence at all between the roadway and the property.

2. The residential property and the roadway are approximately level. A solid block wall (5-6 feet in height) is located at the residential property line. Under these conditions, the wall provides shielding to ground-level locations in the residential property, however, second-story windows overlook the wall and are exposed to the roadway traffic noise.
House Pad Above Roadway

3. The residential property overlooks the roadway noise source, and is elevated between 10-25 feet. This condition includes a 5-6 foot concrete block wall located at the residential yard level. In this case, the exterior noise at ground floor level is reduced by the block wall, while the second floor windows are exposed to the roadway noise source.

*There may or may not be a concrete block or other retaining wall located near the roadway. Such a wall is not effective as a noise barrier since the line-of-sight from the source to receiver is uninterrupted.

4. This type is basically the same as 3 except that there is either no wall, a wood slat (open design) fence, or a wrought iron fence on the residential property. These are ineffective as noise barriers, since line-of-sight between the residence pad level and the roadway noise source is not interrupted by the barrier.

House Pad Below Roadway

5. This situation applies to conditions where the residential property is located below roadway level (6 feet or more below). Condition 5 applies to the case where there is a 6-foot block wall located on the residential property line acting as a barrier to all ground level locations. In this case the second floor windows would overlook the property line wall.

6. This is essentially the same condition as No. 5 except that there is no block wall, providing no shielding.

(Results and Conclusions)

The intent of this subsequent measurement program was to calibrate the Federal Highway Administration (FHWA) Traffic Noise Model in terms of the conditions described above in order to generate reliable noise contour data and is the same modeling technique utilized to prepare the City's Noise Element. During the survey, 10-minute Leq* values were gathered at each location while a traffic count was maintained (refer to Table 1.

* Leq is the sound level corresponding to a steady state sound level containing the same total energy as a time varying signal over a given sample period. An Leq value is designed to average all of the loud and quiet sound levels occurring over a time period.
Appendix I1, Volume III). Based on the results of this survey it was determined that residential locations at roadway level behind a block wall (Conditions 2, 3, and 5) will result in a reduction of 5 dB in roadway noise levels. In those areas where residential homes are located below the roadway level by 12 feet or more, a 10 dB noise reduction is achieved.

2. Impact

(Noise Contour Projections)

In order to establish distances to 60, 65, and 70 dB CNEL and Leq contours, residential areas along Lynn and Borchard Roads were separated into categories described in the previous section and modeled. In addition, the current grading and landscape plans for Tracts 2088, 4266 and 4136, which depict future residential pad and wall locations were also evaluated. Noise contours were in turn generated for two levels of traffic on each road, as follows:

A. Cumulative future traffic on planned roads, which includes Dos Vientos traffic plus all other future traffic.

B. Dos Vientos traffic only at ultimate build-out levels.

Basic assumptions regarding traffic flow were provided by the project traffic consultant, after consultation with the City's Traffic Engineer. The major difference in the assumptions used to generate noise levels in the current study as opposed to the noise study utilized for the Draft EIR was the addition of heavy trucks (3 or more axles) and medium trucks (delivery vans, buses, etc.) to the model. The conservative values of 0.15% heavy trucks on Lynn Rd, and 1% on Borchard east of Reino Rd. were used (see Appendix A). Medium truck traffic was assumed to be 1.84% of all traffic for Lynn and Borchard Roads.

(Analysis Results)

The results of the CNEL analysis are displayed in Volume III, Appendix I1, Tables 2, 3 and 4, which show the roadway segments, and the distance to the various contour noise levels for each of the two conditions named above. In many cases where solid walls exist the 65 dB contour level is located within the roadway corridor indicating that no single story residences are adversely impacted. However, at two-story locations adjacent to Lynn Road, no noise reduction is realized by a 6-foot wall placed at house pad (ground floor) level. Therefore, upper floors will be subject to higher noise levels.

Also of interest are the distances to the equivalent sound level (Leq) contours resulting from morning and afternoon peak traffic
hours. These results were similarly formatted in Tables 5 through 10. In general, the distances to the Leq contours are smaller than for the CNEl contours. This is due to the fact that the CNEl values include a factor for weighting of evening and nighttime events. It was assumed by the consultants that thirteen percent of all traffic occurred between 7 p.m. and 10 p.m. and sixteen percent occurred between 10 p.m. and 7 a.m. Since the CNEl applies a weighting to events occurring during these time periods, the numerical value is higher than for the equivalent peak-hour Leq number.

These results indicate that the relative contribution of Dos Vientos traffic to future noise levels is less significant along more easterly portions of Lynn Road. However, to the west beyond Kelly Road, as phased development occurs, Dos Vientos traffic is the major factor contributing to the City's 65 dB CNEl noise criteria being exceeded.

Conclusions

In summary, adverse noise impacts will gradually occur along Lynn Road and to a much lesser extent along Borchard Road due to an increase in levels of traffic as the Dos Vientos Ranch builds out. However, no significant impacts are expected within the Dos Vientos Ranch since all residential areas will include property line walls and structural noise insulation to shield units located adjacent to Lynn Road and Dos Vientos Parkway.

In reviewing enlarged (scale 1" = 100') aerial photograph exhibits which depict future off-site 65 dB noise contours, under worst case conditions, approximately 100 - 150 existing homes along Lynn Road and portions of Borchard Road will potentially be adversely impacted by the cumulative effect of Dos Vientos traffic (in combination with future Newbury Park traffic) and require some form of mitigation under the City's noise compatibility criteria. It has been confirmed by field observations that approximately half of these homes are two-story units, while the remainder are either elevated above the roadway, do not have barrier walls or do not benefit in some way from adequate shielding.

If only noise directly associated with Dos Vientos traffic is considered, the number of homes potentially impacted would be lessened significantly and involve approximately 65 homes. This assessment takes into account the fact that further east of Kelley Road, Dos Vientos traffic represents less than half the total future traffic volume carried by this roadway. Therefore, the incremental noise that is generated by this traffic amounts to less than 3 dB which is normally considered to be the point at which increased noise levels become audible to the human ear.
This minimal effect is also considered by the noise consultant to be relevant to the future noise environment of Borchard Road since approximately 80% of project traffic distribution is oriented away from this latter roadway.

3. Mitigation Measures

The selection of the 65 dB CNEL exterior noise standard as the criterion for mitigation of project noise levels in existing residential areas is consistent with the provisions of the Noise Element of the Thousand Oaks General Plan and with State and Federal Standards. The supplemental noise study prepared for the Final EIR also describes 60 dB CNEL as the exterior noise level which should require an acoustical analysis showing compliance with the 45 dB CNEL interior limit for new residential construction within Dos Vientos Ranch. This is consistent with local and state standards for new construction.

Areas currently identified for noise mitigation by the noise consultant are those where exterior and/or interior CNEL values will exceed the 65 dB criteria due to the presence of Dos Vientos traffic only and do not address the cumulative effects of future combined traffic conditions along Lynn and Borchard Roads. The type and specific location where these noise attenuation structures are proposed are described below:

(a) EXTERIOR NOISE - Construct (solid) noise barrier wall.

1. South side of Lynn Road between La Grange and Knollwood Road.

2. North side of Lynn Road between Reino Road to the project boundary.

In these cases, the residences overlook Lynn Road so that the wall should be placed at the house pad level (i.e., on residential property), rather than at the roadway to ensure that line-of-sight between the roadway and the residential location is interrupted. Recommended wall height is 6 feet above house pad level. Note: With regard to previous tract conditions and CC&R's that restrict the placement of solid block walls along portions of Lynn Road, it would first be necessary for the Department of Planning and Community Development to process a minor modification to the original Residential Planned Development (RPD) permit in order to administratively review the design and location of any new or modified wall structures in these areas. Once approval is granted, construction could then proceed.
(b) INTERIOR NOISE - Two-story houses only; double-glazed windows on upper floor for rooms facing roadway.

1. Both sides of Lynn Road west of Kelly Road to project boundary.

The incorporation of the double-glazed windows at these locations will ensure that interior noise levels in all habitable rooms will not exceed 45 dB CNEL due to Dos Vientos project traffic.

(c) Within Dos Vientos Ranch, all residential areas will include property line walls along west Lynn Road and Dos Vientos Parkway. This will result in noise levels at single-family dwellings below 65 dB in all cases. Noise levels may exceed 60 dB at some locations for some of the multi-family units (Planning Units 4, 7, 8, 10 and 12). When the exact location of these perimeter homes are determined, the outdoor noise level should be more accurately projected. If the level exceeds 60 dB, then the building structure should be designed to provide an interior CNEL of less than 45 dB, in accordance with the California Noise Insulation Standards (Reference 4).

(d) In order to mitigate the cumulative impact of Dos Vientos traffic noise to existing residential homes, Measures (a) and (b) identified above are recommended along portions of Lynn and Borchard Road that are determined to be adversely affected.

(e) It is recommended that processing of necessary permit applications and payment of all costs associated with both forms of mitigation be the joint responsibility of the project applicants and that construction of these improvements should be contingent upon project phasing and further acoustical analysis in order to determine at what point sound levels generated as a result of cumulative Dos Vientos traffic will result in the 65 dB CNEL exterior noise standard being exceeded.
M. PUBLIC SCHOOLS

This analysis incorporates information prepared by the applicant's consultant, Sage Institute, Inc. The complete text of this report, entitled "Dos Vientos Ranch Public School Facilities/Park Analysis and Implementation Plan", is included for review in Volume III, Appendix D.

1. Environmental Setting

The Dos Vientos Ranch is served by the Conejo Valley Unified School District. Within the Newbury Park area, there are five elementary schools (Banyan, Cypress, Manzanita, Maple and Walnut), one intermediate school (Sequoia) and one high school (Newbury Park). The location of these existing facilities, as well as three new sites that are proposed within Specific Plan No. 8 (one intermediate and two elementary), are depicted in Volume III, Appendix D, Illustration A.

In the Sage Report, Cypress Elementary School is considered to be the "home" school for elementary school students generated from dwelling units within the Dos Vientos Ranch area. Banyan and Maple Elementary schools are designated as backup facilities due to their proximity to Dos Vientos Ranch and their inclusion within the intermediate and high school attendance boundaries. Future schools to be constructed on-site have been evaluated from the perspective of phasing and district funding. Sequoia Intermediate and Newbury Park High School will serve grades 7-8 and 9-12, respectively.

Pursuant to Measure A, the City of Thousand Oaks restricts the number of new homes that may be built during a single year until 1990. Assuming these restrictions continue beyond this date into the future, phasing plans for Dos Vientos Ranch will produce approximately 200 dwelling units per year. Based on these projections, existing student enrollments, school capacities and future facility needs for the Ranch have been made utilizing standard student generation factors (Refer to Table 1 below). These requirements also take into consideration population trends, economics and Measure A.
TABLE I

STUDENTS PER HOME IN NEWBURY PARK

<table>
<thead>
<tr>
<th></th>
<th>K-6</th>
<th>7-8</th>
<th>9-12</th>
<th>K-12</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family</td>
<td>.40</td>
<td>.15</td>
<td>.28</td>
<td>.83</td>
</tr>
<tr>
<td>Multi Family</td>
<td>.15</td>
<td>.06</td>
<td>.18</td>
<td>.41</td>
</tr>
<tr>
<td>Affordable</td>
<td>.30</td>
<td>.08</td>
<td>.18</td>
<td>.56</td>
</tr>
</tbody>
</table>

Source: Conejo Valley Unified School District

TABLE II

EXISTING ENROLLMENTS - AVAILABLE CAPACITY

<table>
<thead>
<tr>
<th>School</th>
<th>Capacity</th>
<th>Enrollment</th>
<th>Available Space</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cypress elementary</td>
<td>552</td>
<td>519</td>
<td>33</td>
</tr>
<tr>
<td>Banyan Elementary</td>
<td>585</td>
<td>470</td>
<td>115</td>
</tr>
<tr>
<td>Maple Elementary</td>
<td>585</td>
<td>415</td>
<td>170</td>
</tr>
<tr>
<td>Subtotals</td>
<td>1722</td>
<td>1404</td>
<td>318</td>
</tr>
<tr>
<td>Sequoia Intermediate</td>
<td>1004</td>
<td>907</td>
<td>97</td>
</tr>
<tr>
<td>Newbury Park H. S.</td>
<td>2253</td>
<td>2222</td>
<td>(31)</td>
</tr>
</tbody>
</table>

Note: High School "capacities" do not reflect scheduling alternatives or projected declines as a result of lower grade level declines.

The above data reveals adequate space at the K-8 levels of instruction for those schools in close proximity to the proposed residential plan. The 9-12 levels are at capacity at present but should begin to realize the "pass through" factor from current declining enrollments at the lower levels of instruction.

2. Impact

As previously noted, it is assumed that the buildout rate from inception to project conclusion will be 200 units per year (76 single family low density and very low density; and 124 medium to high density) are projected. On this basis it can be expected that approximately 114 new students per year could enter the school system. The grade level distribution is estimated as follows:
Assigning a capacity of thirty students per classroom, the maximum Dos Vientos Ranch student population will generate a need for either additional or surplus "classroom" space as follows:

Table III illustrates both the estimated annual and cumulative development plans for Dos Vientos Ranch which should be taken into consideration for long-range planning requirements:

**TABLE III**

**DEVELOPMENT SCHEDULE -- DOS VIENTOS RANCH**

(@ 200 dwelling units per year)

<table>
<thead>
<tr>
<th>Year</th>
<th>Annual Development</th>
<th>Cumulative Development</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Low Density</td>
<td>Med/High Density</td>
</tr>
<tr>
<td>1985</td>
<td>76</td>
<td>124</td>
</tr>
<tr>
<td>1986</td>
<td>76</td>
<td>124</td>
</tr>
<tr>
<td>1987</td>
<td>76</td>
<td>124</td>
</tr>
<tr>
<td>1988</td>
<td>76</td>
<td>124</td>
</tr>
<tr>
<td>1989</td>
<td>76</td>
<td>124</td>
</tr>
<tr>
<td>1990</td>
<td>76</td>
<td>124</td>
</tr>
<tr>
<td>1991</td>
<td>76</td>
<td>124</td>
</tr>
<tr>
<td>1992</td>
<td>76</td>
<td>124</td>
</tr>
<tr>
<td>1993</td>
<td>76</td>
<td>124</td>
</tr>
<tr>
<td>1994</td>
<td>76</td>
<td>124</td>
</tr>
<tr>
<td>1995</td>
<td>76</td>
<td>124</td>
</tr>
<tr>
<td>1996</td>
<td>76</td>
<td>124</td>
</tr>
<tr>
<td>1997</td>
<td>76</td>
<td>124</td>
</tr>
<tr>
<td>1998</td>
<td>76</td>
<td>124</td>
</tr>
<tr>
<td>1999</td>
<td>76</td>
<td>124</td>
</tr>
<tr>
<td>2000</td>
<td>76</td>
<td>124</td>
</tr>
<tr>
<td>2001</td>
<td>76</td>
<td>124</td>
</tr>
<tr>
<td>2002</td>
<td>76</td>
<td>124</td>
</tr>
<tr>
<td>2003</td>
<td>76</td>
<td>124</td>
</tr>
<tr>
<td>2004</td>
<td>76</td>
<td>124</td>
</tr>
</tbody>
</table>

1484 | 2456

Assigning a capacity of thirty students per classroom, the maximum Dos Vientos Ranch student population will generate a need for either additional or surplus "classroom" space as follows:
Conejo Valley Unified School District policy requires that no elementary school be planned for fewer than 400 or more than 650 students. Table V below reveals that the elementary schools serving the Newbury Park area generally are operating below their district adopted capacities. During 1984-85 Maple was at 71% capacity and in 1985-86 it is projected that Maple will be at 68% capacity. Cypress is enrolled at 94% of capacity and is projected at 95% in 1985-86. Manzanita was at 86% in 1984-85 and is projected at 84% in 1985-86. Due to the fact that the Conejo Valley Unified School District has a significant surplus capacity districtwide at the elementary level in general, impaction districtwide is not anticipated.

---

<table>
<thead>
<tr>
<th>Projected Year</th>
<th>Single Family Dwellings</th>
<th>Multi-Family Dwellings</th>
<th>Total</th>
<th>K-6</th>
<th>K-8</th>
<th>9-12</th>
</tr>
</thead>
<tbody>
<tr>
<td>1986</td>
<td>76</td>
<td>124</td>
<td>200</td>
<td>49</td>
<td>20</td>
<td>41</td>
</tr>
<tr>
<td>1991</td>
<td>456</td>
<td>744</td>
<td>1200</td>
<td>294</td>
<td>120</td>
<td>246</td>
</tr>
<tr>
<td>1996</td>
<td>836</td>
<td>1364</td>
<td>7200</td>
<td>539</td>
<td>220</td>
<td>451</td>
</tr>
<tr>
<td>2001</td>
<td>1216</td>
<td>1964</td>
<td>3200</td>
<td>784</td>
<td>320</td>
<td>656</td>
</tr>
<tr>
<td>2006</td>
<td>1484</td>
<td>2456</td>
<td>3940</td>
<td>962</td>
<td>400</td>
<td>800</td>
</tr>
</tbody>
</table>

*Note: Student generations depicted above are saturation projections and do not reflect anticipated attrition factors which could potentially lower these figures by 10 to 30%.

(Conditions in Surrounding Elementary Schools)
TABLE V
NEWBURY PARK AREA ELEMENTARY SCHOOLS
CAPACITIES AND ENROLLMENTS

<table>
<thead>
<tr>
<th>Schools</th>
<th>Capacity State Board Form</th>
<th>Capacity Board Approved</th>
<th>1985/86 Enrollment</th>
<th>84/85 Space Board Approved</th>
<th>84/85 Percent Utilized</th>
</tr>
</thead>
<tbody>
<tr>
<td>Banyan</td>
<td>714</td>
<td>585</td>
<td>502</td>
<td>83</td>
<td>86%</td>
</tr>
<tr>
<td>Cypress</td>
<td>581</td>
<td>552</td>
<td>502</td>
<td>50</td>
<td>91%</td>
</tr>
<tr>
<td>Maple</td>
<td>614</td>
<td>585</td>
<td>419</td>
<td>166</td>
<td>72%</td>
</tr>
<tr>
<td>Walnut</td>
<td>526</td>
<td>439</td>
<td>381</td>
<td>58</td>
<td>87%</td>
</tr>
<tr>
<td>Manzanita</td>
<td>638</td>
<td>580</td>
<td>477</td>
<td>103</td>
<td>82%</td>
</tr>
</tbody>
</table>

(Conditions in Surrounding Intermediate and High Schools)

Readjustment of attendance boundaries and other steps have been taken by the District to resolve the imbalance in enrollment which exists among the intermediate schools. However, by 1987, declining enrollments at elementary schools will relieve any crowding at the intermediate level and shortly thereafter at the high school level. Table VI below illustrates a decline in student enrollments at Sequoia Intermediate School commencing in 1985 due to significant "pass-through" declines at the K-6 levels.

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### TABLE VI
**SEQUOIA INTERMEDIATE SCHOOL ENROLLMENT**
**ACTUAL VS PROJECTED**

<table>
<thead>
<tr>
<th>Capacity</th>
<th>District Policy</th>
<th>Actual Enrollments</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Guidelines</td>
<td></td>
<td>83/84</td>
</tr>
<tr>
<td>1154</td>
<td>1004</td>
<td>1085</td>
</tr>
</tbody>
</table>

*Board Action 3/84 to realign attendance boundaries between Redwood Intermediate school and Sequoia Intermediate School resulted in significant reduction in future enrollment projections for Sequoia Intermediate School.*

### TABLE VII
**DISTRICTWIDE ENROLLMENT AND BOARD CAPACITY DATA**

<table>
<thead>
<tr>
<th></th>
<th>Total Current Enrollment</th>
<th>Total Current &quot;Board Capacity&quot;</th>
<th>Difference</th>
<th>Percent Utilized</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>83/84</td>
<td>84/85</td>
<td>8863</td>
<td>+1399</td>
</tr>
<tr>
<td>K-6</td>
<td>7569</td>
<td>7464</td>
<td>*8863</td>
<td>+1399</td>
</tr>
<tr>
<td>7-8</td>
<td>3313</td>
<td>2929</td>
<td>3322</td>
<td>+393</td>
</tr>
<tr>
<td>9-12</td>
<td>7074</td>
<td>7138</td>
<td>6953</td>
<td>-185</td>
</tr>
<tr>
<td>TOTAL</td>
<td>17,956</td>
<td>17,531</td>
<td>19,138</td>
<td>1,608</td>
</tr>
</tbody>
</table>

Note: Declines at elementary and intermediate should commence to "pass-through" the high school in 1987.

**Totals reflect the subtraction of 78 students attending Conejo Valley High School.**

***Figures from 1986 through Maturity are based on the Board approved attendance boundary.***

The District's data summary (Table VII) illustrates that total enrollment at the K-6 level is operating at 84% of "Board...
Capacity" and declining. The 7-8 level of instruction is operating at 88% of "Board Capacity" and declining; and the 9-12 level of instruction is operating at 103% of "Board Capacity" and projected for declines.

3. Mitigation Measures

Based on existing conditions of the Conejo Valley Unified School District, temporary mitigation measures may be needed for facilities, sites and related capital outlay in order to house future student populations resulting from anticipated growth and development within the Dos Vientos Ranch and other local projects. The per-unit amount of impaction fees and the number of sites required should be monitored on a regular basis for each major development project to determine the actual need to support future student populations.

(a) As identified in the Land Use Map exhibit, Volume II, figure 1d, 28.5 acres of land within Specific Plan No. 8 is proposed to accommodate a joint elementary/intermediate school site. This land will be donated at no cost to the Conejo Valley Unified School District. Another 9.1 acre site is also to be reserved for school development in Phase III if needed. This land will be designated or leased to the District. In addition, facility construction that is satisfactory to the Board of Education may also be required, however, this form of mitigation has not been specified.

(b) The District should continue to attempt to minimize the number of facilities needed to house students without adversely affecting the educational process. The most cost effective method of providing housing for students is to maximize the use of its existing resources especially during peak enrollments.

(c) The School District currently has the ability to generate funds to build the needed facilities through the use of existing impaction fees and revenues and surplus property. Student population growth at the projected cumulative level may require a new educational K-6 site and facilities. Therefore, the District may have the financial resources to provide necessary facilities at present through the disposition of surplus property.
(d) Mitigation measures on an interim basis could include the use of existing surplus classrooms or a variety of relocatable facilities and may, in fact, necessitate implementing alternative scheduling as an option for peak enrollments. The District currently has surplus relocatables in its inventory.

(e) Academic Scheduling Changes would entail evaluating the current facilities to assure that they were scheduled to be fully utilized consistent with sound K-6 programs and instructional policies. For example, classes should be scheduled as much as possible to balance their use during the day.

(f) Boundary adjustments should be considered on an ongoing basis to more fully utilize facilities.

(g) Revising the current grade configuration could be evaluated on a regular basis in order to balance enrollments and capacities (if needed).

(h) Transportation of students from high growth areas to facilities with available space, should be analyzed on an annual basis.
N. ENERGY RESOURCES

1. Environmental Setting

Energy is consumed in the manufacturing and delivery of a product as well as at the point of ultimate use. For the purposes of this report only energy consumed at the point of use will be considered. Additionally, since conservation opportunities for energy consumed by transportation are at least regional in nature this is considered beyond the scope of realistic implementation for these Specific Plans.

In urban residential development energy is primarily consumed in two basic ways. The first being the energy consumed in initial improvements and the second being in continuing consumption, such as the on-going fuel consumption for home heating and cooling.

Most energy consumed in the Dos Vientos Ranch will be of the second category. This energy is in the form of electrical and natural gas which is provided by Southern California Edison Company and Southern California Gas Company, respectively.

2. Impact

Based on data supplied by these energy suppliers, a projection of energy consumption by the project has been made. Refer to the Table below.

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Specific Plans No. 8</th>
<th>Electrical Consumption (Kilowatt Hours/Month)</th>
<th>Natural Gas Consumption (Therms/Mo.)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>No A/C*</td>
<td>Min. A/C*</td>
</tr>
<tr>
<td>(Residential)</td>
<td></td>
<td>1,006,605</td>
<td>1,256,539</td>
</tr>
<tr>
<td>2095 SFD's</td>
<td></td>
<td>780,912</td>
<td>907,772</td>
</tr>
<tr>
<td>1450 Multi.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(Non Residential)</td>
<td></td>
<td>16.4 acres</td>
<td></td>
</tr>
<tr>
<td>Commercial</td>
<td></td>
<td>Schools, Church</td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td>1,787,517</td>
<td>2,164,432</td>
</tr>
</tbody>
</table>

*Air conditioning
It should be noted that these projections are based on current use characteristics. Simple conservation measures adopted by the public could potentially decrease consumption while new unforeseen energy uses or trends would tend to increase energy demands.

3. Mitigation Measures

There are three basic approaches to energy conservation which can be applicable to development of the Dos Vientos Ranch. The first concerns siting and orientation of development in relation to climatic conditions. The second approach includes construction materials and techniques including landscaping. Finally, the third method is the use of alternative energy sources.

(Site Design and Building Orientation)

The siting and orientation of buildings has two basic components. The first is the siting of an individual building to take advantage of natural heating or cooling opportunities. The second is to design components of the building to take advantage of the siting and other buildings to allow access to these natural influences.

(a) Orientation of the long axis of a house to a south-facing exposure will minimize heat gain through glaze in summer (high sun) and to maximize heat gain in winter (low sun). It should be recognized that orientation and site planning will be influenced by other factors besides energy conservation. For example, in order to maximize the proper building exposure in a typical subdivision, street and circulation patterns may have to be unusual. Whenever practical, however, the optimum orientation should be considered. Other factors which can influence orientation are vegetation and topography.

(b) Vegetation is discussed later but topography relates directly to building orientation. The prevailing winds, both in summer and winter move across a large site in relatively predictable ways. Earth forms, of various sizes are able to block, deflect or channel the wind flow patterns. The breezes will flow much like water into and from the valleys. At night, as the land begins to cool the colder air will sink and collect in low pockets and valley floors, and will flow downstream. This will reverse itself as the land heats up during the day. These breezes offer a natural ventilation opportunity. Streets, building locations, and locations of openings within buildings can be designed to take
advantage of cooling breezes. However, breezes which move across warm surfaces such as a warm southern slope or parking lot can be blocked to avoid unnecessary heating.

(Structural Design and Building Materials)

Building design and construction materials can also assist in energy conservation. The following are examples of building design techniques for energy conservation.

(c) Any reduction in exterior surface area reduces heat gain and heat loss. A square floor plan is better than a rectangular plan. A two-story dwelling is better than a single story. A multiple-family dwelling is better than a single-family dwelling.

(d) The color or roofs and walls affects the amount of heat which penetrates the building since dark colors absorb much more sunlight than light colors. The use of a dark color can be beneficial, however, when heat is desired, such as in the surfaces of a swimming pool.

(e) To reduce the heat loss through air-tight walls, floors, and roofs is to add more resistance to heat flow. Insulation retards the flow of heat, keeping the interior surfaces warmer in winter and cooler in summer. Additional benefits could be achieved by insulating at a level above the prescribed standards. However, these benefits generally would accrue from the placement of insulation rather than increases in ceiling and wall resistance.

(f) Although the mass, thermal resistance, color, orientation and shape of the structure are important, the most significant factors influencing space heating and cooling costs are size and placement of windows. Current California standards require the glazing area to be no more than 10 percent of gross floor area in residential buildings. This was recently decreased from a previous 20 percent limitations.

(g) Another very effective technique in the reduction of heat gains from windows is the use of window shades. The addition of window shading on south glass represents the single most practical and effective step that can be taken to reduce peak cooling demand. The effective shading coefficient (percentage of light transmitted by glaze) of ordinary bug screen is approximately 0.36 or 36% of the incident light is passed through while 64% is filtered out.
(h) While fixed structural shading can be beneficial, vegetation which follows the climatic seasons quite closely, can provide even more effective benefit. Placing deciduous trees directly in front of south facing windows can provide shade from the intense summer sun. Even better is a hanging trellis with a climbing vine that sheds its leaves in the winter.

(Alternative Energy Sources)

(i) Wind energy or alternative fuels such as methane may be practical in certain applications but are not feasible for traditional protect applications at this time. Large scale alternatives such as nuclear fusion and coal gasification are still in the research and development stage.

(j) Solar energy is, at this time, a feasible source of alternative energy. Moreover, the Dos Vientos Ranch and Southern California in general possess climatic attributes amenable to the use of solar energy techniques.

There are two basic categories of solar energy systems: active and passive. Active solar systems usually rely on some form of mechanical power to move collected heat. They are much more complex than passive systems and consequently more prone to failure and higher maintenance costs. Furthermore, use of active systems requires a substantial financial and design commitment on the part of the builder or developer. An exception to the general reluctance to use active solar energy can be found in the recent gain in the use of heat pumps and solar heating of domestic water.

A passive solar approach is one in which the thermal energy flow is by natural means. It generally involves direct capturing of the sun's energy in building materials or heat storage appurtenances. Typically, these collection techniques involve: conducive heating and cooling, cross ventilation, induced ventilation, radiant heating and cooling, dehumidification, etc. It should be noted that passive systems are not secondary or less effective than active systems. In fact, experiment structures have been built with almost total reliance on passive solar energy.
0. AIR QUALITY

1. Environmental Setting
   (Meteorology/Climate)

The local meteorology of the Conejo Valley depends on the interaction of large-scale weather systems with mesoscale coastal sea breezes, all modified by the complexity of local mountains and valleys. When large-scale (synoptic) weather systems provide moderately strong winds (greater than 25 mph) aloft (above 5000 feet), they tend to dominate the wind flow pattern in the area. This is primarily the case in the winter and spring, when frontal systems or Santa Ana winds control the wind flow. Occasionally stagnant high pressure systems move in, creating warm, sunny, summer-like weather during winter and spring. These conditions may give rise to relatively high pollutant concentrations, but generally the period from May to October provides the most severe air pollution meteorology.

The summertime weather is dominated by the movement and intensity of the semi-permanent subtropical high pressure system that resides several hundred miles west of the state. Called the Pacific High, this system provides clear skies over Southern California, due to the descending warm air which sinks clockwise outward from its center. Since the air warms as it sinks, it is warmer than the underlying marine layer that is cooled by the ocean. As a result, a stable atmospheric layer called the subsidence inversion lid traps the upward escape of pollutants emitted near the ground surface, and may redirect the pollutants back down towards the surface, due to the vertical overturning of the lower layers caused by convection from surface heating. Usually the inversion height coincides with the mixing height or the height below which the atmosphere is evenly mixed.

Five distinctly different types of weather occur during the May to October pollution months. These have been described by McCutchan and Schroeder (1973). The casual relationships between these weather types and pollutant levels in Thousand Oaks has been studied (Henry et al. 1977). During the typical smog season, about 80% of the days are characterized by the weather types associated with high ambient pollutant levels.

* Excerpted from a technical report Prepared by Environment Research Technology (ERT), Volume III, Appendix G.
Briefly, these weather types are as follows: The Santa Ana day is caused by strong, dry, northerly downslope winds blowing off the desert due to a sharp synoptic ridge of high pressure directly over the California coast. These days are typically clear of pollution due to erosion of the inversion by strong winds. Because the northeast winds blow from the Los Angeles area out over the ocean, westerly winds off the ocean following Santa Anas may transport significant amounts of pollutants into the Thousand Oaks area. These days occur only about 5% of the time between May and October.

The heat wave day almost always occurs after high pressure has persisted and intensified for several days (see next weather type). Due to intense heating of the Mojave Desert surface to the east, rising air creates a local surface low pressure called a thermal trough. Between higher pressure along the coast and this thermal trough inland, a pressure gradient is established which acts to draw marine air inland and form a sea breeze. In the case of the heat wave day, however, the subsidence from the subtropical high over the area is so intense that it suppresses this pulling effect by the thermal low. Thus, only weak westerly winds flow in the afternoon. With stagnation at its maximum and sunlight at its strongest, the highest ozone concentrations occur on these days. Heat waves occur from 10-15% during the May to October period.

Warm days with moderate sea breeze penetration into the Los Angeles Basin and Thousand Oaks occur about 40% of the time. At the onset, the Pacific High moves due west of Southern California. Subsidence from this high pressure system creates moderate inversion intensities (1000-2000 feet) during midday. The thermal low is also well developed, and acts to draw in the marine layer. During the afternoon the resulting sea breeze wind pattern is a consistent 10-15 mph westerly wind. Moderate levels of ambient ozone and sulfate occur locally on these days.

About 30% of the time from May to October, an upper level trough moves over California and causes the marine layer to expand. This tends to raise the inversion heights and cause considerable moisture intrusion within the basin. This marine layer, driven by southerly flow associated with the low pressure offshore and drawn inland by the thermal low, is usually 2000-4000 feet deep. Humidities remain above 50%. Some cloudiness is associated with these days. With reduced sunlight and considerable water vapor, average or low ozone and high sulfate concentrations occur. Due to the southerly flow, transport from the Los Angeles Basin may occur on these days.
When an upper level trough deepens and becomes a synoptic-type low pressure system which dominates the surface as well, the weather in Southern California is cool and cloudy. With this condition, the marine layer is expanded from 3000-5000 feet deep and moist air intrudes throughout the basin all day. This situation is more prevalent in spring and fall than during summer months with a total occurrence of about 15% during the smog season.

(Topography/Transport)

Regional - The City of Thousand Oaks is situated in a relatively small, oblong valley at an elevation of about 1000-1400 feet. Due to its proximity to the coast, a sea breeze circulation pattern is dominant. Wind data necessary to analyze the extent of transport into and out of the Conejo Valley are relatively sparse. Figure 2-1 Volume III, Appendix G, summarizes wind observations taken by the Ventura County Fire Department at 8 A.M., 12 noon and 4 P.M. daily from 1973-1977. The vast majority of winds reported at 8 A.M. are calm or less than the instrument threshold of 2 mph at Fire Station 34. These represent about 32% of the total annual observations. In Figure 2-1, the calms are distributed into the 0 to 3 mph class according to the directional frequency of winds measured in that class. Clearly the dominant daytime transport is from the west at the surface (68%). Using data from the 1975 Community Health Air Monitoring Program (CHAMP) and from Keith and Selik (1977), a general picture of predominant daytime and nighttime surface flow may be constructed. These patterns are illustrated in Figures 2-2 and 2-3, Volume III, Appendix G. During the daytime, westerly sea breeze winds passing over the Oxnard Plain and Conejo Valley converge with the easterly sea breeze which has been directed to the San Fernando Valley. During the summer in the San Fernando Valley, the nighttime flows are consistently light easterlies, which give rise to a probable surface transport toward the Conejo Valley. This is illustrated in Figure 2-3 along with likely drainage flows off the mountains in southern Ventura County. If the drainage flows subsequently turn onshore, residual pollutants may combine with fresh local emissions to yield high pollutant levels on succeeding days in the county; however, other factors such as pollutant dilution rates effect this contribution (Ventura APCD.1982a).

Other transport phenomena, generated from Santa Barbara County or from the offshore oil activities (both at the surface and aloft), may occur through Santa Susana Pass; however, the extent of these contributions to air quality in Thousand Oaks is not currently known.
Local - On the microscale level, no terrain effects are expected to influence local pollutant dispersal to any significant degree.

(Regulatory Agencies/Controls)

Pursuant to the California Environmental Quality Act (CEQA) of 1970, projects which are determined to significantly affect the environment are required to prepare Environmental Impact Reports (EIRs). As part of this process, air quality analysis is required to help inform the public and decision makers of potential constraints and impacts of the proposal. In addition, air pollution control is administered on three governmental levels in the State of California: federal, state and local. Both the federal and state control agencies (U.S. Environmental Protection Agency and California Air Resources Board) have established ambient air quality standards, based on consideration of the health and welfare of the general public. As legal limits placed on ambient levels of air pollution during a given period of time, air quality standards characterize the allowable levels of a pollutant or a class of pollutants in the atmosphere, and thus, define the amount of exposure deemed safe for the population and/or for ecological systems. These standards are discussed below.

Federal - Table 2-1, Volume III, Appendix G presents the primary and secondary National Ambient Air Quality Standards (NAAQS) set by the U.S. Environmental Protection Agency (EPA). The primary standards reflect levels of air quality, including an adequate safety margin, necessary to protect public health. The secondary standards reflect the levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant. Those states, such as California, which have not attained the primary standards by 31 December 1982 are subject to federal construction bans and federal sanctions unless certain requirements in the State Implementation Plans (SIPs) are met. These plans include measures such as new source review procedures and motor vehicle maintenance and inspection programs. If the implementation of the plans are ruled satisfactory, the deadline for attainment is extended until 1987. In California, the implementation programs have undergone delay and federal sanctions may eventually be imposed.

Based on recorded exceedances of federal standards, portions of Ventura County are designated "non-attainment" for both total suspended particulate (TSP) and ozone. With this designation, the control agency is required to adopt a series of Reasonably Available Control Measures (RACMs) to attain the ambient...
standards. In the Oxnard Plain Airshed, where the study area is located, the Ventura County Air Quality Management Plan (AQMP) and its appendices identify measures to attain attainment of standards for TSP and ozone; however, with "reasonable" progress, it is not felt that full attainment can be obtained (Ventura AQMP 1982a).

State and Local - The California ambient air quality standards adopted by the Air Resources Board (ARB) are also shown in Table 2-1. Enforcement of these standards is primarily the responsibility of the local air pollution agency. This agency is typically under the jurisdiction of the corresponding county government, except in those instances where multiple counties in the same air basin coordinate pollution control efforts. The Air quality in the Thousand Oaks area is regulated by the Ventura County Air Pollution Control District (APCD). The APCD developed 1982 Air Quality Management Plan (AQMP) which characterizes current emissions in the county, relates those emissions to recorded pollutant levels, and sets forth control measures to reduce emissions as required to achieve the federal and state ambient air quality standards for ozone and total suspended particulates. Since the federal primary ozone standard is not expected to be attained County-wide in this century, the APCD has adopted emission limitations for nitrogen oxides (NOX) and reactive organic compounds (ROC) associated with new projects located in the Oxnard Plain Airshed. According to the guidelines for the preparation of Air Quality Impact Analysis (July 1983), any project which emits 13.7 tons per year or more of either ROC or NOX will individually and cumulatively have a significant adverse impact on air quality.

Regional Emissions

Regionally, motor vehicles are responsible for approximately 33% of the reactive organic compounds emissions, 39% of the nitrogen oxide emissions and 70% of the carbon monoxide emissions in Ventura County. In addition, construction operations are responsible for approximately 28% to 36% of the county's particulate emissions. Under current standards, except for ozone and total suspended particles (TSP), the Ventura County APCD believes that air quality standards will be met in 1987 (Ventura APCD 1982a). The APCD's conclusions are summarized below.

State standards for sulfate, nitrogen dioxide and lead have been or will be attained regionally. Ambient sulfate in the county originates from fuel oil used in the county's two power plants; sulfur content of the fuel combusted at those plants has been
reduced 50% over the period from 1977 to 1979. Significant reductions in countywide nitrogen oxide emissions due to combustion control processes are expected to lead to attainment of the nitrogen dioxide standard. Ambient lead particulate in the county originates almost entirely from use of leaded gasoline, which continues to be replaced by unleaded fuel required in newer cars with catalytic converters. It is expected that the lead standard will be attained as used of leaded gasoline correspondingly decreases.

As previously noted, attainment of current (TSP) standards will not occur county-wide, based on the 1979 inventory and rollback assumptions used in this AQMP. Attainment would require extremely severe measures. However, a change to an NAAQS for TSP that excludes a significant portion of particulate that is not health-related is anticipated in 1983 under new revisions to the Clean Air Act which are forthcoming.

Ozone

In the Thousand Oaks area, ozone and TSP monitoring is conducted on the grounds of Glenwood Elementary School at 1135 Windsor Drive. Table 2-2, Volume III, Appendix G presents two tables from the "Annual Reasonable Further Progress Report (RFP) for 1981" (Ventura AQMP 1982b). These tables have been supplemented with data found in the ARB air quality summaries for 1982 and 1983 (ARB 1982, ARB 1983). As shown, the state and federal ozone standards of 0.10 ppm and 0.12 ppm (1-hour average), respectively, have been exceeded in Thousand Oaks. The RFP states that, county-wide, the percentage of days exceeding the NAAQS for ozone has declined with the greatest decreases occurring between 1973 and 1977. For Thousand Oaks, however, a marked decline is not readily apparent. It can be said that the number of ozone exceedances in the Thousand Oaks area has stayed about the same from 1973 to present. The highest measured ozone concentrations occurred in 1977 and 1978. In an absolute sense, the ozone concentrations have been showing a decline since 1978.

Total Suspended Particulates (TSP)

The only recorded 24-hour TSP violation during the past several years at the Thousand Oaks-Windsor station occurred on December 11, 1979. On this day, a 24-hour TSP concentration of 340 ug/m³ was recorded. This is 80 ug/m³ above the primary federal standard of 260 ug/m³. Due to the pattern of relatively low 24-hour TSP concentrations in Thousand Oaks and other
stations in the county, this peak value may be an anomaly. No data is available at this station after 1980.

Table 2-3* presents annual geometric mean (AGM) TSP for stations in Ventura County. On an annual basis, there is a downward trend in TSP levels since 1975. In 1981, all stations in Ventura County except El Rio exceeded the annual federal primary standard of 75 ug/m³. However, in 1982, only the Ventura and Simi stations exceeded the state annual standard of 60 ug/m³, and in 1983, there were no exceedances.

Nitrogen Dioxide, Sulfate and Lead

The California State standards for nitrogen dioxide and lead, shown in Table 2-1, have been violated, although infrequently. The one-hour ambient air concentration of NO₂ reached the 0.25 ppm standard once in 1978, and a value of 0.30 ppm was recorded in 1979. No exceedances were reported for 1980 and 1981. The 30-day average ambient air standard for lead (1.5 ug/m³) was exceeded in 1978 with a value of 2.2 ug/m³. No exceedances were reported for 1979 through 1981. The state sulfate standard (25 ug/m³) was exceeded once in 1980, with a 24-hour average concentration of 31 ug/m³. All of these exceedances were recorded at the Simi Valley monitoring site, the monitoring site for these pollutants which is closest to the project area.

2. Long-Term Impacts
(Carbon Monoxide - Mobile Sources)

The major pollutant emitted from motor vehicles is carbon monoxide (O₂) as well as reactive organic compounds (ROC) and nitrogen oxides (NOₓ). Emission factors utilized in the assessment of potential impacts associated with the production of carbon monoxide were in turn calculated using the Environmental Protection Agency Motor Vehicle Emission Model Mobile 3. These composite emission factors represent the "average vehicle" on the road. Analogous traffic data was generated from information developed specifically for the Dos Vientos Ranch project (Wallen 1985). Due to the nature of mobile sources, traffic statistics for both present and future conditions represent best available estimates. Where applicable, worst case atmospheric and traffic assumptions were made in order to reflect maximum air quality impacts. Six intersections in the study area were subsequently identified as having the highest potential to be adversely affected.
The table below indicates peak 1-hour and 8-hour average CO concentrations predicted using the CARB model for present and future traffic conditions (year 2000 with the proposed Dos Vientos Ranch Development as well as other proposed developments) cases at each selected intersection. As can be seen, no violations of the 1-hour or 8-hour CO standards are predicted to occur at any of the intersections that were modeled. The maximum 1-hour CO concentrations occurred near the 101 offramp and Lynn Road, with a maximum value of 7.1 ppm for the existing case and 5.5 ppm for the future case. These are only 35.5 and 27.5 percent, respectively, of the 1-hour California standard of 20 ppm. Correspondingly, the maximum 8-hour CO concentrations were predicted to be 5.0 ppm and 4.2 ppm for the existing and future cases at the same location. These are 55.6 and 46.7 percent, respectively, of the California 8-hour standard of 9 ppm.

**PEAK CARBON MONOXIDE CONCENTRATIONS PREDICTED BY CALINE3**

<table>
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<th>Intersection</th>
<th>Base Year</th>
<th>Future Year</th>
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<tr>
<td></td>
<td>1-hour (ppm)</td>
<td>8-hour (ppm)</td>
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<tr>
<td>Wendy and Lynn</td>
<td>3.7</td>
<td>3.3</td>
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<tr>
<td>Reino and Lynn</td>
<td>3.6</td>
<td>3.3</td>
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<td>Ventu Park and Lynn</td>
<td>4.9</td>
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<td>101 E. Offramp and Lynn</td>
<td>3.8</td>
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<tr>
<td>101 E. Onramp and Lynn</td>
<td>7.1</td>
<td>5.0</td>
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<tr>
<td>Dos Vientos and Lynn</td>
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*California 1-hour and 8-hour CO standards are 23 ppm and 9 ppm, respectively. Also a significant reduction in average vehicle emissions is projected by the year 2000 due to a gradual replacement of older, uncontrolled units of the vehicle fleet by newer, better controlled vehicles. Subsequent reductions in these emissions is an important factor in comparing current and future levels of air in Thousand Oaks.
(Ozone Area-wide)

The creation of atmospheric ozone involves complex interactions of chemistry and meteorology. Ozone is a secondary pollutant; i.e., it is not emitted directly from an emission source, but is formed in the atmosphere through the chemical reactions of precursor pollutants with sunlight. Ambient levels of ozone are dependent upon locally emitted oxides of nitrogen (NOx) and reactive organic compounds (ROC), local sunlight intensity, and the transport of ozone and its precursors from other areas by prevailing meteorological conditions.

Ozone is formed basically from NOx, a series of reactions initiated by the irradiation of nitrogen dioxide (NO2) by sunlight. However, the amount of ROC present in the local atmosphere controls the concentration of ozone. An equilibrium is established between ozone, nitric oxide (NO), and nitrogen dioxide (NOx) by sunlight. However, the amount of ROC present in the local atmosphere controls the concentration of ozone. An equilibrium is established between ozone, nitric oxide (NO), and nitrogen dioxide (NOx) which keeps the ambient level of ozone low in the absence of substantial amounts of ROC. High levels of ROC upset this balance toward higher concentrations of ozone. Meteorological conditions can also strongly affect local ozone concentrations. The chemical reaction rates can be influenced by local sunlight intensity and temperature. The effect of transported ozone and precursors into and out of a given area is largely determined by the inversion height and its diurnal variation and by prevailing wind speeds and trajectories.

Attainment of the ozone NAAQS will not occur in the Oxnard Plain airshed of which Thousand Oaks is a part under current emission controls, plus controls scheduled for adoption, plus reasonably available controls proposed for adoption in the AQMP, although a substantial portion of the required ozone reduction will occur. Attainment would require extremely severe measures that at present are technically, socially and economically intractable and that are expected to remain so indefinitely.

Under guidelines adopted by the APCD in July of 1983, any development emitting greater than 13.7 tons/year of reactive organic compounds (ROC) or oxides of nitrogen (NOx) may be considered as having a significant impact on attainment of the ozone standard (Johnson). From Table 3-4, Volume III, Appendix G, estimated emissions have been calculated at 137 tons/year of ROC and 104 tons/year of NOx respectively. Based upon these criteria, full development of Specific Plans 8 and 9.
will have a significant impact on attainment of the ozone standard within the Oxnard Plain Airshed. Therefore, mitigation measures are required to be identified which could be implemented to minimize adverse impacts associated with this project proposal.

2A. Short-Term Impacts (Construction Emissions)

During the grading phase of the proposed development emissions of sulfur dioxide (SO₂), oxides of nitrogen (NOₓ), total hydrocarbons (THC), carbon monoxide (CO), and total suspended particulates (TSP) will be emitted into the air by operation of the heavy-duty construction equipment. In addition, fugitive dust emissions from exposed surfaces and vehicle movement during construction will be emitted. Heavy-duty vehicle emissions are expected to be minimal and are not expected to significantly impact the study area. Fugitive dust emissions both during and after construction are also expected to be minimal at any one location and time due to the phased approach of the Dos Vientos Ranch Development.

(Consistency Demonstration)

There are no large emission sources within this study area other than those associated with automobiles. Furthermore, development of this project will be regulated by the City's Residential Development Allotment process (Measure "A") which limits population growth in the City of Thousand Oaks through 1990. The criteria for determining the project consistency set forth under the AQMP process requires that population increases for the project be consistent with annual population forecasts made within the AQMP planning area.

The following Table presents population statistics for Ventura County from the AQMP (Ventura APCD 1982a). The Dos Vientos Ranch is located in the area entitled "Oxnard Plain Airshed" and is within the city's year 1990 urban limits. Upon full build-out and development of Specific Plans 8 and 9, it is assumed that 1309 single-family detached units @ 3.38 persons/unit and 2238 single-family attached units @ 2.11 persons/unit will generate a total project population of 9,146. However, since the Dos Vientos Ranch will not be completed for 15-20 years, and the total project population is still well below the AQMP allocation remaining for the Oxnard Plain Airshed thru 1985, it follows that consistency is likely to be maintained thru the year 2000 under current forecast conditions.
--- | --- | --- | --- | --- | --- | ---  
Ojai Valley Airshed | 37241 | 38227 | 38852 | 39476 | 39787 | 40100  
Oxnard Plain Airshed | 521452 | 531693 | 557856 | 572215 | 584432 | 596650  
AQMP Planning Area | 558693 | 579920 | 596708 | 611691 | 624805 | 636750  
COUNTY TOTAL | 559202 | 580451 | 597261 | 612266 | 624805 | 637345  

Population forecast for January 1, 1986 | 596,650  
Existing population as of October 1, 1986 | 563,737  
Available population allocation remaining for the Oxnard Plain Airshed | 32,913  
Estimated population increase from the proposed project | 9,146  
Remaining population allocation for the Oxnard Plain Airshed | 23,767  


2A. Cumulative Effects

Results from URBEMIS1 (Randall 1983), a modeling technique developed by the CARB to predict emissions of CO, HC, and NOX as a function of the development type and the geography location are shown in Table 3-4, Volume III, Appendix G. Under guidelines adopted by the APCD in July 1983, any development emitting greater than 13.7 tons/year of reactive organic compounds (ROC) or oxides of nitrogen (NOX) may be considered as having a significant impact on attainment of the ozone standard (Johnson 1983). From Table 3-4, the estimated emissions from the proposed development would be 137 tons/year of ROC and 104 tons/year of NOX. Based upon these criteria, this development will have a significant cumulative impact on attainment of the ozone standard. Thus, mitigation measures may be required to reduce the emissions to below 13.7 tons/year for both pollutants. These measures are discussed in the following Section.
Mitigation Measures (Long-Term)

Suggested mitigation measures for long-term mobile source impacts are contained in two documents prepared by the Ventura County APCD. The first is in the APCD Guidelines for the Preparation of Air Quality Impact Analyses contains a list of potential mitigation measures and information prepared to assist in quantifying emission reductions associated with the mitigation measures. The second report is the Ventura County Technical Air Quality and Transportation Task Force Report to the Board of Supervisors on Regional and Project Transportation Control Measures. This report identifies alternative transportation control measures that can be applied to an individual project to mitigate air quality impacts and measures that can be implemented through general plans or other planning programs.

At the individual project level these include: (1) measures oriented toward reducing emissions thru design and land use planning efforts; and (2) an "offset" type mitigation measures that involve the payment of a mitigation fee that is then used to reduce impacts at another location in the air basin, thereby offsetting the increase in emissions resulting from site-specific development.

(a) A number of transportation control measures identified in the AQMP have been formally adopted by the City of Thousand Oaks and are incorporated in the latest development plan proposed for the Dos Vientos Ranch property. These are briefly described below:

Mixed Land Use Development - The Dos Vientos Ranch has been master planned to provide a mix of land uses on-site including: various types of residential housing, a commercial village center, three public schools, a church, three neighborhood parks, a community park, an equestrian center, an extensive green belt bike/ped system and large natural Open Space areas which are linked by trails. The Dos Vientos Ranch will function as a balanced community that provides resident access to internally oriented public facilities and commercial goods and services. This integrated land use plan in turn reduces the number of off-site vehicle trips that might otherwise be generated as a result of project residents seeking these same facilities located at a much greater distance off-site.

Traffic Flow Improvements - All future projects approved within Specific Plans 8 and 9 will be required to pay a Newbury Park Road Improvement Fee in order to complete...
road systems identified for this planning area in the Circulation Element of the City's General Plan. These road improvements will in turn minimize traffic congestion and reduce high emission levels associated with vehicular traffic. Rating criteria established under the City's Growth Control Initiative also provides higher points for developments which do not reduce AM and PM peak Levels of Service on all primary and secondary arterial highways serving the site. Higher points are in turn assigned to projects which gain access to and from the Ventura Freeway at less congested ramp intersections. Off-site improvements to widen Lynn Road to four lanes between the U. S. 101 Freeway and Dos Vientos Parkway will be required as phased development occurs within Specific Plans 8 and 9.

Mass Transit/Bicycle Lanes

Various mitigation measures can be incorporated in the project design to reduce off-site vehicle trips. Trip generation can primarily be reduced by providing public access to alternate forms of transportation. These measures include the incorporation of bike lanes and bus service to and from the development. Quantification of the emission reductions due to bike lanes and bike paths are not possible, according to the VAPCD (1983) due to the lack of data on the modal shift from automobiles to bikes. As a part of the proposed development, an extensive bike path and lane system is proposed on-site in order to maximize the use of this system for internal access to commercial and recreation facilities. (Refer to Circulation Exhibit, Volume II, Fig. 1e.) As demand occurs, the City's transit system will ultimately extend its service area route to include the Dos Vientos Ranch with passenger pick up stations and bus turnouts incorporated in the final development project plan.

(b) A form of "off set" mitigation which has been successfully implemented by the City of Ventura is the payment of a fee to upgrade and synchronize existing traffic signals in order to improve traffic flow and reduce higher motor vehicle emissions that are associated with prolonged idling and repeated acceleration due to congested highway conditions. Formulated with the assistance of the Ventura County Air Pollution Control District, a fee in the amount of $1750 per ton is charged to "off set" excess ROC and NOx emissions which exceed 13.7 tons per year. If this form of mitigation were to be uniformly imposed on all future projects approved with the boundaries of Specific Plans 8 and 9, approximately $385,000 in revenue would be generated for this purpose.
Other alternatives that might be appropriate to consider would be to allocate a portion of this revenue to fund the salary of a Transportation Demand Coordinator which has been employed by the City to assist local business in implementing staggered shift schedules, vanpools, carpooling etc. Similarly, fees could also be used to fund the City's Transit Planning Coordinator or undertake capitol improvements to the Thousand Oaks Transit System including the construction of passenger pick-up stations and purchase of new buses.

Off-set of motor vehicle emissions can also be quantified as a result of the funding of Commuter Computer representatives. Based upon the emission calculations presented in Section 2A, approximately 127.3 tons/year and 93.3 tons/year reductions for ROC and NOx would be needed to meet the 13.7 tons/year criteria. According to the VCAPCD (1983), 0.0174 tons of ROC and 0.0248 tons of NOx reductions. It is estimated that each carpool costs $30.74 to fund, and, therefore, the costs for the required emission reductions for this mitigation measure is estimated to be $224,900. This cost was based upon the carpools needed to be funded by the ROC reduction criteria, since the appropriate NOx emission reduction would automatically be included.

(c) CO emissions from increased number of vehicles would be the primary local impact from the proposed project. Due to federally required emission controls on future automobiles, the CO concentrations are predicted to decrease by 1987. Therefore, the main mitigation efforts are expected to result from regulations at the federal level.

(d) Centralized water heating or space heating is appropriate for residential developments involving high-density apartment or hotel-type structures. However, in the Dos Vientos Development, the highest density will be townhomes. Thus, it would not be efficient to use centralized heating systems in this type of configuration. As with bike paths, emission reductions cannot be quantified for building designs which allow for maximum use of energy conservation. Energy conservation measures can be significant in reducing emissions. In addition to adherence to the state's residential construction standards, other conservation techniques can be implemented. Examples of these techniques include avoidance of large glass areas, efficient use of shading, placement of high usage rooms (e.g., living room) to avoid summer sun heating and maximize winter sun
heating, and proper usage of attic fans or other ventilation devices. In addition, electricity usage can be reduced by measures such as maximization of natural lighting and implementation of solar heating systems. In any case, the mitigation measures presented for residential developments either cannot be quantified or may not be appropriate for this development.

3A. Mitigation Measures (Short-Term)

(a) During phased grading activities, TSP emissions are expected to have a short-term air quality impact in the immediate area near the project site. Mitigation of particulate materials associated with site grading and control of dust are routinely addressed under Section 7.3.25 of the Municipal Code (Dust and Other Nuisances). This section states that: "All graded surfaces and materials shall be wetted, protected or contained in such a manner as to prevent any excessive dust or spillage upon property or streets. The City enforces this section of the Code through grading inspectors who regularly visit construction sites throughout the City. Recommendations at to specific control measures are made by the inspectors as deemed necessary. In addition, the City is responsive to fugitive dust complaints from neighboring residents.

The effectiveness of watering for control of fugitive dust emissions depends greatly on the frequency of application. An effective watering program, consisting of twice daily applications with complete coverage, can reduce fugitive dust emissions by up to 50 percent. Equipment and materials shall also be used in such a manner as to avoid the creation of a nuisance.

In addition to regular watering of unpaved areas to reduce construction site fugitive dust emissions, wind generated dust emissions from inactive portions of a construction site can be reduced by up to 80 percent by the use of chemical stabilizers. Chemical stabilization provides longer dust suppression but may be costly and have adverse effects on plant and animal life. Furthermore, chemical stabilizers are not effective in reducing fugitive dust emissions from active portions of a construction site. Chemical stabilizers are useful primarily for application on completed cuts and fills.
Control of fugitive dust emissions from unpaved roads associated with a construction site can be accomplished by: paving the roads with gravel, frequent watering, and vehicle speed control. Vehicle speed control, although difficult to enforce, can reduce dust emissions from unpaved roads by up to 63 percent.

(b) In order to reduce short-term NOx emissions from heavy-duty construction vehicles, it is recommended that these vehicles be tuned on a weekly basis and service records be maintained to allow verification.
SECTION IV - ALTERNATIVES TO THE PRESENT PROPOSAL
SECTION IV. ALTERNATIVES TO THE PROPOSED PROJECT

Rural Low-Density Development

This alternative would involve the development of a rural, equestrian or agricultural estate community on larger lots ranging in size from 5-20 acres. In concept, these land uses would be similar to those which have been established in the nearby Las Posas, Santa Rosa and Tierra Rejada Valleys. Providing the limits of this development were approximately the same as those currently depicted for Specific Plans 8 and 9, between 50 to 200 homesites could be accommodated.

While the economic feasibility of this type of project is dependent to a large degree on both current, and long-range market conditions, pre-development costs associated with infrastructure construction and public fee assessments would be considerably lower than those required to implement the present plan. Under this alternative, future population growth within the planning area would be significantly reduced as would impacts related to air quality, traffic, grading, schools, energy consumption, flood control, etc. It is also possible that the proposed Borchard Road extension would no longer be necessary. Kimber Drive, or some reduced version of Dos Vientos Parkway, could then provide adequate access to the central and upland valley areas of the ranch.

Modified Land Use Plan

As noted in the project description, Planning Unit 18 (206 acres) is currently designated to be developed for very low density, single-family residential homes (74 units). A majority of this area has a common boundary with Potrero Road and Rancho Sierra Vista directly to the south. This latter property (Danielson Ranch) was acquired in 1980 by the National Park Service and is managed as a "working ranch" and permanent, natural Open Space within the Santa Monica Mountains National Recreation Area.

A tentative proposal on the part of the applicants to eliminate these homes and develop a public golf course in Planning Unit 18 would provide valuable habitat resources for wildlife, as well as establish a large, open space linkage between the Dos Vientos Ranch and Rancho Sierra Vista. From a planning standpoint, the buffer zone that would be created separating more intensive, urban development from these types of active and passive recreational land uses is also more compatible with maintaining a natural viewshed corridor in this westerly portion of the Potrero Valley.

Another aspect of project design that merits consideration is extension of the 100-foot wide, landscaped green belt corridor planned along
sections of Lynn Road and Dos Vientos Parkway, to include similar treatments along proposed secondary limited access highways. With the exception of portions of Borchard Road which are sited in steeply sloping hillside terrain, this proposed modification would not only create a greater sense of continuity in the streetscape of these major arterials, but increased setback distances would further reduce the exposure of adjacent low and medium density planning units to traffic noise.

As discussed in the Land Use and Zoning Section of this report, the proposed total number of dwelling units is above the maximum recommended by the Land Use Element of the General Plan. In addition, this section of the EIR cites several areas where there has been a tendency to utilize land in the 10-25% slope range for higher density than recommended by the hillside development policies of the General Plan.

Lower intensity development within Planning Unit 10 and 11 would help to mitigate these concerns, and would also proportionately reduce impacts with respect to service systems, schools, traffic, and air quality. Potential topographic impacts could also be reduced somewhat by modifying proposed Open Space boundaries to include prominent landform features (hills) located within Planning Unit 16. Other topographic impacts associated with road extensions, reservoir construction and flood control facilities appear to be unavoidable unless project density is significantly reduced.

No Project

Another alternative to the proposal is that of "No project." In such a case, none of the potential environmental impacts discussed above would occur, and the land would remain in its present state. However, if the proposed project is not implemented at this time, economic forces would most likely bring pressures for urban development again to this area at some future date due to its desirable location and natural characteristics.
SECTION V - ADVERSE IMPACTS WHICH CANNOT BE AVOIDED IF THE PROJECT IS IMPLEMENTED
SECTION V. ADVERSE IMPACTS WHICH CANNOT BE AVOIDED IF THE PROJECT PROPOSAL IS IMPLEMENTED.

A. Topography

Natural landform features within areas proposed for development will be irreversibly altered from their present state. Cut and fill grading to establish building pads, surface streets, highways and water reservoirs will be the major source of these impacts. Within Specific Plans 8 and 9, the most significant modifications are expected to potentially occur within Planning Units 1, 11, 12A, 15, 20 and 22.

B. Ridgeline Protection

Although earthen berming and landscaping are proposed as a means to reduce the exposure of five Cal-American reservoir tanks that are to be constructed at various locations throughout Planning Unit 22, potential silhouetting of several of these structures at the skyline is likely to occur when viewed from surrounding arterial highways, residential areas and open space hiking and equestrian trails. Depending upon the observer's perspective angle, these impacts will affect both major and minor ridgelines from vantage points located on and off-site.

C. Viewshed Alteration

The most significant visual impact associated with these development plans will be the resultant change in the natural viewshed characteristics of the project site. Although these modifications are restricted primarily to lowland portions of the site, urbanization of this area will alter the existing aesthetic qualities of this rural, open space landscape when viewed from surrounding highways and residential communities including Rancho Sierra Vista and portions of Mugu State Park.

D. Vegetation

Grassland, coastal sage scrub and some chaparral will be removed in order to accommodate the proposed residential development of the Dos Vientos Ranch. Removal of these plant communities will also result in the loss of supportive habitat for wildlife populations as well as a subsequent reduction in the areal distribution of representative native plant species.
E. Wildlife

Animal populations, which presently inhabit or make use of the site for foraging purposes, will either be destroyed or actively displaced by this project. This will temporarily overburden adjacent wildlife habitats, particularly as human encroachment into these areas continues to increase.

F. Rare and Endangered Species

Although their status on-site is unknown at this time, plant species that are classified as "rare" or "threatened" within their range by the California Native Plant Society may be removed or adversely affected. These include Conejo buckwheat (Eriogonum crocatum), Verity's dudleya (Dudleya verityi), Conejo dudleya (Dudleya parva), Blochman's dudleya (Dudleya blochmaniae), and Pentachaeta (Pentachaeta (Chaetopappa) ssp. Lyonii). Also, habitat which is utilized for foraging purposes by mountain lions and golden eagles which are protected under State and Federal Law will be converted to urban uses.

G. Historic Resources

Proposed development within Planning Unit 13 of a combination elementary/intermediate school site will result in the demolition of several historic structures that are representative of an early period of ranching in the Conejo Valley. These include three large barns and a two-story stucco, ranch headquarters building, all of which were constructed by the Stuart family in the mid to late 1930's.

H. Schools

The project will add approximately 1,294 elementary, 352 intermediate and 705 high school students to area schools over a period of approximately 20 years beginning sometime in 1986-87. Assigning a capacity of thirty students per classroom, the maximum Dos Vientos Ranch population will generate a need for additional facility space as follows: (K-6) 32 classrooms; (7-8) 10 classrooms; (9-12) 11 classrooms.

I. Noise

Some higher levels of short-term noise will be experienced by residents of adjacent developments during the 15-20 year buildout of the Dos Vientos Ranch. Over the longer term,
significant increased off-site noise levels exceeding 65 dBA will also occur along major arterial highways due to traffic generated by the project.

J. Traffic

Traffic impacts on all major arterial highways leading to and from the project site will increase. This also includes increased levels of congestion on U.S.101 freeway entry and exit ramps during A.M. and P.M. peak hours. These impacts will be unavoidable as long as the automobile remains the primary mode of suburban transportation.

K. Service Systems

The increased need for police and fire services, as well as impacts upon water and sewer delivery will be unavoidable impacts associated with the projects. Development of approximately 3,900 dwelling units with a projected population of 10,000 residents will require new construction and expansion of existing facilities including additional personnel to provide adequate levels of service.

L. Air Quality

Increases in oxidant and particulate levels will occur as a direct result of construction activities. These emissions will marginally impact local air quality over a short-term period. Without further modification and alternatives to our primary modes of transportation, the increased vehicular traffic generated by this project will cumulatively add to the deterioration of air quality within the Conejo Valley.

M. Energy Consumption

The project will result in the consumption of energy at both the construction and post-construction phases which will further deplete limited fossil fuel resources. Upon full development, estimated annual residential energy demands of Specific Plans 8 and 9 are: 52,586,328 kilowatt hours of electricity and 2,749,152 therms of natural gas.

N. Solid Waste

Specific Plans 8 and 9 will generate residential solid waste directly and commercial solid waste indirectly. Based on year 2000 projection factors of 0.68 tons of residential waste and 0.55 tons of commercial waste per person per year, combined, these developments will produce approximately 10,160 tons of solid waste per year when fully built-out.
SECTION VI - RELATIONSHIP BETWEEN LOCAL SHORT TERM USES OF THE ENVIRONMENT AND LONG TERM EFFECTS
SECTION VI. RELATIONSHIP BETWEEN LOCAL SHORT TERM USES OF THE ENVIRONMENT AND LONG TERM EFFECTS

As adopted, the Thousand Oaks General Plan represents a basic framework for orderly development to occur within each land use category based upon City policies and ordinances, environmental, physical and constraints. As growth occurs within areas proposed for future growth, each project represents a component part of the overall plan and its environmental effects combine with other projects to produce cumulative impacts on both a local and regional scale. The long-term effects of these potential impacts are discussed in detail in prior sections of this report and particularly include: increased photochemical emissions, increased traffic, increased demand on public services and utilities, removal of agricultural land from production, as well as loss of native vegetation and supportive wildlife habitats. While some of these impacts have been offset to some degree by the project design, most can be further reduced by implementing recommended mitigation measures. None of these impacts, however, are considered to significantly exceed levels originally addressed in the 1973 General Plan Amendment EIR.
SECTION VII - IRREVERSIBLE ENVIRONMENTAL CHANGES
VII. IRREVERSIBLE ENVIRONMENTAL CHANGES

Approval of this project will commit these parcels of vacant land to an urban area. Essentially, all environmental impacts described in this report are irreversible. The degree to which some of the effects, such as service systems and schools, can be accommodated will depend primarily upon future capital improvement projects which will be necessary to serve the proposed project and other existing and future developments within the City.
SECTION VIII - GROWTH INDUCING IMPACTS
SECTION VIII. GROWTH INDUCING IMPACTS

Development of Specific Plans 8 and 9 will have a significant growth-inducing impact on the Conejo Valley. Upon project completion, a total of 3719 new dwelling units will add approximately 10,108 residents to the City. The sixteen acre Village Commercial Center proposed to serve this area, as well as the two elementary schools, one intermediate school and parks will create local employment opportunities. Combined with an increased demand for retail goods and commercial services offered by the community at large, additional settlement within Thousand Oaks is likely to be encouraged.

The project will also have a direct growth-inducing effect upon utilities, including water and sewerage and other public services such as police and fire, because of increased demands. This will require some facility expansion in order to provide an adequate level of service.

Extending major roads and infrastructure improvements into the Dos Vientos Ranch is also likely to encourage future development of the Broom Ranch, located south of Potrero Road to the west of Rancho Sierra Vista. It is estimated that the Broom Ranch could accommodate approximately 1,000 dwelling units with a potential population of approximately 3,650 under the existing Thousand Oaks General Plan. This area is currently designated as an "Agricultural Preserve" and subject to a Land Conservation Act contract that expires within the next two years. However, because of its location in an unincorporated area, annexation to the City would be required in order to develop this latter property.

As noted in preceding sections of this report, future residential tracts within Specific Plans No. 8 and 9 will be competing with other similar projects for available Development Allotments pursuant to Measure "A". This ordinance currently restricts residential construction to an average of 500 homes per year until 1990. However, exemptions are available for projects which satisfy certain low and moderate income affordability criteria. Depending whether or not all of the 1,134 units currently proposed to be developed in the Dos Vientos Ranch as affordable housing meet this criteria, some increase in the average number of homes allowed to be built per year could be expected.
SECTION IX - ORGANIZATIONS AND PERSONS CONTACTED
IX. ORGANIZATIONS AND PERSONS CONSULTED

City of Thousand Oaks, Public Works Department
City of Thousand Oaks, Utilities Department
Conejo Valley Unified School District
Conejo Recreation and Park District
McClelland Environmental Services (Biological Consultant)
Haaland and Associates (Project Engineer)
Lee Newman and Associates (Oak Tree Consultant)
Local Agency Formation Commission (LAFCO)
Gorian and Associates (Geology)
F. Beach Leighton and Associates (Geology)
BBN Laboratories (Noise Consultant)
ENVICOM, Inc. (Geologic Review)
Environmental Research Technology Inc. (Air Quality Consultant)
Ventura County Flood Control District
Southern California Edison Company
Ventura County Fire Protection District
Ventura County Sheriff's Department
General Telephone Company
Ventura County Air Pollution Control District
UCLA Archaeological Survey
Wallen Associates (Traffic Engineer)
Sage Institute, Inc. (School Facilities Consultant)
California American Water Company
Calleguas Municipal Water District
National Park Service
California Native Plant Society (CNPS)
Santa Monica Mountains Conservancy
California Department of Fish and Game
California State Clearinghouse
National Park Service
Ventura County Resource Management Agency
California State Air Resources Control Board
Caltrans
Gary Rupp, Potrero Valley Homeowners Association
Seymour Fogelson, Shadow Mountain Homeowners Association
Al Feers, Oakridge Estates Homeowners Association
George Jundt, Teardrop Court Homeowners Association
APPENDICES A THRU E
CITY OF THOUSAND OAKS
ENVIRONMENTAL REVIEW DOCUMENT

I. INITIAL STUDY

A. Project Description

1. Project Number(s)   EIR 148

2. Project Description   Dos Vientos Specific Plans Nos. 8 & 9
                        North of Potrero Rd, West of Reino Rd.

3. Project Location   Unincorporated area of Ventura County

4. Project Applicant   Specific Plan No. 8 - Courtly Homes Inc.
                        Specific Plan No. 9 - Operating Engineers Pension Trust

5. Date Filed   March 12, 1985

B. Environmental Setting

The environmental setting of the project is as follows (Check applicable boxes):

1. Topography:   □ Level   □ Gently rolling   □ Moderate slopes
                        □ Steep slopes   □ Other

2. Vegetation:   □ Grasses   □ Brushland   □ Oak Trees
                        □ Other significant trees   □ Other

3. Geology - Seismic Risk Zone:   □ A   □ B   □ C   □ D

4. Water:   □ Sheet drainage or minor ditch only   □ Small barranca
                        □ Large barranca   □ Running Stream   □ Other   □ Other Tributary
                        watershed, South Fork Arroyo Conejo Creek

5. Utilities:   □ At site or can be extended a short distance
                        □ Require major extension   □ Other

6. Wildlife:   □ Significant wildlife habitat   □ Not significant
                        habitat   □ Unknown

7. Archaeological/Historical Resources:   □ No known or probable re-
                        sources at site   □ Possible or known resources   □ Unknown
C. Environmental Impacts

Potential significant environmental effects of the project are as follows (Check applicable boxes):

- Topographic impact
- Vegetation removal or damage
- Air quality degradation
- Water quality degradation
- Wildlife habitat reduction
- Increased noise level
- Increased light glare
- School impact
- Traffic impact
- Utilities - sewerage system
- Utilities - water system
- Historic or archaeological resources
- Geologic hazards
- Hydrology/flood control
- Other: Viewshed Modification
- Other: Energy Consumption
- Other: 

D. Project Compatibility with General Plan, Zoning

The project may not comply with (Check if applicable):

- Land Use Element of the General Plan
- Conservation Element of the General Plan
- Zoning
E. Recommended Mitigation Measures: To be discussed in Draft EIR.

F. Mandatory Findings of Significance (Check if applicable):

- [x] The project has the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

- [ ] The project has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.

- [x] The project has possible environmental effects which are individually limited but cumulatively considerable, as defined by the State Guidelines.

- [ ] The environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly.

G. Prepared by:

[Signature]  
March 13, 1985  
(Date)
NOTICE OF PREPARATION

March 12, 1985

TO: Mark Boehme, State Clearinghouse
1400 10th St.
Sacramento, CA 95814

FROM: Department of Planning
and Community Development
401 W. Hillcrest Drive
Thousand Oaks, CA 91360
(805) 497-8611,


The City of Thousand Oaks will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location and the potential environmental effects are contained in the attached materials. A copy of the Initial Study X is, ___ is not, attached.

Due to the time limits mandated by state law, your response must be sent at the earliest possible date but not later than 45 days after receipt of this notice. Under CEQA guideline, your response shall identify:

(A) Any significant environmental issues and reasonable alternatives and mitigation measures which your agency will need to have explored in the Draft EIR,

(B) Whether your agency will be a responsible agency or trustee agency for the project (California Administrative Code, Section 15381, 15366).

Please send your response to Greg Smith, Associate Planner at the above address.

PROJECT TITLE: Dos Vientos Ranch - Specific Plans Nos. 8 & 9
PROJECT APPLICANT: Specific Plan No. 8 - Courtly Homes Inc.
Specific Plan No. 9 - Operating Engineer's Pension Trust

Greg Smith, Associate Planner
Department of Planning and Community Development
401 W. Hillcrest Drive
Thousand Oaks, CA 91360

Attachments (3)

Reference: California Administrative Code, Title 14, Sections 15035.7, 15054.3, 15066.
(Attachment 1)

Proposed Scope of Draft EIR

The EIR for this project is expected to be full scope. Topics that are tentatively scheduled to be addressed in this document include the following:

- Air Quality
- Transportation/Circulation
- Recreation/Schools
- Public Services/Fire/Police
- Grading/Topographic Modification
- Vegetation/Wildlife
- Rare and/or Endangered Species
- Energy Consumption
- Land Use
- Hydrology/Drainage
- Geology
- Cultural/Archaeological Resources
- Utilities/Water/Sewer
- Noise
MAILING LIST
NOTICE OF PREPARATION

Mark Boehme, State Clearinghouse
1400 10th Street
Sacramento, CA 95814

Resource Management Agency
County of Ventura
Vic Husbands, Director
800 S. Victoria Avenue
Ventura, CA 93009

LAFCO
Bob Braitman, Executive Director
800 S. Victoria Avenue
Ventura, CA 93009

National Park Service
Nancy Ehorn
22900 Ventura Blvd., Suite 140
Woodland Hills, CA 91364

Santa Monica Mts. Conservancy
Bruce Eisner
107 South Broadway, Rm. 7117
Los Angeles, CA 90012

California Native Plant Society
Santa Monica Mountains Chapter
Jo Kitz
6223 Lubao Avenue
Woodland Hills, CA 91367

Conejo Valley Unified School Dist.
Fletcher Friedman, Parks Admin.
401 W. Hillcrest Drive
Thousand Oaks, CA 91360

Potrero Valley Homeowners Assoc.
Gary Rupp
923 Camphor Circle
Newbury Park, CA 91320
Shadow Mountain Homeowners Assoc.
Seymour Fogelson
152 Montenegro Circle
Newbury Park, CA 91320

Oakridge Estates Homeowners Assoc.
Al Feers
852 Cayo Grande Court
Newbury Park, CA 91320

Teardrop Homeowners Assoc.
George Jundt
67 Teardrop Court
Newbury Park, CA 91320
APR 2 9 1985

Mr. Greg Smith
Associate Planner
Department of Planning and Community Development
City of Thousand Oaks
401 W. Hillcrest Drive
Thousand Oaks, CA 91360

Dear Mr. Smith:

We have reviewed the Initial Study for the Dos Vientos Ranch (EIR 148). The following concerns should be addressed in the Draft Environmental Impact Report.

Adjacent to the Dos Vientos Ranch is Rancho Sierra Vista/Satwiwa, more than 800 acres of National Park Service land. The National Park Service has identified in the Land Protection Plan, June 1984, an additional 150 acres immediately west of Rancho Sierra Vista/Satwiwa to be acquired in fee to achieve the recreational development proposed in our Development Concept Plan, September 1984.

In addition to various educational programs offered at Rancho Sierra Vista/Satwiwa, the area also serves as a northern gateway to Point Mugu State Park. We provide access for a wide variety of visitors, whether they arrive by car, bus, horseback, bicycle or on foot.

Although Dos Vientos Ranch is outside the boundaries of the Santa Monica Mountains National Recreation Area, we are deeply concerned with the additional loss of the scenic corridor along Potrero Road as well as the significant natural resources in the area.

While it may be true that because of the federal acquisition of the "Danielson Ranch" that the necessary infrastructure service (streets, sewer, water, etc.) exists to adequately support additional dwelling units over the existing land use guidelines, consideration must be made for the needs for these services at Rancho Sierra Vista/Satwiwa. Use of the recreational site includes the Demonstration Ranch, the Native American Indian Culture Center, 100-150 site campground that will accommodate tent and vehicle campers and the basic services such as restrooms, water, etc.. Enclosed is a copy of the Santa Monica Mountains General Management Plan and the Development Concept Plan for Rancho Sierra Vista/Satwiwa.
We have the following specific concerns from the Initial Study:

1. **Topography/Grading Modification**
   - Percent of slopes to be developed in relation to the city of Thousand Oaks hillside development policies.
   - Will grading impact slope stability?
   - What are the mitigation measures to stabilize slopes?
   - What percent of the area will be reduced from groundwater recharge?
   - What types of soils will be affected?

2. **Air Quality**
   What will be the impact on air quality degradation, including fireplaces, and any increase in non-attainment days?

3. **Wildlife**
   The proposed development is situated within very critical portions of two golden eagle nesting areas and hunting habitat. The flat grasslands, south of Conejo Peak, provide excellent ground squirrel habitat which are the primary prey items of golden eagles in this area. Development of this area will have significant effects on these eagles. Many other birds of prey utilize this area for hunting as well.
   
   A wildlife corridor between the Santa Monica Mountains and the mountain ranges to the north is critical in the stability of large mammal populations, such as deer, mountain lions, bobcats and coyotes. This corridor is important to continue to preserve these species. The location of the wildlife corridors should be identified.

4. **Vegetation**
   What is the percentage of native species to be removed?
   
   The highest concentration of rare and unique plants occurs in the Conejo Mountain Region such as:
   - the Coreopsis gigantea;
   - well-developed stands of cactus scrub;
   - the rare and endemic Eriogonum sp;
   - the rare and endemic Dudleya verbly;
   - Pentachaeta iyoni - the most sensitive plant species in the Santa Monica Mountains.

5. **Oaktree Protection** - What are the numbers of trees and species to be removed? Will they be relocated? Will there be a special site protection for trees that remain, such as no development around the driplines? How will the impacts of oak tree removal be mitigated? Is this compatible with the city of Thousand Oaks oak tree protection policy?
6. Hydrology/Drainage
   - Discuss the impacts of ground water recharge.
   - Discuss water quality degradation.
   - Will additional stream channels have to be developed?
   - Will there be any impact on riparian communities?
   - Will any part of the tributary watershed, South Fork Arroyo, Conejo Creek or barranca be filled?
   - What will be the impacts to ground water quality?
   - What will be the downstream consequences of the project on stream discharge?
   - Discuss impacts to street drainage from impervious surfaces.
   - Include a flood plain analysis.
   - Discuss flow rates for the tributary and barranca including 50 and 100 year floods.

7. Archaeological Resources
   The surrounding areas are rich in archaeological resources. Potential for significant archaeological finds are considered to be high. A thorough inventory of archaeological resources should be done along with discussion of impacts and mitigation measures.

8. Geologic Hazards
   Address slope stability, active faults, known faults and earthquake hazards.

9. Police and Fire Protection
   Address the need for added police and fire protection. Currently, National Park Rangers are sometimes requested by adjacent landowners to respond to situations when there is a delay in response by the Sheriff's Department.

10. Trails
    The trails should avoid surface street contact and should connect to the trails at Rancho Sierra Vista/Satwiwa and Point Mugu State Park.

Thank you for the opportunity to comment on the Dos Vientos Ranch Initial Study. We look forward to the review of the Draft Environmental Impact Report.

Sincerely,

[Signature]
Daniel R. Kuehn
Superintendent

Enclosures
City of Thousand Oaks
401 W. Hillcrest Drive
Thousand Oaks, CA 91360

Attention: Greg Smith

Notice of Preparation of DEIR for Dos Vientos Ranch - Specific Plans Nos. 8 & 9,

The Department of Water Resources' recommendations on the subject document are
attached. The recommendations are related to water conservation and flood
damage prevention.

Consideration should also be given to a comprehensive program to use reclaimed
water for irrigation purposes in order to free fresh water supplies for
beneficial uses requiring high quality water.

For further information, you may wish to contact John Pariewski at 213-620-3951.

Sincerely,

Robert Y. D. Chun, Chief
Planning Branch
Southern District

Attachments

cc: Office of Planning and Research
State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814.
Department of Water Resources Recommendations for Water Conservation and Water Reclamation

To reduce water demand, the following water conservation measures should be implemented:

Required by law:

1. Low-flush toilets (see Section 17921.3 of the Health and Safety Code).
2. Low-flow showers and faucets (California Administrative Code, Title 24, Part 6, Article 1, T20-1406F).
3. Insulation of hot water lines in water recirculating systems (California Energy Commission regulations).

Recommendations to be implemented where applicable:

Interior:

1. Supply line pressure: recommend water pressure greater than 50 pounds per square inch (psi) be reduced to 50 psi or less by means of a pressure-reducing valve.
2. Flush valve operated water closets: recommend 3 gallons per flush.
4. Pipe insulation: recommend all hot water lines in dwelling be insulated to provide hot water faster with less water waste and to keep hot pipes from heating cold water pipes.
5. Hotel rooms: recommend posting conservation reminders in rooms and rest rooms.* Recommend thermostatically-controlled mixing valve for bath/shower.
7. Restaurants: recommend use of water-conserving models of dishwashers or retrofitting spray emitters. Recommend serving drinking water upon request only.*

Exterior:

1. Landscape with low water-consuming plants wherever feasible.
2. Minimize use of lawn by limiting it to lawn dependent uses, such as playing fields.

*The Department of Water Resources or local water district may aid in developing these materials.
3. Use mulch extensively in all landscaped areas. Mulch applied on top of soil will improve the water-holding capacity of the soil by reducing evaporation and soil compaction.

4. Preserve and protect existing trees and shrubs. Established plants are often adapted to low water conditions and their use saves water needed to establish replacement vegetation.

5. Install efficient irrigation systems which minimize runoff and evaporation and maximize the water which will reach the plant roots. Drip irrigation, soil moisture sensors and automatic irrigation systems are a few methods of increasing irrigation efficiency.

6. Use pervious paving material whenever feasible to reduce surface water runoff and aid in groundwater recharge.

7. Grading of slopes should minimize surface water runoff.

8. Investigate the feasibility of utilizing reclaimed waste water, stored rainwater, or household grey water for irrigation.

9. Encourage cluster development which can reduce the amount of land being converted to urban use. This will reduce the amount of impervious paving created and thereby aid in groundwater recharge.

10. Preserve existing natural drainage areas and encourage the incorporation of natural drainage systems in new developments. This would aid in groundwater recharge.

11. Flood plains and aquifer recharge areas which are the best sites for groundwater recharge should be preserved as open space.
Department of Water Resources Recommendations for Flood Damage Prevention

In flood-prone areas, flood damage prevention measures required to protect a proposed development should be based on the following guidelines:

1. All building structures should be protected against a 100-year flood.

   It is the State's policy to conserve water. Any potential loss to ground water should be mitigated.

2. In those areas not covered by a Flood Insurance Rate Map or a Flood Boundary and Floodway Map, issued by the Federal Emergency Management Agency, the 100-year flood elevation and boundary should be shown on the Environmental Impact Report.

3. At least one route of ingress and egress to the development should be available during a 100-year flood.

4. The slope and foundation designs for all structures should be based on detailed soils and engineering studies, especially for all hillside developments.

5. Revegetation of the slopes should be done as soon as possible.

6. The potential damage to the proposed development by mudflow should be assessed and mitigated as required.

7. Grading should be limited to dry months to minimize problems associated with sediment transport during construction.
MEMORANDUM

TO:        Nancy Settle    DATE: April 15, 1985
FROM:     Scott Johnson


Air Pollution Control District (APCD) staff has reviewed the subject document and concurs with the City of Thousand Oaks' decision to address air quality in the environmental impact report. APCD staff recommends the air quality impact section be prepared in accordance with the Ventura County "Guidelines for the Preparation of Air Quality Impact Analyses", July 1983. In addition, APCD staff recommends a CALINE 3 model be used to predict carbon monoxide (CO) levels on major streets and intersections surrounding the proposed project.

Since preliminary emission estimates indicate that the project will generate 142.23 tons per year of reactive organic compounds and 76.44 tons per year of nitrogen oxides, APCD staff recommends the mitigation measures contained in the "Guidelines for the Preparation of Air Quality Impact Analyses", July 1983, and the "Ventura County Technical Air Quality and Transportation Task Force Report to the Board of Supervisors on Regional and Project Transportation Control Measures", March 1985, be considered for inclusion in the environmental impact report. APCD staff also recommends the following mitigation measures be considered to further reduce project emissions:

1. Low NOx Water Heaters:

   This mitigation measure would reduce nitrogen oxide emissions by requiring that all water heaters be equipped with special burners that emit less nitrogen oxides than conventional water heaters.

2. Solar Systems:

   Solar systems reduce nitrogen oxide emissions by reducing the energy requirements of water heating and space heating systems.

Please contact Chuck Thomas at (805) 654-2799 if you have any questions.
MEMORANDUM

To: Land Development

From: Transportation Dept.

Date: April 10, 1985

Reference No.: 

Subject: NOTICE OF PREPARATION FOR DRAFT EIR - DOS VIENTOS RANCH CITY OF THOUSAND OAKS

We find no additional areas of potential impact which have not already been identified on the subject document.

Transportation/Circulation impacts should be addressed in a traffic study which should be incorporated into the EIR and should address both project specific and cumulative impacts on the area.

We will appreciate an opportunity to review the Draft EIR when it is prepared.

AE/KG: gb
To: Various Public Agencies
From: Kim Hocking
Subject: Review of Environmental Documents

This is a brief reminder that the County Planning Division is designated by the Board of Supervisors to be the "staff agency responsible for coordinating County review of all environmental documents prepared by outside public agencies." (County of Ventura Administrative Supplement to the State Resources Agency Guidelines for Implementation of CEQA, p.5)

When following this procedure, it is requested that 6 copies of each document be mailed to the Manager - Planning Services, 800 So. Victoria Avenue, Ventura 93009.

KH: bb

cc: All cities
    Special Dist.
April 18, 1985

SCH No. 85032006

Mr. Greg Smith
City of Thousand Oaks
401 W. Hillcrest Drive
Thousand Oaks, CA 91360

Dear Mr. Smith:

We appreciate the opportunity to review the notice of preparation (NOP), received March 19, 1985, regarding preparation of a draft environmental impact report (DEIR) for Specific Plans Nos. 8 and 9 of the Dos Vientos Ranch.

We agree that the proposed project could result in adverse impacts from air pollution resulting from the changes in transportation, circulation, and population as indicated in your NOP. Because of the severity of air quality problems in the Oxnard Plain airshed, it is important that all reasonably available mitigation measures be included and implemented through the Specific Plan development conditions.

We recommend the mitigation measures for the proposed project be considered in relation to the other large nearby developments, such as the Rancho Conejo project. For example, joint funding by homeowner associations of a neighborhood shuttle for senior citizens and other residents might make such a mitigation measure economically feasible.

The NOP proposal of physical facilities to encourage trips by transit, bicycle, or walking is a desirable feature which needs to be developed more fully as mitigation of traffic and air quality impacts. We recommend bikelanes or separate bicycle-pedestrian paths along Lynn Road, Borchard Road, and Dos Vientos Parkway to supplement the bicycle-pedestrian facilities proposed for greenbelt areas. We also suggest that the two tunnels be designed for convenient circulation within the project site by all modes. Linking on-site bicycle facilities with the street network identified in the bikeway plans for the Cities of Thousand Oaks and Camarillo will enhance the opportunity for project residents to use a bicycle for both utility and recreational purposes.
Other mitigation measures we suggest evaluating as methods of reducing vehicle emissions include: 1) provision of a childcare center within development, 2) bus turnouts and shelters for bus/rideshare use, and 3) park-and-ride spaces if requested by Commuter Computer, Inc. In addition, we suggest that specific provisions for financing the proposed mitigation be included in the DEIR.

If you have any questions regarding these comments, please contact Donna Lott at (916) 322-7047 or Sydney Thornton at (916) 322-7100.

Sincerely,

Anne B. Geraghty, Manager
General Projects Section
Technical Support Division

cc: Mark Boehme, OPR
    Donna Lott
    Sydney Thornton
April 15, 1985

Greg Smith
City of Thousand Oaks
401 W. Hillcrest Drive
Thousand Oaks, CA 91360

Re: City of Thousand Oaks' NOP for
Dos Vientos Ranch - Specific Plans Nos. 8 & 9
SCH# 85032006

The Native American Heritage Commission appreciates the opportunity to express its concerns and comments in the environmental review process. As you may know, the Commission is mandated to preserve and protect places of special religious or cultural significance to Native Americans pursuant to Section 5097 et seq of the Public Resources Code.

The Commission has the further responsibility of assisting Native Americans in cemetery and burial protection pursuant to Section 5097.94(k) of the Public Resources Code. Should human remains of Native American origin be encountered during the project, we request that the County Coroner's Office be contacted pursuant to the procedures set forth in Section 7050.5 of the Health and Safety Code.

In order to mitigate potential impacts to California Indian ancestral burials and other cultural resources during the course of this project, we request that you consult with Indian individuals and/or groups in the project area.

Please do not hesitate to contact the Commission for any assistance relative to the above.

Very truly yours,

John Darwin Smith
Executive Assistant

cc: John Sespe, Commissioner
To: Development & Inspection Services - Rich Guske  
From: Flood Control - Bill Haydon  
Subject: CITY OF THOUSAND OAKS, EIR NO. 148 (DOS VIENTOS RANCH) - NOTICE OF PREPARATION

The site of the Dos Vientos Ranch is undeveloped land within the watershed of the South Branch of the Arroyo Conejo. It is largely contained within the tributary to the South Branch, Conejo Mountain Creek Watershed.

The Flood Insurance Rate Map (FIRM) for the City of Thousand Oaks indicates the developed area between the freeway and Reino Road is subject to significant flooding during the occurrence of a 100-year flood. The FCD staff agree.

The Notice of Preparation and the attached documentation appear to recognize the problem in that Hydrology/Drainage is an environmental issue to be addressed in the EIR and a 13-acre retention basin is mentioned.

At this time we have no knowledge of the location of the proposed retention basin or its effectiveness.

Considering the current flood problem issues that should be addressed in the EIR are:

1. The current flood problem.
2. The impact of the development on the floodplain.
3. The adequacy of proposed mitigating measures (detention).
4. The effect of the development on the potential for others to mitigate the current downstream problems (Are potential reservoir sites being rendered useless by the level of development proposed?).

We note that past investigations have proposed as many as three detention basins in the Dos Vientos area to reduce the downstream flood problem.

cc: City of Thousand Oaks  
Dept. of Planning & Community Dev.
Greg Smith
March 27, 1985

IGR/CEQA Review
NOP - Dos Vientos Ranch
Specific Plans No's 8 & 9
SCH #85032006

Greg Smith
City of Thousand Oaks
401 W. Hillcrest Drive
Thousand Oaks, CA 91360

Dear Mr. Smith:

CALTRANS has reviewed the NOP for the above-referenced project and has the following comments.

While it is unclear at this time whether CALTRANS is a Responsible Agency for this project, our primary concerns lie with this project's effects upon the Ventura Freeway, particularly the Wendy Drive, Borchard Road, and the Ventu Park Road interchanges. The DEIR should include a traffic study that will examine the expected distribution of project traffic upon the local street/freeway interchange system. Cumulative impacts of this and other projects planned for the area should also be examined. Secondly, any measures to mitigate anticipated negative traffic impacts should be discussed in the document, as well as the means to implement such steps.

If we can be of further assistance, please contact Kreig Larson at (213) 620-2819.

Very truly yours,

W. B. BALLANTINE, Chief
Environmental Planning Branch
APPENDIX D
Mr. Greg Smith  
City of Thousand Oaks  
Department of Advance Planning  
401 Hillcrest Drive  
Thousand Oaks, CA 91360  

Subject: Dos Vientos Ranch Final E.I.R.  

Dear Greg,  

As requested, the following is a summary of the changes and refinements that have taken place on the Dos Vientos Land Use Plan since the release of the Draft E.I.R.:  

1. PARK SITES: We have reviewed the parks system extensively with the Conejo Recreation and Park District. The focal point of the recreational element of the plan remains the community park site in its previous location. Added to the plan, though, is a system of neighborhood park sites that have been strategically located throughout the development in order to provide balanced park service and access. My correspondence dated October 20, 1986 to the Park District describes the new system in detail. At its meeting of November 6, 1986, The Conejo Recreation and Park Board adopted the Dos Vientos plan.  

2. SCHOOL SITES: Previously, the Land Use Plan showed a reserve school site in Planning Unit 3. This reserve site is now an active one, with its preparation for development to occur in Phase I. The new Land Use Plan shows its location and has appropriate notification clarifying its use. Planning Unit 13 remains as a combination elementary and intermediate site with the exact location and configuration to occur at the time that the tentative tract map for Planning Unit 12 is prepared. Notation regarding this is on the Land Use Plan as before. The school site locations and development requirements have been coordinated through the Conejo Unified School District, and the plan was approved by the School Board at its meeting of 10/22/86.
The refinement of the park and school sites have constituted the major changes to the plan since the Draft E.I.R. was released. Some other revisions have also occurred, including:

a. The greenbelt (P.U. 21) was shifted to the east side of Dos Vientos Parkway by Planning Units 10 and 8.

b. An open space corridor has been put in place at Planning Units 7 and 10 to complete the open space linkage system. A wildlife street undercrossing will be provided here along with another one at the open space corridor located at Planning Units 15 and 16 along Dos Vientos Parkway.

c. The storm-water retention system has been completely updated as described in the Hydrology Study done by Hawks and Associates. Three retention facilities will now be provided in the Conejo Mountain Creek watershed (the main project valley) and one in the South Branch Arroyo Conejo watershed (in the Lynn road/Potrero Road vicinity.

d. What was once called "Emergency through Access" at Planning Units 11/12A will now be full through access without any restriction. Good street frontage will be provided for the neighborhood park site here now, and in addressing a concern of the School District, the through access will give the District the ability to be flexible with the project's school attendance boundaries.

Accompanying this letter are copies of some correspondence which describe these changes in more detail. Enclosed are letters dated April 25, 1986 (to City of Thousand Oaks Planning), October 6, 1986 (to City of Thousand Oaks Planning), October 20, 1986 (Conejo Recreation and Parks District) and January 28, 1987 (City of Thousand Oaks Planning).

Please call me if there are any questions.

Very truly yours,

HAALAND & ASSOCIATES, INC.

[Signature]

Robert L. Talmadge

enclosures

RLT/IW #2

cc: w/enclosures
   Mr. Arlen Miller, Courtly Homes
   Mr. Ron Buss, Buss-Shelgar & Associates
   Mr. Charles Cohen
Mr. Greg Smith  
City of Thousand Oaks  
Department of Advance Planning & Community Development  
401 Hillcrest Drive  
Thousand Oaks, CA 91360  

Subject: Dos Vientos Ranch Final E.I.R.  

Dear Greg,  

Thank you for the opportunity to go over Volumes II and III of the Final E.I.R. yesterday in order to double check all of the exhibits and consultant studies. There are a few things to revise prior to publishing and I'll review them below:  

1. School Report - The study you have is correct, however our Draft E.I.R. response should be incorporated into the Final E.I.R. as we requested due to some of the data being updated.  

2. Project Description - I've revised the Project Description in order to reflect the current land use plan and updated phasing schedule. As you requested I'll have 80 copies made and delivered to you on Thursday, January 29, 1987.  

3. Circulation Exhibit - The new planning unit boundaries for schools and parks have been put on in order to make it totally consistent with the Land Use Plan.  

4. Trail Circulation, Open Space and Recreation Exhibit - As with the Circulation Plan, this exhibit now reflects the new land use configuration.  

I will have 80 copies of each of the above exhibits made up and folded to 8 1/2" x 11" size. This should be done and the material delivered to you on Thursday January 29, 1987.
Thank you for your cooperation and hard work on the Dos Vientos Ranch project, and we look forward to our public hearing on February 23, 1987.

Very truly yours,

HAALAND & ASSOCIATES, INC.

Robert L. Talmadge

cc: Mr. Charles Cohen
    Mr. Arlen Miller - Courtly Homes
    Mr. Ron Buss - Buss - Shelgar Associates
Mr. Fletcher Friedman, Administrator
Conejo Recreation and Park District
401 Hillcrest Drive
Thousand Oaks, CA 91360

Subject: Dos Vientos Ranch

Dear Fletcher,

Pursuant to our meeting on October 14, 1986, we have made some further revisions to the Dos Vientos Ranch park system. Mostly, we have followed your suggestions and direction by increasing the useable park areas within the project "core" area where the bulk of the residential density is located. Changes include:

1. Planning Unit 6A in its location by Cypress School has dropped from the "designated" park plan and its associated park area has been re-assigned elsewhere in the development. In accommodating the previous park design here the two cul-de-sacs were separated by several hundred feet in order to maximize a useable central recreation area. The plan now is to pull the cul-de-sacs closer together and orientate the function of this area more towards the existing school and greenbelt system. This area will still have a certain recreational purpose to it, though, but rather than it serving as a recreation node, (through the incorporation of a full park site), it will be more of a recreational linkage between existing facilities and the new development. As far as classification is concerned, this area has been absorbed into the Greenbelt – Planning Unit No. 21.

2. Planning Unit 6B/Potrero has been deleted and its park area also relocated into project's central core.

3. Three new park areas are included in the plan now. Labeled as Planning Unit 6A, they are located in various locations in the project core area and are intended to serve adjacent residential areas as neighborhood parks. One is located in P.U. 3 adjacent to the new school site, another in P.U. 7 adjacent to Dos Vientos Parkway, and the third on the west side in P.U. 12 adjacent to the other school site. Also, the Planning Unit boundary
between P.U. 6 and P.U. 21 has been eliminated, thus extending the community park site boundary out to Dos Vientos Parkway. Taken together, these revisions result in the following parkland inventory:

<table>
<thead>
<tr>
<th>Planning Unit</th>
<th>Gross Area</th>
<th>Slopes/Open Space Area</th>
<th>Net Area</th>
<th>Retention Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>49.7 ac.</td>
<td>8.7 ac.</td>
<td>35.1 ac.</td>
<td>5.9 ac.</td>
</tr>
<tr>
<td>6A (in P.U. 3)</td>
<td>5.1</td>
<td>4.4</td>
<td></td>
<td>-</td>
</tr>
<tr>
<td>6A (in P.U. 7)</td>
<td>8.3</td>
<td>7.1</td>
<td></td>
<td>-</td>
</tr>
<tr>
<td>6A (in P.U. 12)</td>
<td>6.4</td>
<td>5.4</td>
<td></td>
<td>-</td>
</tr>
<tr>
<td>6B</td>
<td>23.4</td>
<td>14.3</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

92.9 ac. 20.8 ac. 66.3 ac. 5.9 ac.

In previous correspondence we have addressed the issue of whether there will be one or two school sites in the Dos Vientos Ranch plan. In working with the Conejo Valley Unified School District during the last few weeks there will in fact be a designated school site in P.U. 3. It is shown on the enclosed land use plan along with the new park site locations. As 70 net acres was the identified parks requirement with one school site, the inclusion of the second designated (not reserve) site reduces the required net park area need to be 66 acres. The Land Use Plan meets this requirement.

Enclosed with this letter is a revised 400' scale Land Use Plan showing the new park and school sites. The Dos Vientos Ranch plan has received considerable refinement over the course of the last few months, and it continues to be optimized through this ongoing agency review. We appreciate your review of the plan and should you have any questions or comments please let me know.

Very truly yours,

HAALAND & ASSOCIATES, INC.

Robert L. Talmadge

enclosure

cc: CVUSD - Mel Roop
    City of Thousand Oaks Planning Department - Greg Smith
    Courtly Homes - Arlan Miller
    Operating Engineers - Leo Majich
    Ron Buss
    Chuck Cohen
    Sage Institute - Joel Krischenstein
Mr. Greg Smith  
Planning Department  
City of Thousand Oaks  
401 Hillcrest Drive  
Thousand Oaks, CA 91360

Subject: Dos Vientos Ranch Final EIR; Revised Land Use Plan

Dear Greg,

Pursuant to our conversation last week I am enclosing the revised Land Use Plan exhibit which should be incorporated into the Final E.I.R. Changes on this plan are quite minor, and are limited to the new Park areas, which have resulted from discussions with the Conejo Recreation and Park District. These changes are discussed in detail in my letter of October 6, 1986 to the Park District.

The exhibit package contains the following:

   1. 1 mylar, 1 copy 11" x 17" Land Use Plan

Should there be any questions please give me a call.

Very truly yours,

HAALAND & ASSOCIATES, INC.

Robert L. Talmadge

RLT/lw #2

cc: Courtly Homes, Arlan Miller  
Operating Engineers, Leo Majich  
Ron Buss  
Chuck Cohen  
Sage Institute, Joel Kirschenstien
Attention: Mr. Greg Smith

City of Thousand Oaks
Planning Department
401 W. Hillcrest
Thousand Oaks, CA. 91360

Subject: Dos Vientos Ranch: Final E.I.R.

Dear Greg,

Attached with this letter is the additional material and information requested by the City in your March 31 correspondence for incorporation into the Dos Vientos Final E.I.R.:

1. Dos Vientos Ranch Hydrology Report, prepared by Hawks and Associates. This report is a brand new study with accompanying calculation on the entire project drainage system. It is our intent to have this report incorporated into the Final E.I.R. in place of the previous drainage study that appeared in the Draft E.I.R. We are enclosing 2 copies one bound, and un-bound.

2. Two copies, response to the Born-Barrett and Associates Draft E.I.R. comments. Their report, dated October 21, 1985, is also attached for reference. As with the new Hydrology Report our response should be incorporated in its entirety into the Final E.I.R.

3. Two copies, updated Soils and Geology Report prepared by Gorian and Associates dealing with the geotechnical feasibility of the proposed water reservoir locations.

4. Two copies, Landscape narrative and exhibits prepared by Lee Newman and Associates.

5. Two copies, 8 1/2" x 11" exhibit-proposed revisions at Kimber Drive terminus. You will notice that Kimber Drive now terminates in a proper cul-de-sac just within Dos Vientos. Our previous turnaround has been pulled back and...
redesigned to be of similar size. This change was predicated by comments received from the City Traffic Engineer in the Draft E.I.R.

6. One mylar, One copy 11" x 17", revised Land Use Plan included is the requested land use change of providing a full open space corridor in the vicinity of Planning Units 7 and 10. You'll also notice that the greenbelt along Dos Vientos Parkway has been shifted to the east side of the street. The shift allows for better trail circulation, particularly at the four-way street intersection at Planning Units 7 & 8. The previous greenbelt location on the west side of the street would have necessitated a surface street crossing here to continue on the trail system. This situation is now avoided with the greenbelt in its new location. The Land Use Table has also been updated to reflect the necessary area adjustments. Also, Planning Unit 6B, the new park site by Planning Units 17 & 18 has been added to the plan. The above noted revision to the Kimber Drive terminus has been added to the plan as well.

7. These changes have necessitated the revision to the following additional exhibits—which also should be appropriately substituted into the Final E.I.R. I am enclosing one 11 x 17 mylar and copy of each. Brief comments follow as well.

Trail Circulation, Open Space and Recreation

Greenbelt shift on Dos Vientos Parkway shown, along with the new park site, P.U. 6B

Street Grading Sections-Dos Vientos Parkway.

Greenbelt shift on Dos Vientos Parkway shown.

Wildlife Habitat and Plant Resource Sensitivity

Open Space corridor at P.U. 7 & 10 shown. Additionally, you will note on this exhibit that we have added the two wildlife street undercrossings on Dos Vientos Parkway. As we discussed previously these are situated in two locations and one the west project side.
in between Planning Units 15 & 16, and two, in the new open space corridor at Planning Units 7 & 10 on the east project side. We propose the structures to be 6' x 8' corrugated metal pipe (cmp) with earth floors.

Circulation

New Kimber Drive terminus shown. Also, as we will discuss in our Traffic response, Borchard Road will be designated for a two lane travel section from planning Unit 14 easterly to the project property line. We have conferred with the City Traffic Engineer on this matter with regard to section details, and do not foresee a problem with alignment or configuration.

With regard to traffic, our response will be forthcoming under separate cover from the Traffic Engineer, Wallen & Associates. Since we have been directed to work in conjunction with John Clement, City Traffic Engineer, we will be submitting our response directly to him. Copies will be provided to you. Also, I have contacted BBN Laboratories with regard to doing any updated noise studies. Their work is predicated on traffic revisions, thus when the final traffic data is available they will prepare a revised study, if necessary. I would expect their response to be ready sometime next week.

The Fiscal Study, also requested in your letter of March 31, 1986, is being prepared by Alfred Gobar & Associates. It should be ready for City submittal by Wednesday, May 7th. As we discussed, the Fiscal Report will not be included in the E.I.R.

With regard to other items of concern in the Final E.I.R., I would like to draw Staff's attention to our formal response to the Draft E.I.R., dated November 4, 1985. In addition to the Final E.I.R., needing to address our comments as noted in the 43 page document, there are two particular focal points of attention worthy of mentioning. First is the issue of the schools impact analysis, and the confusion that occurred when the wrong consultant report was used in the Volume I text. Next is that an outdated Project Description was incorporated into the D.E.I.R., when in fact it had been superseded in time to meet the D.E.I.R. submittal deadline. We trust that all of the above will be adequately addressed in the Final E.I.R.
Should there be any questions or comments on the proceeding, please call me. I'll do everything possible to facilitate the timely processing of the Dos Vientos Ranch project. We look forward to the coming months ahead.

Very truly yours,

HAALAND & ASSOCIATES, INC.

[Signature]

Robert L. Talmadge

cc: w /enclosures
Operating Engineers, Leo Majich
Courtly Homes, Arlan Miller
Buss - Shelgar Assoc. - Ron Buss
Chuck Cohen

w/o enclosures
Wallen Associates
Gorian & Associates
Lee Newman & Assoc.
BBN Inc., Mike Bucka
Sage Institute
Gobar & Assoc. - Chris Coman
APPENDIX E
NOTE:
LAND USE PLAN AS PRESENTED IN DRAFT E.I.R.