Appendix I

Wildfire Technical Study

WILDFIRE TECHNICAL STUDY

T.O. Ranch Project
(325 and 391 Hampshire Road, Thousand Oaks)

Prepared for:

IMT CAPITAL V HAMPSHIRE, LLC
15303 Ventura Boulevard, Suite 200
Sherman Oaks, CA 91403
Attn: Mr. David Tedesco
(818) 784-4700

Prepared by:

ENVICOM CORPORATION
4165 E. Thousand Oaks Blvd., Suite 290
Westlake Village, California 91362
Attn: Ms. Laura Kaufman
(818) 879-4700

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1.0 PROJECT DESCRIPTION

1.1 Introduction

Envicom Corporation has prepared this Wildfire Technical Study in support of the Environmental Impact Report to be completed by the City of Thousand Oaks, pursuant to the California Environmental Quality Act (CEQA) for the T.O. Ranch Specific Plan Project (or project) proposed by IMT Residential on an approximate a 10.97-acre property located at 325 and 391 Hampshire Road in the City of Thousand Oaks.

Project Site Location

The T.O. Ranch Specific Plan area (or project site) is situated in the southeast portion of the City of Thousand Oaks, California, at 325 and 391 Hampshire Road. Local access to the site is provided from Hampshire Road on the east and Foothill Drive on the south. Foothill Drive borders the site on portions of the site's western property line, but the road sits approximately 25 feet above the site, therefore there is no direct access to Foothill Drive behind the project (west). The project area elevations gradually increase from east to west. The lowest elevation is approximately 910 above mean sea level (AMSL) at Hampshire Road. The highest elevation is approximately 958 AMSL in between Foothill Drive and the retaining wall along the westerly property line. The project site was formerly used by Kmart. Following Kmart's closure in 2004, a group of stores attached to the Kmart also closed a few years later. The site has remained vacant since, except for occasional seasonal use as a Christmas tree lot. The location of the project site is provided on **Figure 1, Project Location Map**.

Surrounding Land Use

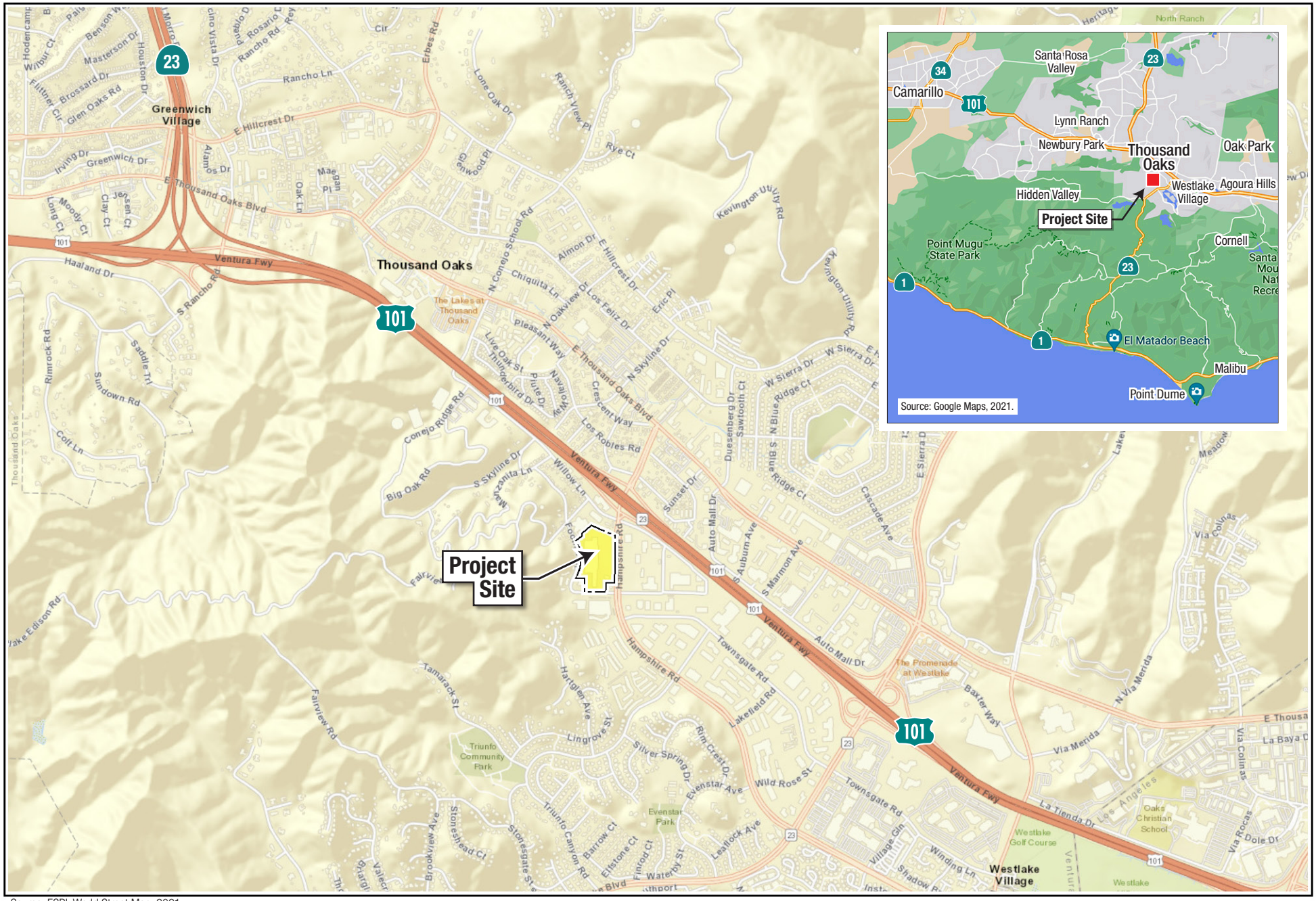
The Specific Plan area is surrounded by commercial and residential uses, and described below:

- A gas station and dental care office immediately adjacent to the north.
- An assisted living facility immediately adjacent to the northwest.
- Several single-family homes and a multi-family residential development to the west, across Foothill Drive.
- A multi-family residential development to the south, across Foothill Drive.
- A day care center and gas station immediately adjacent to the south.
- Commercial uses and a Southern California Edison facility to the east, across Hampshire Road.

Regional access to the project site is provided by Ventura Freeway (or U.S. Route 101) and Thousand Oaks Boulevard from the north. Local access to the project site is provided from Hampshire Road and Foothill Drive. The nearest bus stop is located at the intersection of Hampshire Road and Thousand Oaks Boulevard. This bus stop is serviced by Commuter Express 422. Route 422 provides service between Hollywood and Thousand Oaks Monday through Friday morning. Another nearby bus stop is located at the intersection of Duesenberg Drive and Thousand Oaks Boulevard, serviced by Thousand Oaks Transit 43. Route 43 has 25 stops and conducts a circular route that begins and ends at The Oaks. The route covers Thousand Oaks Boulevard and Westlake areas.

Project Description

The project proposes to construct a mixed-use project consisting of 420 dwelling units, and up to 15,000 square feet of restaurant and retail uses, as depicted in the Project Site Plan (Appendix A). Of the 420



Source: ESRI, World Street Map, 2021.

envicom

Project Location Map

FEET 0 1,000 2,000

FIGURE 1

dwelling units 50 units would be set aside for deed-restricted Low-Income Households. The 420 dwelling units would be distributed across two podium mixed-use structures and 13 townhome buildings. The project would also include a stand-alone two-story amenity structure consisting of up to 5,000 square feet of floor area. In total, the project would contain up to 838,553 total square feet of floor area on a 10.97-acre parcel, resulting in a floor area ratio of 1.17:1. The proposed uses would be located within 3 and 4-story structures with a single level of subterranean parking, and would have a maximum average building height of 40 feet.

2.0 ENVIRONMENTAL SETTING

2.1 Topography, Climate, and Vegetation

Thousand Oaks is located within Ventura County, situated within the Conejo Valley, a high plateau surrounded by hills. The City covers an area of approximately 55 square miles with the bulk of development within the floor of the valley. The valley is roughly 9 miles inland from the Pacific Ocean, bordered by the Conejo Hills to the west/northwest, the Santa Monica Mountains to the south, and the Simi Hills to the north and east. Elevations in the valley range from 600 to 900 feet above AMSL, with nearby peaks rising up to an additional 1000 feet. Roughly 3.0 miles west is the low-lying Oxnard Plain, separated from the City by the Conejo Hills and Conejo grade. The Ventura Freeway runs east-west through the southern third of the City, and the Moorpark Freeway (State Route 23) bisects the City beginning at the Ventura Freeway and traveling north (see Figure 1).

Thousand Oaks has a Mediterranean climate characterized by cool wet winters and long, dry summers. The City's weather patterns are fairly typical for Southern California, though summer temperatures are generally lower than other inland areas such as Simi Valley to the north or the San Fernando Valley to the east. Wind patterns in the City tend to blow in a southwest direction except in the spring when they can vary considerably, and in the summer when they may blow in a more southeasterly direction. The Mediterranean climate type is globally rare and produces native vegetation that is adapted to both drought and fire. The most abundant native vegetation communities found in the Thousand Oaks area include chaparral, sage scrub, oak woodland, and oak savannah. The majority of oak savannah landscapes are dominated by non-native annual grasses and forbs, and a number of areas of former scrub have been converted to non-native annual grasslands.

The project site, addressed as 325 Hampshire Road, is comprised of two parcels totaling 10.97 acres that is developed with a large retail commercial building covering roughly 2.7 acres, surrounded by roughly 7.0 acres of paved parking area, with a smaller structure and semi-separated parking lot in the southeast corner of the site comprising the remaining area. The site is bordered on the east by Hampshire Road, a 7-lane, 118 foot right-of-way arterial, and Foothill Drive to the west and south, a local street which is 40 feet wide in the western section and 60 feet in the southern section. Surrounding land uses include adjacent commercial parcels and properties to the north, a Southern California Edison facility across the street to the east, a string of multifamily developments to the south, and to the west a multifamily complex, single family homes, and relatively undisturbed open space. The project site (at under 1,000 AMSL) and the surrounding development to the east, south, and southeast are within a generally flat area. The surrounding topography rises upward to the west and the north, with the natural open space areas and residential uses west of the site sitting substantially higher than the project site.

Between the project site and the undisturbed open space to the west is Foothill Drive and some residential development. A roughly a 200-foot wide portion of the open space abuts Foothill Drive. This abutting open space is routinely cleared of vegetation consistent with local fuel modification requirements, and the individual houses are required to clear the vegetation behind their homes. Fuel modification in the open

space only occurs when it is in proximity to development or public-access roads, under direction of local ordinance and the Ventura County Fire Department. The open space is owned by the Conejo Open Space Conservation Agency (COSCA), and the immediately adjoining area is called Skyline Open Space Preserve. This preserve is connected to other open space preserves and most of the undeveloped hills west of the project site are COSCA-owned open space, constituting 2,044 acres of contiguous protected open space interspersed with pockets of developed and undeveloped private land. The protected and undeveloped open space is largely undisturbed, and wherever it comes in direct contact with development is considered wildland-urban interface (WUI), which is discussed in more detail below. The vegetation in the open space consists primarily of chaparral on northerly facing slopes, and sage scrub on southerly facing slopes, with oak woodlands interspersed usually along drainages or within small valleys. All three of these plant communities are represented in the Skyline Open Space Preserve and the undeveloped private land within a quarter mile of the project site.

2.2 Wildfire and Influencing Factors

Southern California's Mediterranean climate areas are characterized by winter rains over a period of 3-4 months, followed by practically no precipitation for the rest of the year, with high temperatures though the summer and fall. Wildfires are a regular occurrence, and the native ecology is adapted to it, with numerous plant species dependent upon fire for propagation. The frequency of wildfire in any part of southern California will be dependent on several factors such as topography, vegetation type and composition, wind, and temperature. Prior to European colonization, fires would either be started by lightning strikes or deliberately set by native people in order to manage the landscape for various purposes. In both cases the timing of the fires was linked closely to climate conditions as lightning normally only occurs at certain times of the year, and fires set deliberately would be conducted when weather allowed. Post colonization, the amount of area burned annually declined dramatically as forests were logged, valleys converted to agriculture, and fire suppression became the de-facto method of fire management.[1] The number, frequency, and location of fire occurrences have since become decoupled from climate conditions because the vast majority of fires are accidentally caused by human activity.[2] The result is too much fire in certain instances, resulting in vegetation type conversion wherein high-quality habitat, for instance sage scrub or chaparral, will be converted to low-quality habitat like non-native grassland; and too little fire in others, resulting in high fuel loads and destructive fires that can overwhelm inhabited areas, particularly in lower montane ecosystems.[3] As human settlement continually encroaches into wildlands more high-quality habitat is lost and more people are put into areas at high risk of wildfire.

Fire season in a typical year in southern California runs from June to September, though in years of drought and Santa Ana winds wildfires can also occur between October and April.[4] Santa Ana winds originate from the Great Basin and upper Mojave Desert. They move west across these areas and then turn southwest as they drop from the higher elevations over the Transverse Ranges into coastal California. The winds increase in speed as they funnel through mountain passes, and gain in temperature as well. The result is strong, warm, very dry winds that sweep through the most heavily populated areas between the high desert and the

[1] California Department of Forestry and Fire Protection Fire and Resource Assessment Program (FRAP), California's Forests and Rangelands 2017 Assessment, August 2018.

[2] Kramer, et al., International Journal of Wildland Fire 28, 641-650, High Wildfire Damage in Interface Communities in California, July 30, 2019.

[3] California Department of Forestry and Fire Protection Fire and Resource Assessment Program (FRAP), California's Forests and Rangelands 2017 Assessment, August 2018.

[4] Jin, et al., Environmental Research Letters, Identification of Two Distinct Fire Regimes in Southern California: Implications for Economic Impact and Future Change, September 8, 2015.

ocean. Apart from the Santa Ana winds phenomenon, the number and size of wildfires have overall been increasing in the last decades owing to anthropogenic induced climate change. Since 1985 the number of wildfires and areas burned by wildfire in the west have continually increased due to rising temperatures, increased drought, and earlier snowmelt, and the length of fire season has increased so that it is nearly year-round in some places.[5] Climate change effects do not cause more wildfires as most are caused by human activity, rather they extend wildfire conditions into more places and a greater span of time by reducing moisture in the landscape. There were 3,356 fires in California between 2009 and 2018, which is 1.4 times more than the per-decade average between 1979 and 2009, and total acres burned reached 7.08 million acres, which is 1.6 times more than average burn area since 1979.[6]

Of the 20 largest wildfires in California history, 12 have occurred since 2017. The 8 largest fires have all occurred since 2017, with the top two, the August Complex fire (at 1,032,648 acres) occurring in 2020, and the Dixie fire (at 963,309 acres to date) occurring in July 2021 and continuing into October 2021. The third largest fire occurred in 2020 and was less than half the size of the Dixie fire.[7] According to California's Fourth Climate Change Assessment Statewide Summary Report, if greenhouse gas emissions continue to rise at current rates, by the end of the century there could be a 77 percent increase in mean area burned (compared to 1961-1990), a 178 percent increase in the maximum area burned, and extreme wildfires (fires larger than 24,710 acres) could occur 50 percent more frequently.[8] Again, it is not so much the amount of area that burns in any given year that presents a significant environmental impact, though of course all fires produce environmentally harmful carbon dioxide, carbon monoxide, and fine particulate matter, but rather where and when those wildfires occur, and how frequently they repeat in any given location. The consequences of the current human-induced wildfire regime produce more and different impacts than a regime of natural fire occurrence and careful management.

2.3 Wildland-Urban Interface

The WUI is the transition zone between human development and natural, undeveloped land. It is the area where structures intermingle with wildland vegetation or are in the vicinity of large areas of wildland vegetation. The WUI is where the majority of wildfire building losses occur because it creates a condition where fire can move easily between structural and vegetative fuel. Between 1985–2013 82 percent of all buildings destroyed by wildfire in California were in the WUI.[9] California addresses the WUI issue through identification and regulation of Fire Hazard Severity Zones (FHSZ), which are explained in more detail in Section 3.0. Firefighting within the WUI is much more complex than fighting an urban fire or a wildland fire because priority must be given to protecting private property or human life, which means battling the wildland fire becomes a secondary priority. Although the California Building Code defines the WUI as any area within a FHSZ, many areas in the state within a FHSZ would not be considered WUI according to the

[5] Schoennagel, et al., Proceedings of the National Academy of Sciences, Adapt to More Wildfire in Western North American Forests as Climate Changes, May 2, 2017,

[6] Buechi, et al., U.C. Santa Barbara Environmental Markets Lab & the Nature Conservancy emLab Issue Brief, Long-Term Trends in Wildfire Damages in California, C. 2021.

[7] CAL FIRE, Top 20 Largest California Wildfires, published October 25, 2021, accessed October 26, 2021, at: https://www.fire.ca.gov/media/4jandlhh/top20_acres.pdf

[8] Westerling, California Energy Commission, California's Fourth Climate Change Assessment: Wildfire Simulations for California's Fourth Climate Change Assessment: Projecting Changes in Extreme Wildfire Events with a Warming Climate, August 2018.

[9] Kramer, et al., International Journal of Wildland Fire 28, 641–650, High Wildfire Damage in Interface Communities in California, C. 2019.

latest research on the topic.[10] This includes the project site because although it is near open space it is not intermingled with it and is surrounded on all sides by roadways and/or development.

WUI areas are continually increasing throughout California because, practically speaking, housing development that isn't infill or on former agricultural land is most likely encroaching into undeveloped wildland or rangeland, creating new or expanding existing WUI area. Between 1990 and 2000 2/3rds of all housing growth in Southern California occurred in WUI.[11] In 2010, approximately 33 percent of all housing units in California were located within the WUI.[12]

Approximately 85 percent of fires in California are caused by human activities, and 75 percent of the buildings destroyed by wildfire are located within the wildland-urban interface.[13] With a continuing increase in population and a relative lack of urban infill development opportunity due to zoning restrictions, it is estimated by the year 2060 housing will continue to expand into the WUI and 22 percent of remaining forest and rangeland (scrub, grassland, and oak woodland) within Southern California will be converted to housing.[14] Structures in the WUI are at greater risk of being burned simply because the WUI is where fuel (wildlands) and people meet, and an increase in WUI is therefore an increase in fire hazard. Infill urban development and redevelopment are considered by the planning profession and fire experts alike to be the best means of increasing housing stock without increasing wildfire risk in general.[15] Urban landscapes are far less susceptible to the hazards of wildfire and fire in general, compared to exurban or suburban WUI development. Compact, urban redevelopment is also much easier to defend from wildfire, and with a smaller firefighting force. Redevelopment also helps achieve goals related to climate resiliency and other aspects of livability that greenfield development into the WUI cannot.

2.4 Wildfire History

According to the City of Thousand Oaks Safety Element, 36 fires occurred in or near the City between 1952 and 2013.[16] Within this time period 3 fires came into close proximity to the project site, the 1956 Sherwood/Zuma Fire, the 1976 Los Robles Fire, and the 2007 Foothill Fire. According to California Department of Forestry and Fire Protection (CAL FIRE) records the recorded perimeter of the 1976 Los Robles Fire (June 21, 1976) came closest to the project site, reaching its southern boundary, and also included portions of the multifamily developments to the south and single-family subdivisions adjacent to that.[17] However, examination of historic aerial photos from 2 months before the fire (April 1976) and 9 months after (March 1977) appear to show that the fire likely did not destroy any nearby residential

[10] University of Wisconsin, Madison SILVIS LAB, Wildland-Urban Interface Change 1990-2010, Accessed October 21, 2021, at: http://silvis.forest.wisc.edu/data/wui-change/

[11] Hammer, et al., International Journal of Wildland Fire 16, 255-265, Wildland-Urban Interface Housing Growth During the 1990s in California, Oregon, and Washington, C. 2007.

[12] Martinuzzi et al., U.S. Department of Agriculture, The 2010 Wildland-Urban Interface of the Conterminous United States, July 14, 2015.

[13] Kramer, et al., International Journal of Wildland Fire 28, 641–650, High Wildfire Damage in Interface Communities in California, C. 2019.

[14] California Department of Forestry and Fire Protection Fire and Resource Assessment Program (FRAP), California's Forests and Rangelands 2017 Assessment, August 2018.

[15] Moritz, et al., University of CA Agriculture and Natural Resources Pub. 8680, Building to Coexist with Fire: Community Risk Reduction Measures for New Development in California, C. 2020.

[16] CAL FIRE, records more fires within the same time frame in the vicinity, it may be City records only includes fires that entered City limits.

[17] CAL FIRE, Fire and Resource Assessment Program (FRAP), Fire Perimeters Through 2020 GIS data, updated April 2021, Accessed October 5, 2021, at: https://frap.fire.ca.gov/mapping/gis-data/

structures, and open space areas only partially burned, mostly on south-facing slopes.[18] The area behind the project site certainly did not burn to any significant degree as shrub cover is clearly intact between the two photos. The boundaries of the CAL FIRE data therefore may contain areas where there was a firefighting response, not just what areas were burned.

The boundaries of the 1956 Sherwood/Zuma fire are recorded as within 0.25 miles of the project site to the southwest, and the 2007 Foothill fire, which burned a small amount of open space on top of the hills southwest of the project site, came within roughly 800 feet at its closest point. CAL FIRE records, which go back to 1878, do not record any earlier fires near the project site, thusly, there is no evidence the project site nor the closest slopes directly west have burned within 140 years.

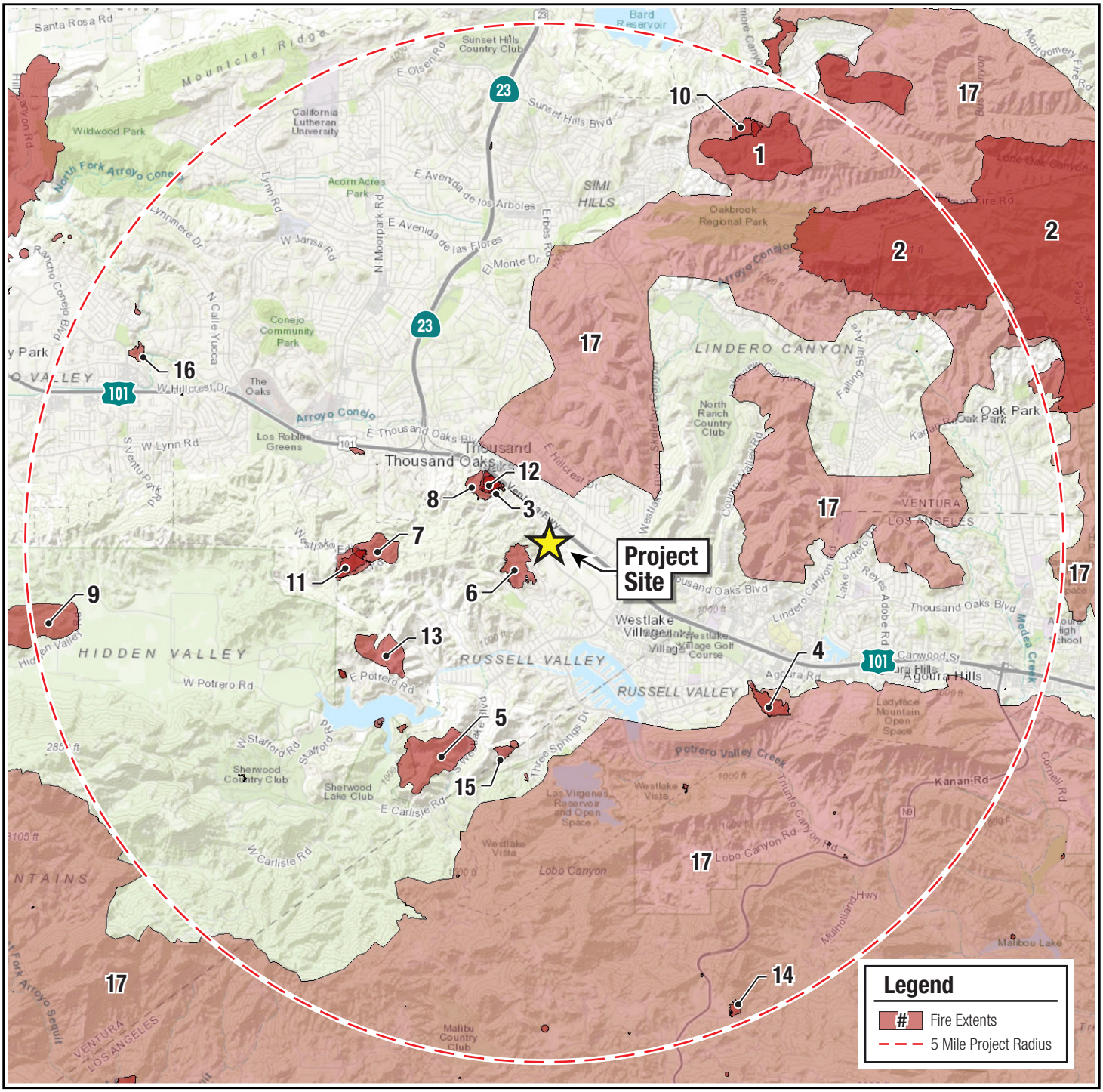
Since 1952 several fires over 10,000 acres in size have reached the Conejo Valley or the hills immediately surrounding it, the largest by far being the 2018 Woolsey Fire which consumed nearly 97,000 acres. The Woolsey Fire began November 8, 2018, south of Simi Valley at the site of the former Santa Susana Field Laboratory. When the Woolsey Fire began the Camp Fire in northern California and the Hill Fire near Camarillo were already underway. The Woolsey Fire quickly moved south and southwest, powered by Santa Ana winds, largely avoiding the City. It crossed the 101 Freeway on November 9th between Agoura Hills and Calabasas and made its way to the Pacific Ocean on the same day, burning a large swath of the Santa Monica Mountains south of the City. According to after action reports from Los Angeles County and Ventura County, regional resources that would normally be available during such a large event were not owing to the Camp and Hill Fires occurring at the same time. Despite this, 250,000 people were successfully evacuated during the Woolsey Fire, and casualties were limited to three persons.

As stated above, the natural open space directly behind the project site doesn't appear to have burned since CAL FIRE has been keeping records. This doesn't mean that area won't burn in the future, and conservatively it should be assumed that all of the open space within the vicinity of the project will be subject to wildfire at some point in the future. The frequency of wildfires that could potentially threaten the project site appear quite low, however. **Figure 2, Fire History Map,** lists all of the wildfires over five acres in size within five miles of the project site within the last 20 years.[19] Within this survey area the wildfire occurrence interval (time between wildfires) ranges from one to four years, with an average of 1.6 years. However, most of the survey area hasn't burned within the last 20 years, or has only burned once, and only a handful of locations have burned more than once within the time period. Though it would be unlikely for any particular location within the survey area to be threatened by wildfire every year, conservatively one wildfire would be expected to occur *somewhere within the survey area* every year. However, the wildfire occurrence interval for most discreet locations within the survey area is greater than 20 years, as most areas only burned once or not at all during the survey period. This would seem to indicate that any specific location within the survey area would not be seriously threatened by wildfire more than once every 20 years. Habitats throughout California have a natural fire return interval, an average of how often they would burn over a long time period. Chapparal and sage scrub habitat, which are the dominant plant communities in the area, have a natural fire return interval of anywhere between 20 to over 100 years, with chapparal burning slightly less frequently than sage scrub.[20] A fire return interval somewhere within that time frame could be considered within the average range for that habitat type, broadly speaking. Despite the fact that

[18] UC Santa Barbara Library, FrameFinder: Flight TG-7600, Frame 13A-24, February 1, 1976 & Flight TG-7700, Frame 29-5, June 21, 1976, Downloaded October 6, 2021, at: https://mil.library.ucsb.edu/ap_indexes/FrameFinder/

[19] Wildfires under five acres are still represented on the map but not listed as most were controlled burns, and none were closer than two miles to the project site .

[20] California Department of Forestry and Fire Protection Fire and Resource Assessment Program (FRAP), California's Forests and Rangelands 2017 Assessment, August 2018.



Source: ESRI World Topographic Map Background Image, 2021. Map Source: CalFire, 2020.

No.	Year	Name	Acres
1	2001	Westlake Incident	278.6
2	2005	Topanga	11,662.7
3	2005	Freeway	14.9
4	2006	Westlake	33.9
5	2006	Sherwood	168.0
6	2007	Foothill	55.6
7	2009	Rancho	56.4
8	2010	Hampshire	41.6
9	2013	Springs	4,083.3

No.	Year	Name	Acres
10	2015	Bannister	25.0
11	2015	Potrero	29.2
12	2016	Rancho	19.6
13	2016	Sherwood	78.7
14	2017	Mulholland	7.4
15	2017	Brook	10.0
16	2018	Lynn	10.1
17	2018	Woolsey	58,791.1

Fire History

FEET 0 3,750 7,500

FIGURE 2

the great majority of fires that will occur within the survey area will likely be human caused, the overall wildfire threat to the project site and other urbanized areas within the City would not appear to be severely out of sync with what could be considered a "normal" or "healthy" wildland fire regime.

2.5 Firefighting Resources and Evacuation Response

Resources

Thousand Oaks is within the Ventura County Fire Prevention District, and fire prevention and suppression services are provided by the Ventura County Fire Department (VCFD). The Department has approximately 600 employees and 33 fire stations throughout Ventura County. Battalion 3 commands the Conejo Valley area, and its headquarters are located at 325 W Hillcrest Dr in Thousand Oaks. The Battalion Chief commands the eight fire stations located in the Conejo Valley that serve the City of Thousand Oaks. The battalion headquarters are roughly 3 miles from the project site, the nearest fire station is VCFD Station 31, Westlake, one-half mile from the project site to the northeast.

The VCFD has a goal of a first unit on scene within 8.5 minutes (with 5 minutes travel time) for suburban areas 90 percent of the time, and extinguish 95 percent of all wildfires at 10 acres or less. The strategy of crew deployment is to spread crews across a community for quick response to keep emergencies small and with positive outcomes, without spreading the crews so far apart that they cannot amass together quickly during a major emergency.[21] The majority of Thousand Oaks is within two miles of a fire station, which allows the District to meet its response time goals. Four additional stations are regularly available to assist the eight located within the Conejo Valley, these are Station 40 Mountain Meadows in Moorpark, and Station 44 Wood Ranch in Simi Valley, and two stations west of the City (Station 52 Mission Oaks and Station 54 Camarillo, both in Camarillo). The District also has a number of mutual aid or automatic aid agreements with other fire service agencies including Los Angeles County and the City of Los Angeles, which are employed on an as-needed basis. In addition, every emergency response institution within the State of California is bound by the terms of the California Disaster and Civil Defense Master Mutual Aid Agreement which creates a statewide mutual aid network wherein facilities throughout the state can be mustered to render mutual aid to divert natural or manmade disasters. Emergency response institutions also all use the same incident response system which allows easy collaboration, which is discussed more in this section below and in Section 3.

Wildfires near a VCFD station are first addressed by that station. Response levels are based on type of incident, location, weather conditions, existing or potential emergencies, resources available and the information the VCFD is working with. Staffing levels and the staffing of specialized resources are adjusted according to existing or potential conditions. The closest available resource, plus the closest available resources of the type needed, respond to incidents. The minimum response team to a wildland fire is 2 Engines, 1 Battalion Chief, and 7 firefighters. A full response team would include the Battalion Chief, 5 engines, a water tender truck, dozer, 2 helicopters, and multiple hand crews.[22] Once on the site personnel determine the needs of the incident and responses are adjusted accordingly.

In extraordinary wildfire circumstances mutual aid and automatic aid agreements are key for a rapid response, and this is true for all firefighting operations throughout the state. The response to the Woolsey Fire illustrates this well. At the time of the Woolsey Fire the VCFD was fully engaged in battling the Hill

[21] Ventura County Fire Protection District, Regional Fire Services Standards of Cover Analysis, Volume 2 of 3 Technical Report, June 2017.

[22] Ventura County Fire Department, Emergency Response, Accessed October 8, 2021, at: https://vcfd.org/services/operations/emergency-response/

Fire, which at the time appeared to be a greater threat. The starting location of the Woolsey Fire activated the Mutual Threat Zone Plan, a mutual-aid response agreement between the Ventura County, Los Angeles County and Los Angeles City Fire Departments. All three organizations dispatched resources to the Woolsey Fire, and once the Hill Fire advanced into the burn scar left by the 2013 Springs Fire, firefighters were able to contain that fire, freeing additional resources to contend with the Woolsey Fire.

The Camp Fire in northern California was occurring simultaneously which did not allow northern or central California resources to move south, as would normally be the case. Because Santa Ana winds had created perfect fire conditions throughout the state, and no central or northern California resources would be available to move south, other southern California firefighting agencies had to retain many of their assets, otherwise their locales would be vulnerable to the same conditions. Ultimately approximately half of the requested resources were provided for the Woolsey Fire. In effect, the 2018 simultaneous occurrences of the Camp, Hill, and Woolsey Fires exhausted the capabilities of the mutual aid system. During the initial stages of the Hill and Woolsey fires, the Ventura County, Los Angeles County and Los Angeles City Fire Departments were all engaging in fire perimeter control, structure defense, and life safety actions. Once the Woolsey Fire entered the complex terrain of the Santa Monica Mountains heading toward the ocean, and it became clear mutual aid resources had been exhausted, the Woolsey Fire command team strategically shifted all resources to prioritize life safety actions. That is, the responders could not focus on containing the fires or saving structures, but rather had to shift focus to saving people. This resulted in single-family houses within the WUI being lost, though casualties limited to three persons and 250,000 people were successfully evacuated despite the speed of the fire and constrained resources.[23]

During peak firefighting operations, VCFD, supplemented by the fire mutual aid system, brought nearly 4,000 emergency response personnel, 577 fire engines and 22 aircraft to combat the Woolsey Fire. A total of 295 structures within Ventura County were either damaged or destroyed, but no major population centers were impacted. During the fire, the Ventura County Sheriff's Office issued evacuation orders to more than 80,000 Ventura County residents, using door-to-door notifications, VC Alert notifications, Wireless Emergency Alerts, the Emergency Alert System, news outlets, websites, social media, and community liaisons. Six emergency shelters served over 9,000 meals and snacks, and five animal shelters cared for 356 displaced animals. The VC Emergency website had more than two million unique page views and the emergency hotline received over 43,000 calls for incident information.[24]

Evacuation Response

The Ventura County Sherriff's Office takes primary responsibility for issuing evacuation orders or otherwise coordinating evacuation proceedings. In an emergency situation this is accomplished through the Office of Emergency Services (OES). The OES is the County body responsible for coordination of County resources during an emergency or disaster event, pursuant to the Standardized Emergency Management System (SEMS) developed by the State. SEMS is a management system that provides an organizational framework for disaster response and coordination, and acts as the umbrella under which all response agencies may function in an integrated fashion. By law, state agencies must use SEMS, and local agencies must use SEMS in order to qualify for State funding of certain response related personnel costs.

The County OES is responsible for countywide disaster planning, mitigation, response, and recovery activities. In the event of a disaster, OES is responsible for the County's Emergency Operations Center (EOC), and coordination of the County's Emergency Management Team, and for recovering the County's

[23] County of Los Angeles After Action Review of the Woolsey Fire Incident, November 2019

[24] County of Ventura, The Hill & Woolsey Fires Emergency Response After-Action Review, January 2020.

disaster response costs from the state and federal governments. The OES Manager is responsible for the day-to-day administration of the County's disaster preparedness and response program and the development of the County's Emergency Operations Plan (EOP). The EOC is a centralized location for coordinating countywide emergency response activities. The County EOC is the coordination point between the cities, special districts, and the Governor's Office of Emergency Services (Cal OES), all of which have their own EOC operating under the same SEMS protocol. The EOC serves to support field operations and liaison with all public and private disaster response agencies at all levels of government. The EOC is activated in response to major events and disasters that are beyond the scope of normal day-to day emergencies.[25]

The organizational framework of the SEMS is repeated at the State, County, and participating City, or agency level. This allows for efficient communications, coordination, and collaboration across agencies regardless of the nature of event or locale. Responsible hierarchies are standardized as are the means and methods of information gathering and dissemination, and sharing of resources. At the core of the operations of SEMS in an emergency is the Incident Command System (ICS) which provides guidance for how to organize assets to respond to an incident, and processes to manage the response through its successive stages. Response assets are organized into five functional areas: Command, Operations, Planning, Logistics, and Administration/Finance. The City of Thousand Oaks has an Emergency Operations Plan updated in 2020 that delineates the City's resources, command structure, and EOC procedures. The City activated their EOC on November 8, 2018, in response to the Woolsey Fire. They coordinated field support to traffic control, water systems operations, debris removal, and other tasks as needed during the Hill and Woolsey Fires, as well as operating the majority of shelters established within the City. The City EOC also maintained and monitored City systems and operations during the incidents such as maintaining City water systems.[26]

2.6 Emergency Access

Hampshire Road, which runs north-south adjacent to the project site and provides access to the Ventura Freeway, would provide primary emergency access to the site. Foothill Road at the south end of the site would provide secondary emergency access. Access to the Skyline Preserve and surrounding open space for firefighting purposes is provided by Skyline Drive, Manzanita Lane, Fairview Road, and a dirt road that travels along the northwest/northeast slope of hill closest to the project site. Additional dirt access roads travel throughout the open space, the major ones providing access to power poles and for this reason they are usually accessible for firefighting purposes.

The City's Safety Element designates Hampshire Road and Westlake Boulevard near the project site as evacuation routes (see Figure 1). Both segments are classified as primary roads and have 7 lanes total, each travel lane has a design capacity of 1,600 vehicles per hour.

3.0 REGULATORY SETTING

3.1 Federal

The project site is located within a Local Responsibility Area (LRA) for purposes of fire protection (i.e., an area where the local government is responsible for wildfire protection), and therefore the federal wildfire regulations do not apply to the project site or in the immediate area. There are areas within the Santa Monica Mountains National Recreation Area where the federal government has firefighting responsibility (Federal

[25] County of Ventura, Ventura County Operational Area Emergency Operations Plan, C. 2021.

[26] City of Thousand Oaks, Hill & Woolsey Fires After Action Summary Report, November 2019.

Responsibility Areas), but the areas would not have any bearing on wildfire regulation at the project site. The federal National Incident Management System (NIMS) provides a shared vocabulary, systems, and processes to prevent, protect against, mitigate, respond to and recover from disaster. NIMS is intended to standardize response to emergencies involving multiple jurisdictions or multiple agencies and is complementary to the state SEMS system. Both systems utilize the ICS as their core field operations protocol so that all parties are essentially speaking the same language.

3.2 State

California Governor's Office of Emergency Services

The Governor's OES oversees and coordinates emergency response preparedness of other state agencies and produces the State of California State Hazard Mitigation Plan.

The 2018 State Hazard Mitigation Plan represents the state's primary hazard mitigation guidance document that includes discussions on wildfire and structural fire hazards and provides mitigations for effective wildfire suppression planning. The Hazard Mitigation Plan also includes goals and objectives related to reducing risks associated with wildfire. The OES also regulates the SEMS (discussed above) which creates the statewide framework within which the State, counties, and local governments coordinate responses during emergency events.

California Department of Forestry and Fire Protection

CAL FIRE is the California Department of Forestry and Fire Protection. It is dedicated to the fire protection and stewardship of over 31 million acres of the state's wildlands. Sections 51175 – 51189 of the California Government Code define CAL FIRE's responsibility for identifying Fire Hazard Severity Zones (FHSZ) throughout California. The FHSZs on CAL FIRE maps are based on fuel loading, slope, fire history, weather, and other factors as directed by California Public Resources Code, Sections 4201 – 4204, and California Government Code, Sections 51175 – 51189. FHSZs are ranked from Moderate to Very High and are designated within a Federal Responsibility Area, State Responsibility Area (SRA), or LRA, which indicate the jurisdiction as belonging to a federal agency, CAL FIRE, or local agency, respectively. The agency that performs firefighting activities can be different from the responsible agency if there is a contract agreement in place.

Local agencies have the responsibility to designate, by ordinance, very high fire hazard severity zones (VHFHSZ) within their jurisdictions, per sections 51178.5 and 51179 of the Government Code. The project site is within a VHFHSZ and is an LRA. The local firefighting agency within the City of Thousand Oaks is the VCFD.

As mentioned in Section 2.3, the California Building Code Chapter 7A (see below) defines WUI as any area within a FHSZ. However, the latest research and scholarship regarding definition of WUI would not place the project site within the WUI. This does not change the regulatory context for the project site, but is an important detail in consideration of the suitability of the site for the proposed use. The research and spatial data compiled by the Silvis Lab/Spatial Analysis for Conservation and Sustainability of the University of Wisconsin, supported by the US Forest Service, places the project site on the border of the WUI, which terminates at Foothill Road behind (west) the project site.[27]

[27] University of Wisconsin, Madison SILVIS LAB, Wildland-Urban Interface Change 1990-2010, Accessed October 21, 2021, at: http://silvis.forest.wisc.edu/data/wui-change

The Board of Forestry and Fire Protection

The Board of Forestry and Fire Protection (Board) is a Governor-appointed body within CAL FIRE. It is responsible for developing the general forest policy of the state, determining guidance policies for CAL FIRE, and represents the state's interest in federal forestland within California.

The Board is charged with developing policy to protect all wildland forest resources in California not under federal jurisdiction. These resources include major commercial and non-commercial stands of timber, areas reserved for parks and recreation, woodlands, brush-range watersheds, and all private and state lands that contribute to California's forest resource wealth. The Board develops and adopts the Strategic Fire Plan pursuant to broad direction provided under Public Resources Code Sections 4114 and 4130. The 2019 Strategic Fire Plan organizes the State's vision and values regarding fire management and provides direction for CAL FIRE's statewide planning and implementation of fire protection services, activities, and regulation.

The Board is also responsible for reviewing the safety element of cities or counties that contain VHFHSZs. The Board responds with findings and recommended changes regarding policies and land use in VHFHSZs that will protect life, property, and natural resources from unreasonable risks associated with wildfires, and the methods and strategies for wildfire risk reduction and prevention within VHFHSZs. The County Board of Supervisors or City Council must consider the Board's recommendations and respond in writing if any of the recommendations are not accepted

The Office of the State Fire Marshal

The Office of the State Fire Marshal (OSFM) is the CAL FIRE program tasked with, among other things, developing and reviewing regulations and building standards and providing training and education in fire protection methods and responsibilities. The OSFM is responsible for the development of Wildland-Urban Fire Area Building Standards, which were approved by the California Building Standards Commission in 2005, amending California Code of Regulations, Title 24, known as the California Building Code (CBC). The amendment added Chapter 7A to the CBC and the requirements became active in 2008.

California Building Code

The CBC contains three chapters that address fire safety:

Chapter 7, Fire and Smoke Protection Features

Chapter 7 regulates materials, systems and assemblies used for structural fire resistance and fire-resistance-rated construction separation of adjacent spaces to safeguard against the spread of fire and smoke within a building and the spread of fire to or from buildings.[28] Chapter 7 applies to all permitted structures.

Chapter 7A, Materials and Construction Methods for Exterior Wildfire Exposure

Chapter 7A establishes minimum standards for the protection of life and property by increasing the ability of a building located in any Fire Hazard Severity Zone to resist the intrusion of flames or burning embers projected by a vegetation fire and contributes to a systematic reduction in conflagration losses.[29] Chapter 7A applies to all new buildings located within a FHSZ, which includes the proposed project site, and therefore the project structures will be required to meet the ignition-resistant construction standards of Chapter 7A. This chapter of the CBC defines WUI as any area within a FHSZ for regulatory purposes.

[28] State of California, California Building (CBC) Code Chapter 7.

[29] State of California, CBC Chapter 7a.

Chapter 9, Fire Protection Systems

Chapter 9 is known as the California Fire Code (CFC), which incorporates by adoption the International Fire Code with California amendments. The CFC specifies when fire protection systems are required, and specifies the design, installation, and operation of those systems. It addresses requirements for buildings, facilities, storage, and processes, and addresses safe storage, and use of hazardous materials, as well. Fire sprinkler requirements, fire flow standards, and emergency access roads standards are components of the CFC. Chapter 9 requirements are applicable throughout the state.

California Public Resources Code

California Public Resources Code Section 4290 requires minimum fire safety standards related to defensible space that are applicable to residential, commercial, and industrial building construction in SRA lands and lands classified and designated as VHFHSZs. These regulations include road standards for fire apparatus access, standards for signs identifying roads and buildings, fuel breaks and green belts, and minimum water supply requirements. These regulations do not supersede local regulations, which are equal to or exceed minimum regulations required by the state.

California Public Resources Code Section 4291 requires a reduction of fire hazards in SRA lands around buildings located adjacent to a mountainous area, forest-covered lands, brush-covered lands, grass-covered lands, or land that is covered in flammable material. It is required to maintain 100 feet of defensible space around all sides of a structure, but not beyond the property line unless required by state law, local ordinance, rule, or regulations. Further, California Public Resources Code Section 4291 requires the removal of dead or dying vegetative materials from the roof of a structure, and trees and shrubs must be trimmed from within 10 feet of the outlet of a chimney or stovepipe.

California Government Code

Section 51182 of the California Government Code applies defensible space requirements to VHFHSZs within LRA lands or otherwise designated by the local agency. It requires maintenance of 100 feet of defensible space around all sides of a structure and allows local agencies to determine if such space should extend beyond property lines. It allows the intensity of fuel management activities to vary with more intense fuel reduction used closer to the structure, within 5 to 30 feet, than used beyond that distance. The regulations in Section 51182 are based upon regulations promulgated by the State Board of Forestry and Fire Protection, in consultation with the Office of the State Fire Marshal.

Assembly Bill 38

On October 2, 2019, Governor Newsom signed Assembly Bill (AB) 38 related to fire safety. California AB 38 established a 5-year pilot program requiring California's Office of Emergency Services and CAL FIRE to work together to fund a fire retrofit program to help communities and owners of homes built prior 2008 building codes to harden their homes and make them more likely to survive wildfires. It also requires that local agencies conduct inspections and provide education on fire hardening improvements when real estate transactions occur within a VHFHSZ.

3.3 Local

City of Thousand Oaks General Plan

The City's General Plan Safety Element provides policies to address Wildfires in Section 4C. The section identifies the risks inherent in living within a fire-adapted landscape, and acknowledges that the protection of life and property within VHFHSZs cannot be accomplished by the fire department alone but is dependent

upon property-owners maintaining defensible space in the proper manner (i.e., fuel modification requirements).

City of Thousand Oaks Municipal Code

Section 8-1.02 of the Municipal Code adopts the CBC by reference with certain amendments. Adoption of the CBC includes Chapters 7, 7A, and 9 (the California Fire Code) as described above. By necessity, the City's building code provisions regarding fire safety are either identical to or more stringent than those found in the CBC.

City of Thousand Oaks Emergency Operations Plan

This EOP addresses the City's planned response to extraordinary emergency situations associated with natural disasters, technological incidents, and national security emergencies. The plan helps maintain the City's ability to prepare, respond and recover from a variety of emergency incidents, and satisfies the SEMS requirements per Title 19 of the California Code of Regulations and the National Incident Management System. The plan establishes that the City utilizes the precepts of the ICS, SEMS and NIMS in emergency response operations, and delineates the resources and hierarchy of command response as it relates to the City's assets, authority, responsibilities, and organizational structure.

Ventura County Fire Code

The Board of Directors of the Ventura County Fire Protection District, adopted by reference the 2019 California Fire Code, including portions of the 2018 International Fire Code, and portions of Title 19 of the California Code of Regulations, with amendments, to produce the VCFC. The VCFC includes Appendix W which establishes minimum requirements in Wildland-Urban Interface Areas to increase the ability of a building to resist the intrusion of flame or burning embers being projected by a vegetation fire. The appendix includes provisions for the identification of Hazardous Fire Areas that require applicable Defensible Space provisions included in this VCFC and enforced by the Fire Code Official and applicable state and local fire-resistive building standards that are required and enforced by the local building official. Appendix W consolidates the County's approach to regulating properties within VHFHSZs. The Code also provides regulation of water supplies necessary for fire protection and fire protection systems related to wildfire and standard construction activities or certain use permits. In addition, landscape plans are subject to review according to the provisions in the Code related to defensible space standards within VHFHSZs and local Hazardous Fire Areas.

VCFD Ordinance 29 establishes minimum and cumulative design and maintenance standards for emergency fire access roads within the jurisdictional boundaries of the Ventura County Fire Protection District. The standards apply to public and private property, and includes road design, signage, and marking requirements and provisions for enforcement. The standards are based upon those established in Section 1270 of Title 14 of the California Code of Regulations.

Ventura County Fire Department

The City contracts with the VCFD for firefighting services within the City. The VCFD created the Fire Hazard Reduction Program to coordinate fire prevention efforts within VHFHSZ areas, acknowledging "A working partnership between property owners, their neighbors, and the Ventura County Fire Department is

the best defense against disastrous fires."[30] The Wildland Fire Action Plan is the guidance document produced by the VCFD which provides education and direction to homeowners withing VHFHSZs.

Ventura County Sheriff Office of Emergency Services, Emergency Operations Plan

This OEP is the County's preparedness document designed to be read, understood, and exercised prior to an extraordinary emergency. It designates the County of Ventura as part of the California SEMS and the National Incident Management System (NIMS). It clarifies each element of the emergency management organization and their responsibilities in the maintenance of appropriate and current Standard Operating Procedures resource lists and checklists that detail how assigned responsibilities are performed to support implementation of the EOP and to ensure an effective response during a major disaster. The EOP delineates the organization, framework, and command hierarchy for the County's response to major disasters.

4.0 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the State CEQA Guidelines, a project located in or near SRAs or lands classified as VHFHSZ would potentially result in a significant impact with regard to wildfires if it would:

- Substantially impair an adopted emergency response plan or emergency evacuation plan.
- Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.
- Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.
- Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

The analysis of the potential wildfire impacts of a project is to assess any significant environmental effects the project might cause or exacerbate "by bringing development and people into the area affected."[31] That is, the impacts the project might have on the environment by being placed within a high fire hazard area, not the risks to the project by being within a high fire hazard area.

> The California Natural Resources Agency November 2018 document, Final Statement of Reasons for Regulatory Action, provides explanation for the inclusion of wildfire questions in Appendix G. The State of California, Office of Planning and Research states "it is clear that development may exacerbate wildfire risks" but that "Not all development types are likely to create the same risks, however."[32] It goes on to cite this excerpt from the Proceedings of the National Academy of Sciences:
>
> The recognition that homes are vulnerable to wildfire in the WUI has been established for decades… Analysis of hundreds of homes that burned in southern California the last decade showed that housing arrangement and location strongly influence fire risk, particularly through housing density and spacing, location along the perimeter of development, slope, and fire history. Although

[30] Ventura County Fire Department, Fire Hazard Reduction Program (FHRP), Accessed October 4, 2021, at: https://vcfd.org/fire-prevention/fire-hazard-reduction-program-fhrp/

[31] CEQA Guidelines Section 15126.2(a).

[32] CA Natural Resources Agency, Final Statement of Reasons for Regulatory Action, Section 12, pg 87, November 2018.

> high-density structure-to-structure loss can occur, structures in areas with low-to intermediate-housing density were most likely to burn, potentially due to intermingling with wildland vegetation or difficulty of firefighter access. Fire frequency also tends to be highest at low to intermediate housing density, at least in regions where humans are the primary cause of ignitions.[33]

In other words, lower-density leapfrog development and sprawl creates higher fire risk than higher density infill development.

5.0 IMPACT ANALYSIS

Impact 5.1 Emergency Plans

A project may have a significant impact if it would substantially impair an adopted emergency response plan or emergency evacuation plan. The project is not located within an SRA, but is located within an LRA VHFHSZ.[34] There are three primary documents that govern the framework for emergency response in the City of Thousand Oaks, these are the City's 2020 Emergency Operations Plan, the City's General Plan 2014 Safety Element, and the 2021 Ventura County Operational Area Emergency Operations Plan. Impairment of emergency response or emergency evacuation plans might occur if the project introduced conditions that placed a burden on emergency responders during an emergency response situation or impaired the implementation of emergency response planning. Examples might include creating steep grades or undersized roadways that responders must navigate, or bottlenecks created by project placement or design that could impair orderly emergency access to or from the project site or within the vicinity. This could occur during construction or during operations.

Construction

During construction of the proposed project, all equipment staging would occur within the property, and workers' vehicles would be parked either on the property or potentially in the designated parking lane on Foothill Road adjacent to the south. Construction material delivery and soil export hauling vehicles would require minimal use of City streets due to the close proximity of the site to the 101 freeway ramps. Construction work performed to install deceleration lanes on Hampshire Road would likely require interruption of a street travel lane. This work and any other required encroachment of construction activities (such as potential utility hookups) within existing roadways would be relatively short-term and would require coordination with the City to provide adequate notification and a construction-phase traffic control plan, including warning signs, traffic cones, and/or flagmen as necessary. As such, construction activities would not substantially impede emergency vehicle access or impair an emergency response plan or evacuation plan, and construction impacts would be less than significant.

Operations

The project would redevelop and improve an existing commercial retail site with existing urban infrastructure into a mixed-use development with 420 dwelling units and up to 15,000 square feet of restaurant and retail uses. The proposed project consists of a cluster of 15 buildings, each accessed by a 30-foot wide fire access lane. The VCFD enforces particular design and access standards determined by the CBC or other regulatory agencies described earlier which are designed to ensure a development does not impact emergency access or evacuation plans. These requirements include that all exteriors of buildings are within no more than 150 feet of a fire access lane, that fire access lanes allow for a 40-foot centerline turning

[33] Radeloff et al., Proceedings of the National Academy of Sciences, Rapid Growth of the U.S. Wildland-Urban Interface Raises Wildfire Risk, March 12, 2018.

[34] CAL FIRE FRAP, Fire Hazard Severity Zone Viewer, Accessed October 5, 2021 at: https://egis.fire.ca.gov/FHSZ/

radius at all turns in the road, that sufficient fire hydrants are present (typically spaced 500 feet apart), and that there is sufficient water flow for firefighting operations, among other requirements.

Access to the project site will be available from both Hampshire Road and Foothill Road (to the south). Internal circulation routes double as fire access lanes and each exterior first-floor façade is within 150 feet of such a lane. Fire hydrants will be placed according to VCFD specification, and fire-flow, sprinkler systems, and fire alarm systems will all be subject to review and approval of the VCFD. The design of the project and the buildings will conform to all regulatory requirements regarding fire safety, and therefore would not impact emergency response plans to the development.

Primary access to the project will be taken from Hampshire Road with one ingress/egress driveway, and two garage entry-only driveways. As a part of the project, new southbound deceleration lanes on Hampshire Road will be built to accommodate the garage entrances and preserve roadway capacity. Secondary access will be provided on Foothill Road to the south where one ingress/egress driveway will be located. Hampshire Road and Westlake Boulevard, which Hampshire Road connects to approximately one mile to the east, are designated evacuation routes according to the City Safety Element. Both roads are seven lanes wide, and each travel lane has a design capacity of 1,600 cars per hour.

As mentioned previously Ventura County Sherriff's OEC would have primary responsibility for coordinating evacuations, though the VCFD may direct evacuations during a wildfire. Evacuation warnings or evacuation orders are issued according to conditions as wildfires are inherently dynamic and unpredictable. Multiple factors such as weather conditions, fuel loads, recent fire history, road conditions, available resources, etc., may influence the ordering and timing of evacuation orders, but it is the experience and training of the emergency response agencies, operating within the framework of the SEMS and ICS, that effectuates evacuation decisions. Evacuation warnings and orders may be made in a phased manner according to vulnerability, location, or other factors, which would enable traffic surges on roadways to be minimized over time allowing for more an orderly flow of vehicles exiting an evacuation area. Once a warning or order is issued, it is important to note that the timely evacuation of residential properties depends upon timely cooperation from the individual residents under evacuation orders.

To assist in public awareness and preparation for wildfires the Ready Set Go! (RSG) Program was developed within the state and is now utilized nationwide, managed by the International Association of Fire Chiefs. RSG is an educational and awareness campaign focused on helping residents living in high fire areas prepare for the eventuality of living through a wildfire. The VCFD RSG program consists of outreach and information available from the department.[35] The VCFD consolidates emergency preparedness outreach and information into two primary public documents, the Ready Ventura County Emergency Preparedness Guide, and the Ready Set Go! Wildfire Action Plan (Action Plan) guidebook. The Action Plan emphasizes that practical limits on firefighting resources requires individual residents to take responsibility for their response to wildfire.

The Action Plan explains that properties in the WUI are under direct threat of wildfire, while properties within a mile of a wildfire would be within the ember zone, where structures are vulnerable to wind-driven embers from a wildfire. The project site would not be under direct threat of wildfire, but would be close within the ember zone of nearby open space. The consequences of this are discussed in more detail in the Section 5.2.

[35] Ventura County Fire Department, Ready Set Go!, Accessed October 27, 2021, at: https://vcfd.org/public-info/ready-set-go/

If evacuation orders were issued for the project site, residents of the project would travel to Hampshire Road wherein vehicles could either, 1) travel north on Hampshire Road (making a U-turn after existing the proposed eastern driveway, or left turn at the intersection with Foothill Road after existing the proposed southern driveway) to enter the nearby 101 Freeway using onramps to either the northbound and southbound directions, or 2) follow Hampshire Road south, then turn north on Westlake Boulevard and enter the 101 Freeway there, which is the second nearest freeway access point and which provides onramps to either the northbound and southbound directions. In either case the travel distance to the freeway is very short, and both roads have at least two travel lanes available to reach the freeway, each designed to accommodate 1600 vehicles per hour. Given the immediate access to evacuation routes, very close access to the freeway, and placement within an urbanized locale (i.e. a lack of wildland areas susceptible to wildfire between the project and the freeway), residents of the project would not encounter nor create significant impediments to evacuation. Conversations with the Ventura County Fire Department and Sheriff's Office of Emergency Services indicate that the project would not create an area of concern regarding potential evacuations.[36]

Despite being located in a VHFHSZ, the project is an urban infill project. It would redevelop an existing urban use and increase residential density within an urbanized area of the City. For reasons explained in Section 2.3, infill properties are the preferred and logical location for new residential density in regard to wildfire safety. Urban infill projects utilize existing public services and facilities and do not require a substantial reorganization, expansion, or extension of services as they do not expand development into the WUI and in that regard do not exacerbate wildfire risk. New development that increases the WUI, for example a residential subdivision surrounded by open space, would present potential difficulties in clearing the area during a wildfire while still retaining capacity for firefighting resources to reach the area. The proposed project, surrounded by urban roadways and fire-fighting infrastructure, does not create the same difficulties. Therefore, with regulatory compliance, such as design, access and hydrant standards hydrant, the project would not create a substantial burden on emergency response, close or overly impact access to evacuation routes. Thus, the project would not substantially impair an adopted emergency response or evacuation plan, and impacts would be less than significant.

Impact 5.2 Exacerbate Risk

A project may have a significant impact if, due to slope, prevailing winds, and other factors, it would exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Development near the ridge of a vegetated slope can exacerbate wildfire risk to a structure because fires more readily burn up rather than down. Development within an area where winds naturally accelerate as they travel through, such as in the gap between two mountains, surrounded by or close to upwind vegetation, would exacerbate wildfire risk as well. The project is located in a flat area surrounded by urban development. The exception is the hills west of the project site, where Foothill Road is roughly 25 feet above the project site and the hills behind it rise further. Prevailing winds in the area tend to blow to the southeast from May to September and southwest from September to February, with more variable patterns between March and May. Santa Ana winds generally blow to the southwest. Prevailing winds then generally do not blow to the east, which would direct wind from the heart of the open space down to the project site. Winds will blow southeast, in which case the project site will receive wind coming from the direction of the fractured open space to the northwest, however, there does not appear to be any features in that direction that would serve to significantly accelerate winds. Therefore, it is unlikely the project is located on a site where winds are significantly accelerated on a seasonal basis, compared to

[36] Email correspondence with Fire Inspector Alan Dearden and phone conversation with Ventura County Sherriff's Office, Office of Emergency Services Director Patrick Maynard, October 2021.

the rest of the City. The project therefore is not placed in an area where it exacerbates wildfire risk due to slope or prevailing winds, or other geographical factors.

Although located in a VHFHSZ the project is an urban infill redevelopment of an existing commercial retail site and does not increase the WUI. This in itself reduces wildfire risk relative to any development that was within the WUI. The project is within the ember zone of wildfires that may occur in nearby open space, however its presence within the VHFSZ requires fire hardening of the structures, greatly reducing its potential to catch fire from wind-borne embers. The project buildings must conform to Chapters 7, 7A, and 9 of the CBC, as explained previously, which regulate building materials, structural design as it relates to fire containment, safety features, and fire sprinkler systems. Chapter 7A requirements harden the structure against wildfires, but also serve to further reduce the likelihood of the development burning out of control. Chapter 7A compliant features include a class A roof assembly with no eaves or soffit venting which would allow combustible embers to enter. The flat non-combustible roof and vertical non-combustible cladding on the exterior walls, constructed of a combination of cement plaster and fiber cement panels present a fireproof shell to the exterior with no system venting to allow burning embers inside. These project features, in combination with all of the buildings being fire-sprinklered, would assure risks associated with development catching fire and spreading fire that exposes project occupants to the pollutant concentrations of a wildfire would be less than significant.

Impact 5.3 Infrastructure

A project may have a significant impact if it would require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. The project is surrounded by existing public roads to the east, south, and west, all of which provide fuel breaks and fire access. The site, having been fully developed before, is served with existing infrastructure for water, sewers, and electricity; thus, there is no need for expansion of infrastructure into the WUI (west of the project site) or other areas susceptible to wildfire. The project will be required to install fire hydrants; however, these will only be located in already developed areas. The project does not require the installation of roads, fuel breaks, emergency water sources, power lines, or other utilities within proximity of the natural open space area, and therefore impacts would be less than significant.

Impact 5.4 Post Fire Impacts

A project may have a significant impact if it would expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. The project consists of redevelopment of an existing commercial urban site with commercial and residential buildings. Neither the project site nor the surrounding area is within a floodplain or flood area. The site is flat and was previously developed and appropriately engineered grading and foundations in accordance with local building codes, and the geology of the site has proven stable with decades of occupancy by the former commercial uses. Because of the urban, fire-fighting and access infrastructure, a catastrophic fire on the site would be highly unlikely. However, if one were to occur on site, no landslide or downslope or downstream flooding condition would be created, as the site is flat. Further, the retaining wall at the western edge of the project, which separates the site from the higher elevation of Foothill Road, will be designed to comply with the City Building Code and the specifications of the project geotechnical report, which would assure stability to current standards and avoid significant impacts.

Landslides, runoff, and post-fire slope instability can also result from heavy rains outside of actual flooding. To determine the project's potential impact in this regard, we would first examine whether it is possible for

the project to cause a wildfire that would spread to the nearest wildlands,[37] which are the natural open hillsides to the west. Although possible, it is considered unlikely, as all of the structures in the project will be built according to current Fire Codes and each will be sprinklered. Information from the U.S. Fire Administration's National Fire Incident Reporting System and the National Fire Protection Association indicate that in structural fires where sprinkler systems were present (within the 2010 to 2014 study period), death rates were 87 percent lower than those without, the firefighter injury rate was 67 percent lower, and sprinklers were effective at controlling the fire in 96 percent of the fires in which they operated.[38] The presence of sprinklers and a fire alarm system together greatly reduce the probability that any accidental interior fire on the property could burn out of control. The required exterior safeguards (i.e., CBC Chapter 7A requirements for a flat non-combustible roof, vertical non-combustible cladding, and no system venting) greatly reduce the probability that an accidental exterior fire could be ignited. In addition, site circulation is designed to provide ready access for firefighting resources, placement of fire hydrants and fire flow requirements to be reviewed and approved by the VCFD will assure adequate access to water for firefighting, and VCFD Station 31, Westlake, is one-half mile from the project site to the northeast.

The site conditions of the proposed project, regulatory safeguards in place, and close proximity of firefighting resources, reduce potential impacts regarding exposing people or structures to significant risks including downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes, to less than significant levels.

6.0 CONCLUSIONS

With regulatory compliance, thee proposed project would have a less than significant impact in regard to all four CEQA Wildfire thresholds.

[37] The California Supreme Court has held that CEQA "does not generally require an agency to consider the effects of existing environmental conditions on a proposed project's future users or residents" *Building Industry Assn. v. Bay Area Air Quality Management District (2015) 62 Cal. 4th 369, 392*. The environment's impact on the project (often referred to as "reverse CEQA") is therefore not considered the subject of this CEQA analysis.

[38] Ahrens, National Fire Protection Association, U.S. Experience with Sprinklers, July 2017.

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8.0 PREPARERS AND PERSONS CONSULTED

Preparers

Envicom Corporation

- Travis Cullen, LEED AP, President
- Laura Kaufman, AICP, VP, Director of Environmental Services
- Tim Rosenstein, Environmental Analyst / Project Manager (Primary Author)
- Chris Boyte, Graphics Manager (Graphics)
- Renee' Mauro, Office Manager (Word Processing)

Persons Consulted

Ventura County Fire Department

- Alan Dearden, Fire Inspector II

Ventura County Sherriff's Office of Emergency Services

- Patrick Maynard, Director

Project Applicant Team

- David Tedesco, Project Manager, IMT Capital, LLC
- Keith McCloskey, LEED AP, Associate Principal, KTGY Architecture, Branding, Interiors, Planning
- Duane Border, ASLA, PLA, Border Landscape Architecture

APPENDIX A
Project Site Plan

T.O. RANCH - HAMPSHIRE ROAD

THOUSAND OAKS , CA

FORMAL SUBMITTAL

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Los Angeles, CA 90013
310.394.2623
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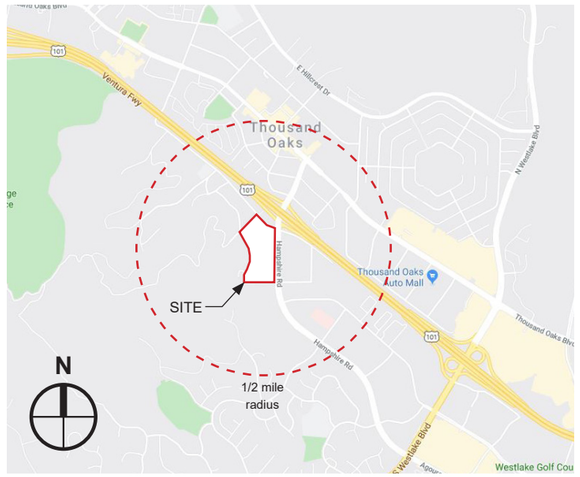
THOUSAND OAKS, CA

CONCEPTUAL PERSPECTIVE



VICINITY MAP

AERIAL VIEW

PROJECT SUMMARY

PROJECT ADDRESS:	325 HAMPSHIRE ROAD, THOUSAND OAKS, CALIFORNIA 91361
APN:	676-0-150-375, 676-0-150-285, 676-0-150-365
SITE AREA:	11.77 AC - 512,689 SF
NET AREA:	10.97 AC - 477,853 SF
ALLOWED DENSITY:	30 DU / AC = 329 UNITS
DENSITY BONUS:	91 UNITS = 27.5% OF 329 UNITS
AFFORDABLE UNITS:	50 LOW INCOME = 15% OF 329 UNITS
PROPOSED DENSITY:	38.29 DU / AC = 420 UNITS
PROPOSED HEIGHT:	50'-3"
PROPOSED AVERAGE HT:	36'-7"

MIXED-USE BUILDINGS - UNIT BREAKDOWN

	BUILDING A	BUILDING B
STUDIOS	16	12
1 BEDROOMS	108	76
2 BEDROOMS	80	57
TOTAL	204	145

TOWNHOMES BUILDINGS - UNIT BREAKDOWN

	BUILDING C	BUILDING D
2 BEDROOMS	6	14
3 BEDROOMS	24	14
4 BEDROOMS	6	7
TOTAL	36	35

PROJECT DESIGN TEAM

APPLICANT:
IMT CAPITAL V HAMPSHIRE LLC
15303 VENTURA BOULEVARD, SUITE 200
SHERMAN OAKS, CA 91403
818.784.4700
www.imtresidential.com

ARCHITECT:
KTGY ARCHITECTURE + PLANNING
433 S. SPRING ST. SUITE 750
LOS ANGELES, CA 90013
310.394.2623
www.ktgy.com

CIVIL ENGINEER:
STANTEC CONSULTING SERVICES, INC.
300 NORTH LAKE AVENUE SUITE 400
PASADENA CA 91101-4169
(626) 796-9141
www.stantec.com

LANDSCAPE ARCHITECT:
BORDER LANDSCAPE ARCHITECTURE
10517 PICO BLVD.
LOS ANGELES, CA 90064
323.815.4564
www.border-la.com

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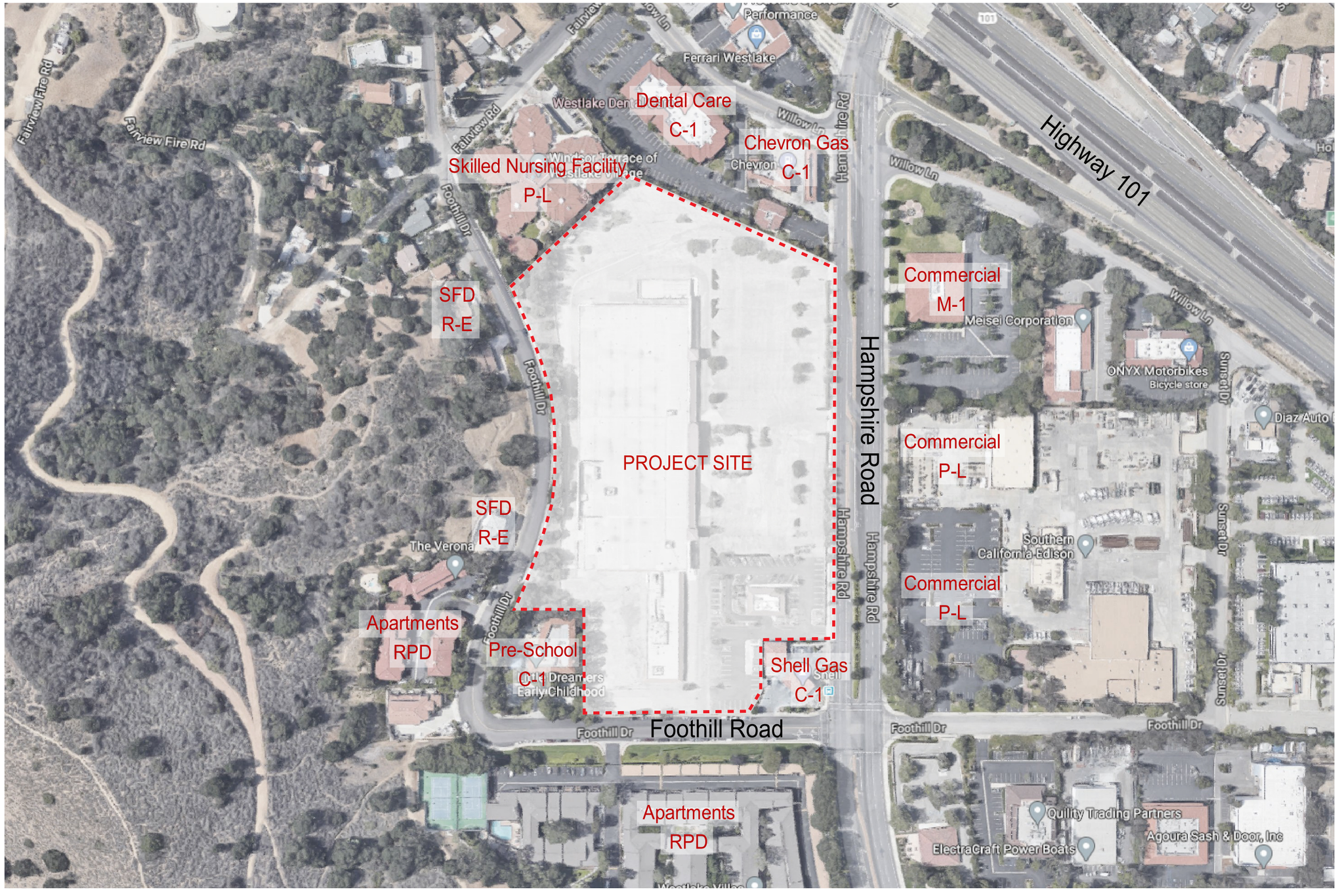

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AERIAL SITE VIEW

MIXED-USE PODIUM BUILDING A

BUILDING A FLOOR AREA SUMMARY

FLOOR / LEVEL	APARTMENT UNITS	RESIDENTIAL UNIT AREA	COMMON AREAS / CIRCULATION	AMENITY/ LOBBY AREA	COMMERCIAL/ RETAIL AREA	BALC. AREA	TOTAL FLOOR AREA	GARAGE / MECH AREA	GROSS BUILDING AREA
1st FLOOR	21 UNITS	17,695 SF	7,302 SF	4,451 SF	7,500 SF	1,757 SF	**38,705 SF**	44,746 SF	**83,451 SF**
2nd FLOOR	64 UNITS	55,071 SF	11,016 SF	1,350 SF	0 SF	7,161 SF	**74,598 SF**	0 SF	**74,598 SF**
3rd FLOOR	66 UNITS	56,850 SF	10,836 SF	0 SF	0 SF	4,696 SF	**72,382 SF**	0 SF	**72,382 SF**
4th FLOOR	53 UNITS	44,074 SF	8,763 SF	665 SF	0 SF	4,689 SF	**58,191 SF**	0 SF	**58,191 SF**
Total	**204 UNITS**	173,690 SF	37,917 SF	6,466 SF	7,500 SF	18,303 SF	**243,876 SF**	44,746 SF	**288,622 SF**

GROUND FLOOR AMENITIES

Co-Working:	1,889 SF
Lobby:	1,687 SF
Bicycles	875 SF
Total	**4,451 SF**

BASE ZONING

REQUIRED PARKING	RESIDENTIAL								
STUDIO UNITS	16	7.8%	1.00 PER UNIT	16	GUEST PARKING	**TOTAL**	**EV READY**	BICYCLES
ONE BEDROOM UNITS	108	52.9%	1.00 PER UNIT	108	0.50 PER UNIT		20% OF TOTAL	1:6 UNITS
TWO BEDROOM UNITS	80	39.2%	1.50 PER UNIT	120				
	204 UNITS		**REQUIRED PARKING**	**244 SPACES**	**102 SPACES**	**346 SPACES**	**70 SPACES**	**34 SPACES**
			ADA REQ'D	5	6			
				(2% OF TOTAL)				

AB2345

REQUIRED PARKING	RESIDENTIAL							
STUDIO UNITS	16	7.8%	1.00 PER UNIT	16	GUEST PARKING	**TOTAL**	**EV READY**	BICYCLES
ONE BEDROOM UNITS	108	52.9%	1.00 PER UNIT	108	0.00 PER UNIT		20% OF TOTAL	1:6 UNITS
TWO BEDROOM UNITS	80	39.2%	2.00 PER UNIT	160				
	204 UNITS		**REQUIRED PARKING**	**284 SPACES**	**0 SPACES**	**284 SPACES**	**57 SPACES**	**34 SPACES**
			ADA REQ'D	6				
				(2% OF TOTAL)				

BASE ZONING

REQUIRED PARKING	COMMERCIAL					
RESTAURANT	2,000	1 PER 200 SF	10	**TOTAL**	**EV READY**	BICYCLES
	3,000	1 PER 100 SF	30			
RETAIL	2,500	1 PER 250 SF	10			
	SF	**REQUIRED PARKING**	**40 SPACES**	**40 SPACES**	**4 SPACES**	**0 SPACES**
		ADA REQ'D	1			
			(2% OF TOTAL)			

PROVIDED PARKING	RESIDENTIAL					
	VEHICLE					
	COMPACT (8' x 16')	STANDARD (9' x 20')	TANDEM	EV READY (9' x 20')	ADA (9' x 20')	TOTAL
1st FLOOR	0	35	0	10	2	47
BASEMENT	60	113	12	47	5	237
TOTAL OF EACH STALL TYPE	**60**	**148**	**12**	**57**	**7**	**284**
TOTAL PROVIDED	**284 SPACES**					**1.39** SPACE / UNIT

PROVIDED PARKING	COMMERCIAL				
	VEHICLE				
	COMPACT (8' x 16')	STANDARD (9' x 20')	EV READY (9' x 20')	ADA (9' x 20')	TOTAL
1st FLOOR	0	43	5	2	50
SURFACE PARKING	0	3	0	1	4
TOTAL OF EACH STALL TYPE	**0**	**46**	**5**	**3**	**54**
TOTAL PROVIDED	**54 SPACES**				

MIXED-USE PODIUM BUILDING B

BUILDING B FLOOR AREA SUMMARY

FLOOR / LEVEL	APARTMENT UNITS	RESIDENTIAL UNIT AREA	COMMON AREAS / CIRCULATION	AMENITY/ LOBBY AREA	COMMERCIAL/ RETAIL AREA	BALC. AREA	TOTAL FLOOR AREA	GARAGE / MECH AREA	GROSS BUILDING AREA
1st FLOOR	12 UNITS	11,228 SF	6,009 SF	5,387 SF	7,500 SF	962 SF	**31,086 SF**	32,894 SF	**63,980 SF**
2nd FLOOR	47 UNITS	39,188 SF	5,386 SF	1,445 SF	0 SF	4,495 SF	**50,514 SF**	0 SF	**50,514 SF**
3rd FLOOR	49 UNITS	40,968 SF	5,386 SF	0 SF	0 SF	3,298 SF	**49,652 SF**	0 SF	**49,652 SF**
4th FLOOR	37 UNITS	29,963 SF	5,089 SF	700 SF	0 SF	2,742 SF	**38,494 SF**	0 SF	**38,494 SF**
Total	**145 UNITS**	121,347 SF	21,870 SF	7,532 SF	7,500 SF	11,497 SF	**169,746 SF**	32,894 SF	**202,640 SF**

GROUND FLOOR AMENITIES

Co-Working:	2,193 SF
Lobby / Leasing:	2,344 SF
Bicycles	850 SF
Total	**5,387 SF**

BASE ZONING

REQUIRED PARKING	RESIDENTIAL								
STUDIO UNITS	12	8.3%	1.00 PER UNIT	12	GUEST PARKING	**TOTAL**	**EV READY**	BICYCLES
ONE BEDROOM UNITS	76	52.4%	1.00 PER UNIT	76	0.50 PER UNIT		20% OF TOTAL	1:6 UNITS
TWO BEDROOM UNITS	57	39.3%	1.50 PER UNIT	86				
	145 UNITS		**REQUIRED PARKING**	**174 SPACES**	**73 SPACES**	**247 SPACES**	**50 SPACES**	**24 SPACES**
			ADA REQ'D	4	4			
				(2% OF TOTAL)	(5% OF TOTAL)			

AB2345

REQUIRED PARKING	RESIDENTIAL							
STUDIO UNITS	12	8.3%	1.00 PER UNIT	12	GUEST PARKING	**TOTAL**	**EV READY**	BICYCLES
ONE BEDROOM UNITS	76	52.4%	1.00 PER UNIT	76	0.00 PER UNIT		20% OF TOTAL	1:6 UNITS
TWO BEDROOM UNITS	57	39.3%	2.00 PER UNIT	114				
	145 UNITS		**REQUIRED PARKING**	**202 SPACES**	**0 SPACES**	**202 SPACES**	**41 SPACES**	**24 SPACES**
			ADA REQ'D	5	0			
				(2% OF TOTAL)				

BASE ZONING

REQUIRED PARKING	COMMERCIAL					
RESTAURANT	2,000	1 PER 200 SF	10	**TOTAL**	**EV READY**	BICYCLES
	5,500	1 PER 100 SF	55			
RETAIL	0	1 PER 250 SF	0			
	SF	**REQUIRED PARKING**	**65 SPACES**	**65 SPACES**	**4 SPACES**	**0 SPACES**
		ADA REQ'D	2			
			(2% OF TOTAL)			

PROVIDED PARKING	RESIDENTIAL					
	VEHICLE					
	COMPACT (8' x 16')	STANDARD (9' x 20')	TANDEM	EV READY (9' x 20')	ADA (9' x 20')	TOTAL
1st FLOOR	0	16	6	12	2	30
BASEMENT	79	32	47	29	4	191
TOTAL OF EACH STALL TYPE	**79**	**48**	**53**	**41**	**6**	**221**
TOTAL PROVIDED	**227 SPACES**					**1.52** SPACE / UNIT

PROVIDED PARKING	COMMERCIAL				
	VEHICLE				
	COMPACT (8' x 16')	STANDARD (9' x 20')	EV READY (9' x 20')	ADA (9' x 20')	TOTAL
1st FLOOR	0	50	4	2	56
SURFACE PARKING	0	8	0	1	9
TOTAL OF EACH STALL TYPE	**0**	**58**	**4**	**3**	**65**
TOTAL PROVIDED	**65 SPACES**				

TOWNHOME BUILDINGS C & D

Townhome Unit Mix

BLDG C (6-plex) - 6 BUILDINGS

Unit Type	SIZE	UNITS / BLDG	TOTAL UNITS	MIX	NET AREA / BLDG
2 Bedroom	1480	1	6	17%	1,480
3 Bedroom	2020	4	24	67%	8,080
4 Bedroom	2150	1	6	17%	2,150
		6	**36**	100%	**11,710**

PARKING RATIO	SPACES			
2	12			
2	48			
2	12			
	72 Spaces Req'd			
72 Provided				

BLDG D (5-plex) - 7 BUILDINGS

Unit Type	SIZE	UNITS / BLDG	TOTAL UNITS	MIX	NET AREA / BLDG
2 Bedroom	1480	2	14	40%	2,960
3 Bedroom	2020	2	14	40%	4,040
4 Bedroom	2150	1	7	20%	2,150
		5	**35**	100%	**9,150**

PARKING RATIO	SPACES			
2	28			
2	28			
2	14			
	70 Spaces Req'd			
70 Provided				

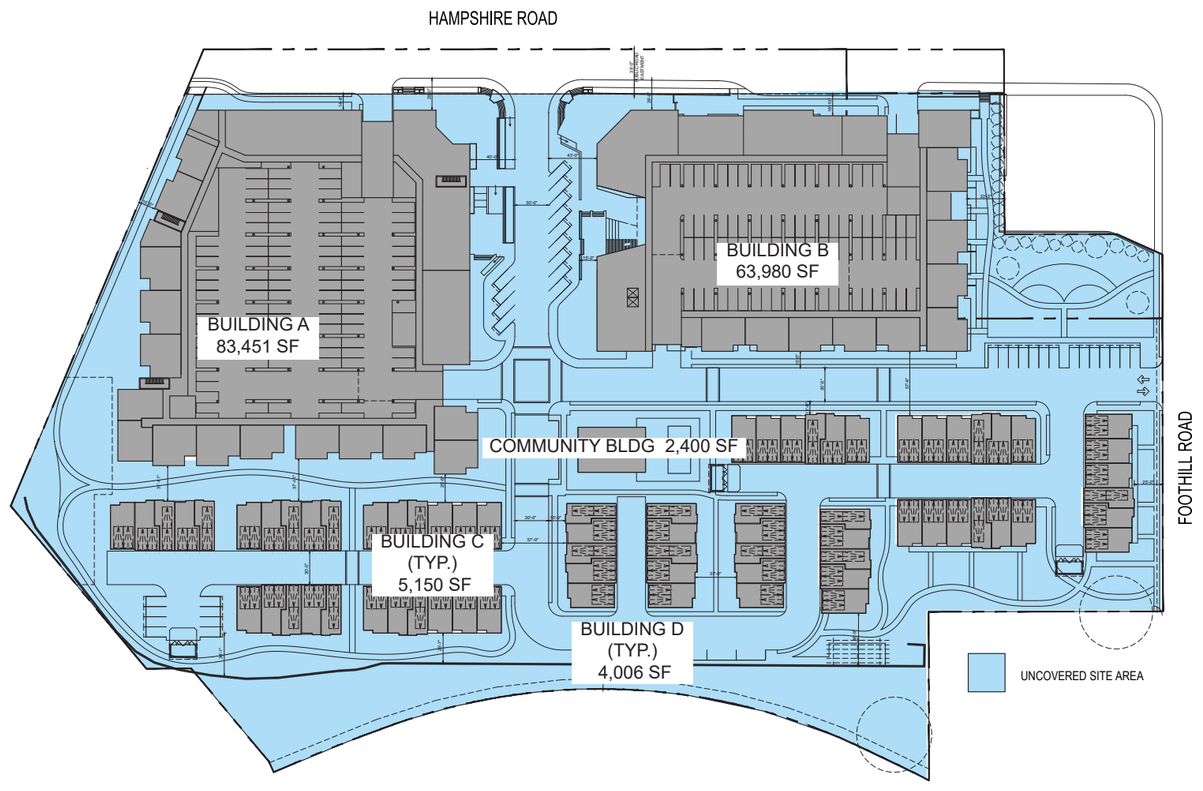
TOTAL

Unit Type	SIZE		TOTAL UNITS	MIX	NET AREA
2 Bedroom	1480		20	28%	29,600
3 Bedroom	2020		38	54%	76,760
4 Bedroom	2150		13	18%	27,950
			71	100%	**134,310**

Garage Parking Spaces Provided	142	
Surface Guest Parking Provided	30	
Total Townhome Parking Provided	**172**	Spaces

PROJECT PARKING TOTALS

TOTAL PROJECT COMMERCIAL PARKING REQUIRED	**105 SPACES**
TOTAL PROJECT COMMERCIAL PARKING PROVIDED	**119 SPACES**
TOTAL PROJECT RESIDENTIAL PARKING REQUIRED	**628 SPACES**
TOTAL PROJECT RESIDENTIAL PARKING PROVIDED	**683 SPACES**



PUBLICLY ACCESSIBLE OPEN SPACE

PUBLIC SPACE A	9,896
PUBLIC SPACE B	14,689
PUBLIC SPACE C	46,595
PUBLIC SPACE D	16,300
PUBLIC SPACE E	17,004
PUBLIC SPACE F	22,448
TOTAL	**126,932**

SITE AREA **= 512,689 SF**

126,932 SF / 512,689 SF x 100 **= 24.7% OF SITE AREA IS PROPOSED AS OPEN PUBLIC SPACE**

STRUCTURED COVERAGE

BUILDING FOOTPRINT PROVIDED:

BUILDING A FOOTPRINT =	83,451 SF x 1 BUILDING	=	83,451 SF
BUILDING B FOOTPRINT =	63,980 SF x 1 BUILDING	=	63,980 SF
BUILDING C FOOTPRINT=	5,150 SF x 6 BUILDINGS	=	30,900 SF
BUILDING D FOOTPRINT=	4,006 SF x 7 BUILDINGS	=	28,042 SF
COMMUNITY BUILDING =	2,400 SF x 1 BUILDING	=	2,400 SF
TOTAL BUILDING FOOTPRINT PROPOSED ON SITE		**=**	**208,773 SF**

SITE AREA: **= 512,689 SF**

STRUCTURED COVERAGE REQUIRED: MAX 35% OF SITE AREA

208,773 SF / 512,689 SF x 100 = 40.7% PROPOSED STRUCTURED COVERAGE

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Thousand Oaks, CA KTGY# 2018-0762

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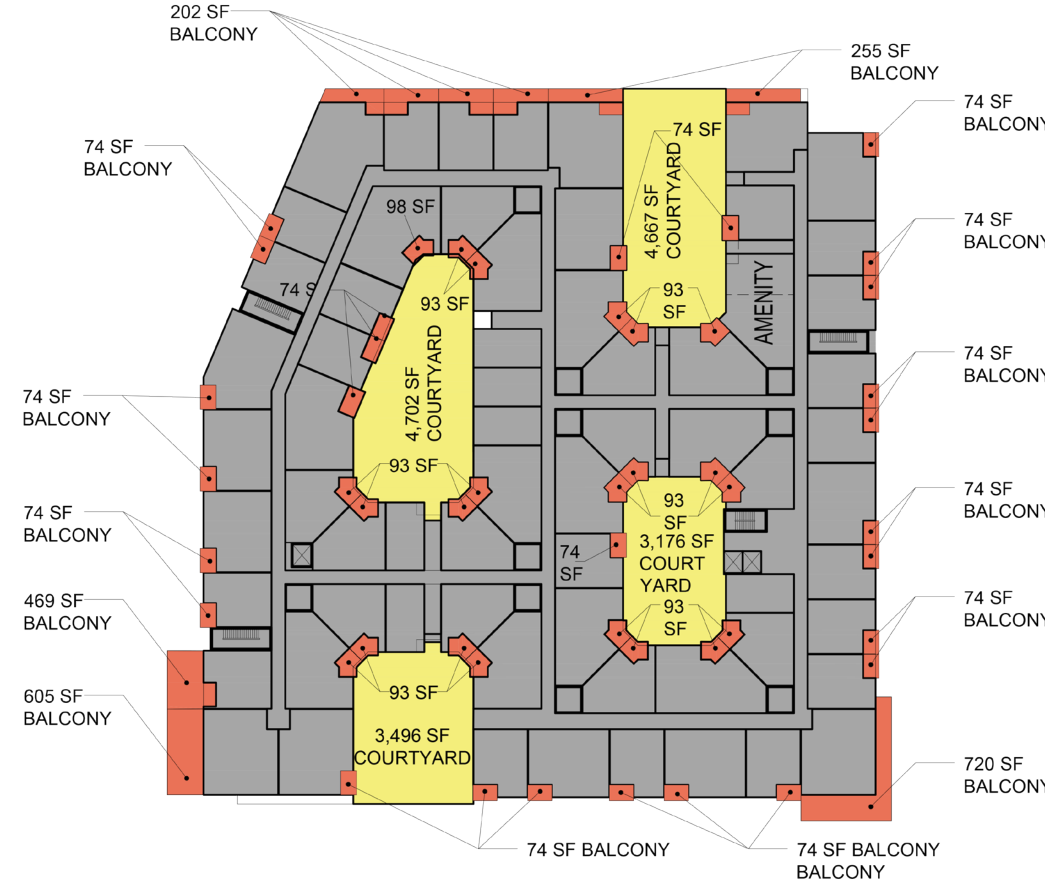
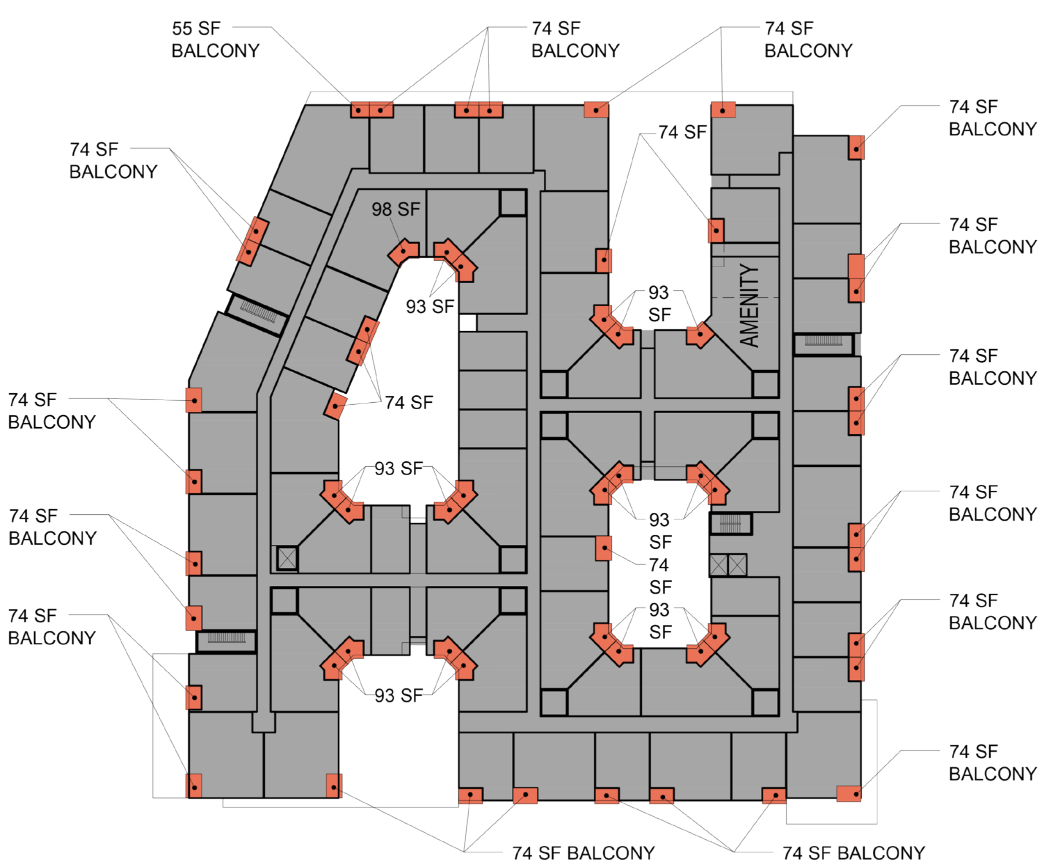
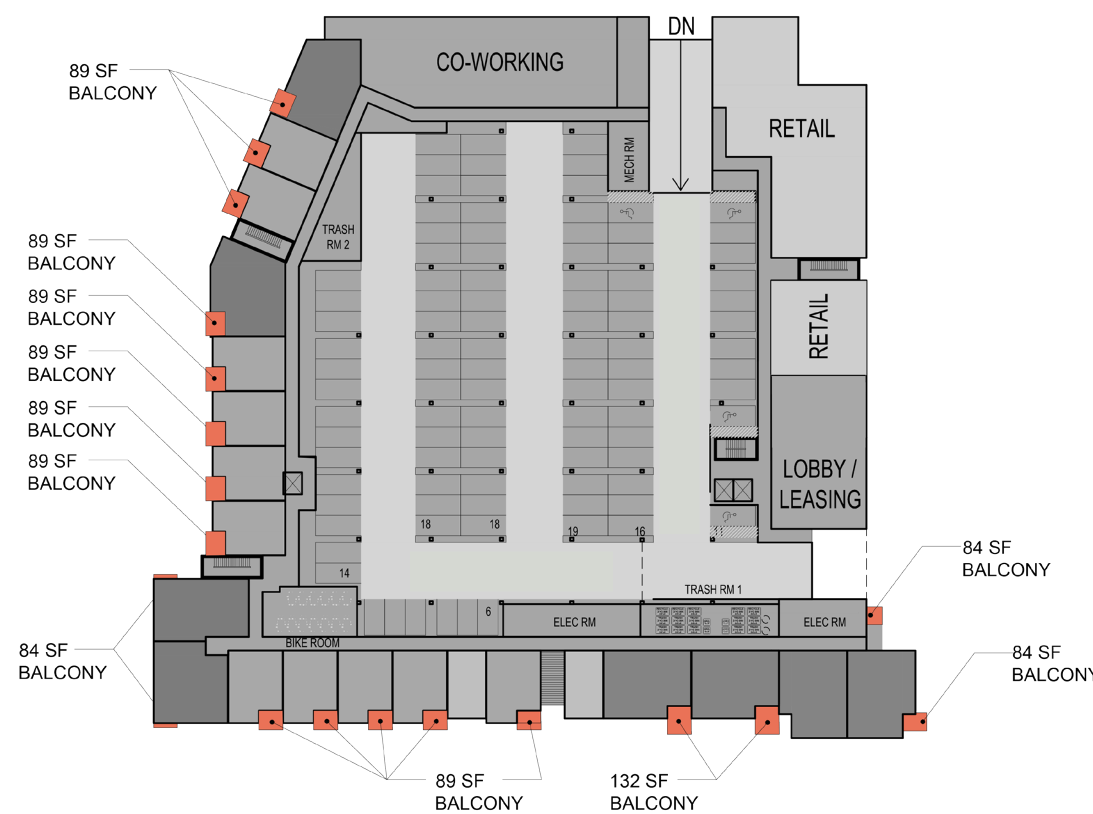
APRIL 20, 2021

EXHIBITS & CALCULATIONS







BUILDING A PROPOSED PRIVATE & COMMON OPEN SPACE

FIRST LEVEL:

TOTAL PRIVATE RESIDENTIAL OPEN SPACE =	1,757 SF
TOTAL COMMON RESIDENTIAL OPEN SPACE =	0 SF

SECOND LEVEL:

TOTAL PRIVATE RESIDENTIAL OPEN SPACE =	7,161 SF
TOTAL COMMON RESIDENTIAL OPEN SPACE =	16,041 SF

THIRD LEVEL:

TOTAL PRIVATE RESIDENTIAL OPEN SPACE =	4,696 SF
TOTAL COMMON RESIDENTIAL OPEN SPACE =	0 SF

FOURTH LEVEL:

TOTAL PRIVATE RESIDENTIAL OPEN SPACE =	4,689 SF
TOTAL COMMON RESIDENTIAL OPEN SPACE =	4,160 SF

TOTAL CALCULATION FOR BUILDING A:

PRIVATE RESIDENTIAL OPEN SPACE =	18,303 SF
COMMON RESIDENTIAL OPEN SPACE =	20,201 SF

PRIVATE RESIDENTIAL OPEN SPACE BALCONY AND TERRACE AREAS

COMMON RESIDENTIAL OPEN SPACE COURTYARD AREAS

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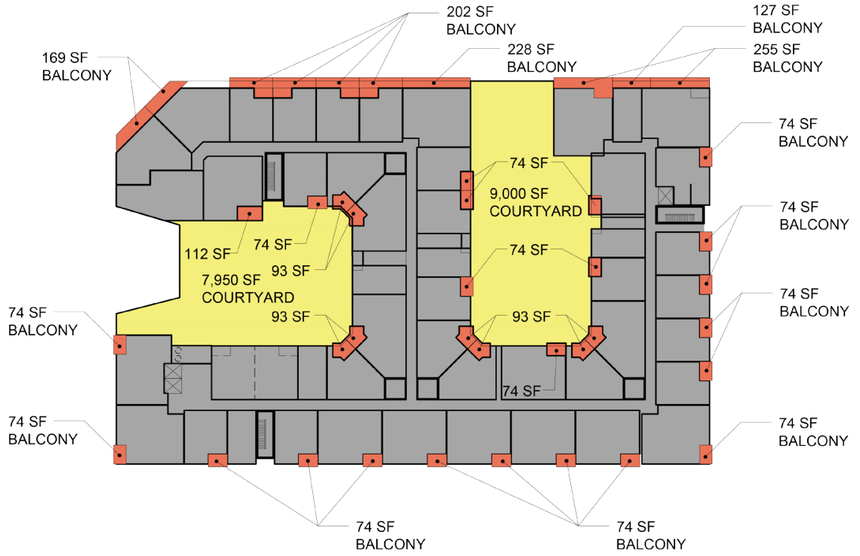


BUILDING B PROPOSED
PRIVATE & COMMON OPEN SPACE

FIRST LEVEL:

TOTAL PRIVATE RESIDENTIAL OPEN SPACE =	962 SF
TOTAL COMMON RESIDENTIAL OPEN SPACE =	0 SF

SECOND LEVEL:

TOTAL PRIVATE RESIDENTIAL OPEN SPACE =	4,495 SF
TOTAL COMMON RESIDENTIAL OPEN SPACE =	16,950 SF

THIRD LEVEL:

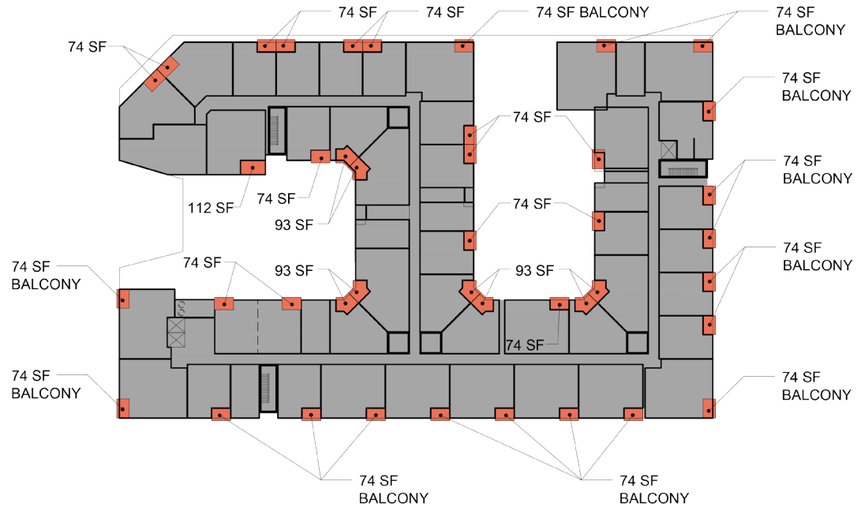
TOTAL PRIVATE RESIDENTIAL OPEN SPACE =	3,298 SF
TOTAL COMMON RESIDENTIAL OPEN SPACE =	0 SF

FOURTH LEVEL:

TOTAL PRIVATE RESIDENTIAL OPEN SPACE =	2,742 SF
TOTAL COMMON RESIDENTIAL OPEN SPACE =	3,635 SF

TOTAL CALCULATION FOR BUILDING B:

PRIVATE RESIDENTIAL OPEN SPACE =	11,497 SF
COMMON RESIDENTIAL OPEN SPACE =	20,585 SF



OPEN SPACE AREA (PRIVATE + COMMON)

PRIVATE (BUILDING A)	18,303
COMMON (BUILDING A)	20,201
PRIVATE (BUILDING B)	11,497
COMMON (BUILDING B)	20,585
TOTAL	**70,586**

PRIVATE RESIDENTIAL OPEN SPACE
BALCONY AND TERRACE AREAS

COMMON RESIDENTIAL OPEN SPACE
COURTYARD AREAS

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T.O. RANCH - HAMPSHIRE RD

Thousand Oaks, CA KTGY# 2018-0762

FORMAL SUBMITTAL
APRIL 20, 2021

EXHIBITS & CALCULATIONS

T.O. RANCH DESIGN NARRATIVE

The project site is located at 339 Hampshire Rd in the City of Thousand Oaks just South of the 101 with great access to the Freeway and the nearby central core of Thousand Oaks Boulevard. The site has sat vacant for over 20 years following the closure of KMART and has needed new development to better utilize this key site and to create an asset to the Thousand Oaks community. Our vision for the project site is to provide a vibrant mixed-use community that blends residential programs of various types with active commercial uses. The project is envisioned to have a blend of both market rate apartments and affordable apartments, and is configured in a manner where the site would be open and accessible to the broader community through a variety of Public Exterior Spaces.

The main entry drive to the project would come into the site centrally and split the project into two vertically mixed-use buildings that would each be comprised of ground floor commercial/retail spaces that would anchor Hampshire Road and frame a gateway into the site. This main drive would be flanked by public exterior space on both sides in the form of paseos and plazas with active street frontages lining this main drive. The vision anticipates the potential for restaurants and retail at these corners and provides ample outdoor space adjacent to these uses to allow for outdoor dining and casual seating areas. Further into the project but still centrally located along an internal drive is potential for a row of live/work units that could provide tenants with the flexibility and opportunity to live in their workspace.

At the back of the project entry drive, the project transitions from the mixed-use buildings to more pedestrian scaled row homes that line the back half of the site. These rental townhomes provide product diversity for potential renters but also help to maintain a smaller residential scale around the periphery of the site where they front on Foothill and abut the North and West edges of the development. The project amenities that would serve both the townhomes and residents in the mixed-use building would be situated at the intersection of the Foothill and Hampshire entry drives and would include indoor and outdoor resident recreation opportunities.

In addition to the resident open spaces and recreation areas, the project is proposing some publicly accessible outdoor spaces as well that would include a small park and dog park at the Southeastern corner. We imagine this to be a wonderful opportunity for community and resident engagement and have allocated parking to allow those not immediately adjacent to the project to come to this park as a destination. Overall the balance of the site's public exterior spaces will be a combination of programmed uses and naturally landscape areas for walking paths and circulation throughout the site and between various amenities.

The architectural design of the project aims to create a style that has roots in the past but also looks towards the future of Thousand Oaks by crafting a more contemporary version of some of the older styles throughout the region. Architectural details include vertical columns running uninterrupted from the ground level on up to the top levels, while also carefully stepping back massing at upper levels to help manage the building scale and provide visual interest. Accent panels are also provided above and below the windows to create a rich, layered pattern to the façade.

The material palette is comprised of a mix of brick, stucco, and metal cladding panels that all are introduced in natural earth tone colors. The brick is used at the lower levels throughout the buildings in two colors (brown & tan). The two brick tones complement one another and provide tone variation to define the lower levels of the building, and to add depth and texture at the pedestrian realm. The stucco components connect the project visually to nearby buildings and are also provided in two distinct and contrasting colors (soft white & tan) to provide differentiation at plane breaks throughout the architecture. The townhome buildings have incorporated some of the same materials as the mixed-use buildings, but also added a few distinctive colors in natural slate and rust to help differentiate themselves from the other buildings while at the same time staying complimentary in their design aesthetic.

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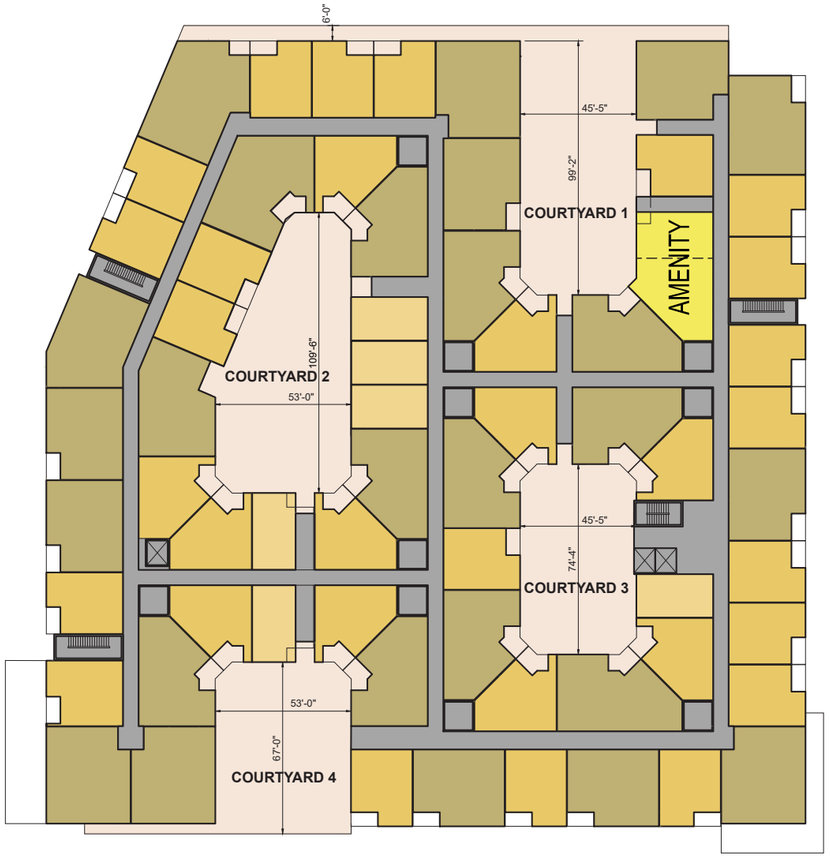
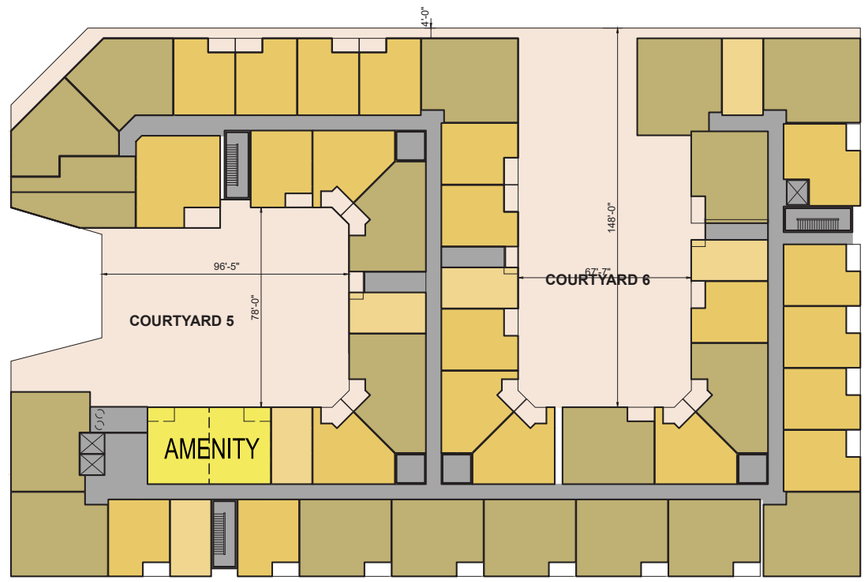
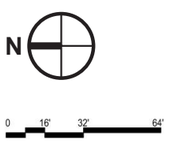
ARCHITECTURAL SITE PLAN



BUILDING A



BUILDING B



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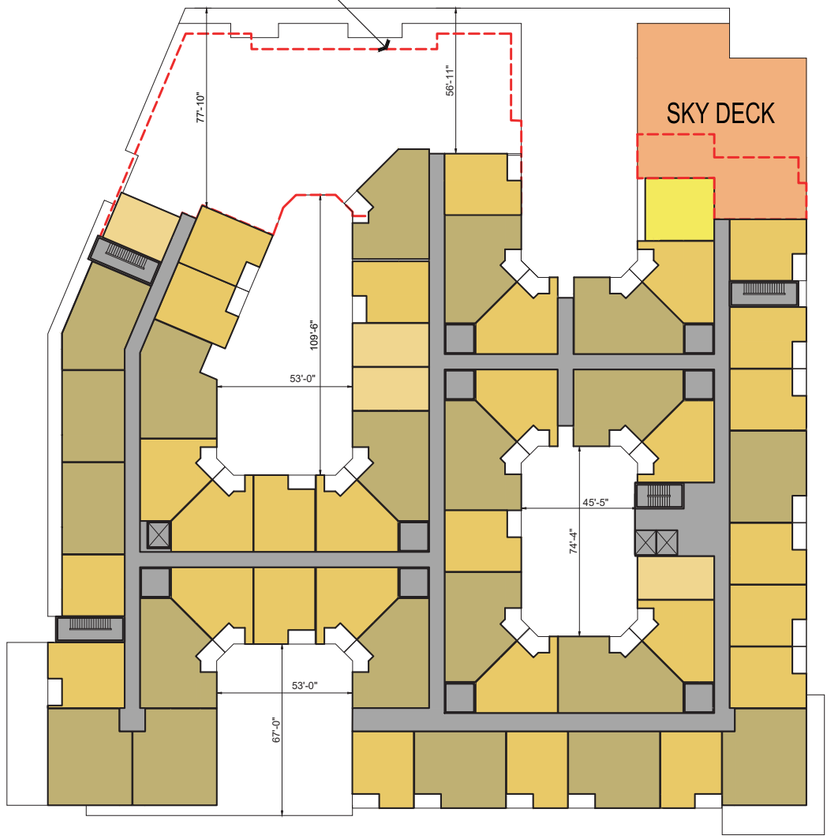
MIXED-USE BUILDING
TYPICAL FLOOR PLAN

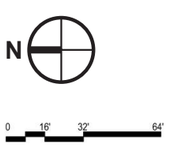
PERIMETER OF PREVIOUS MASSING -
A TOTAL OF 8 UNITS (8,068 SF) REMOVED



BUILDING A

PERIMETER OF PREVIOUS MASSING -
A TOTAL OF 8 UNITS (7,184 SF) REMOVED

BUILDING B



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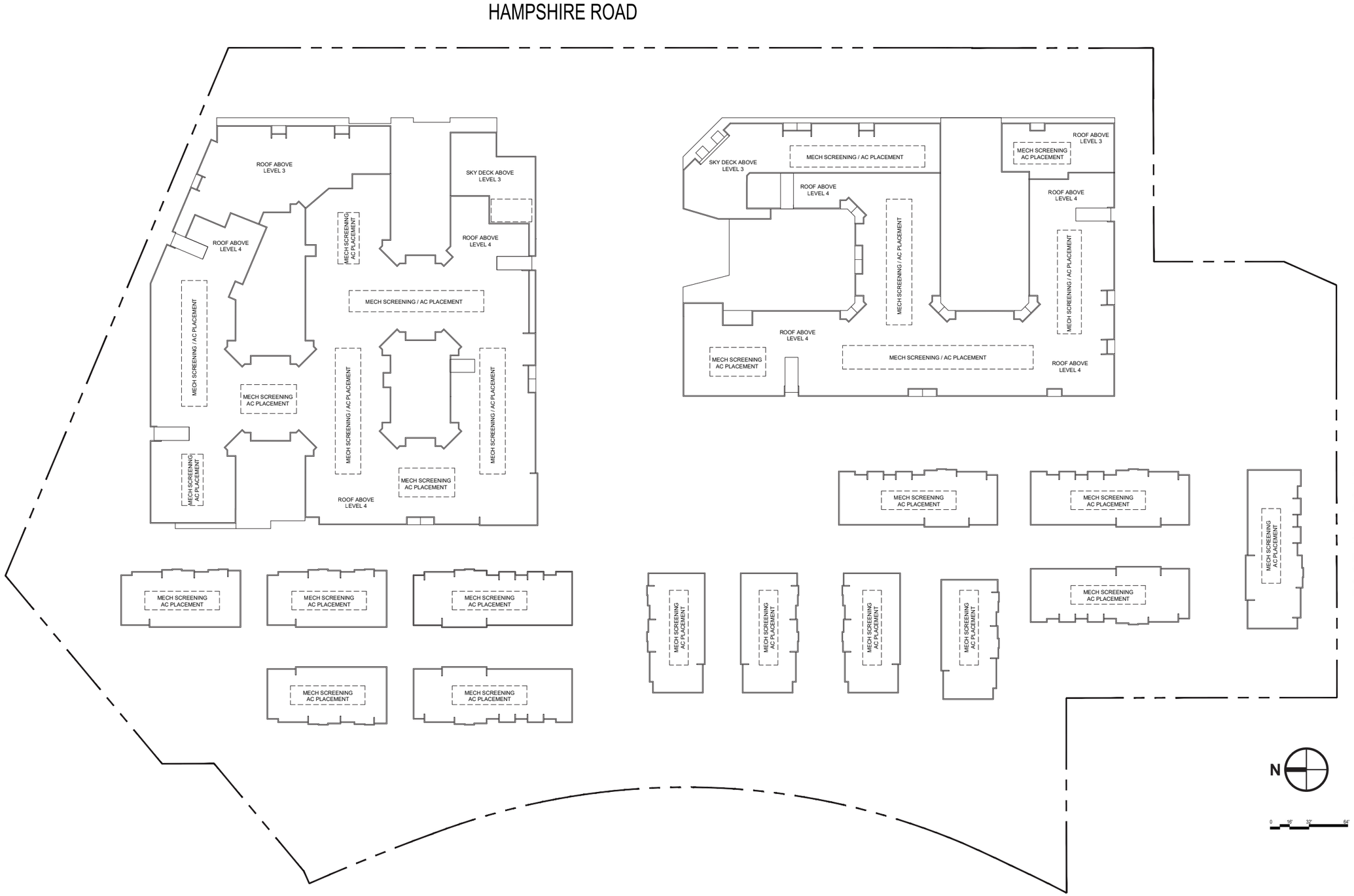
MIXED-USE BUILDING
4TH FLOOR PLAN

A - 10



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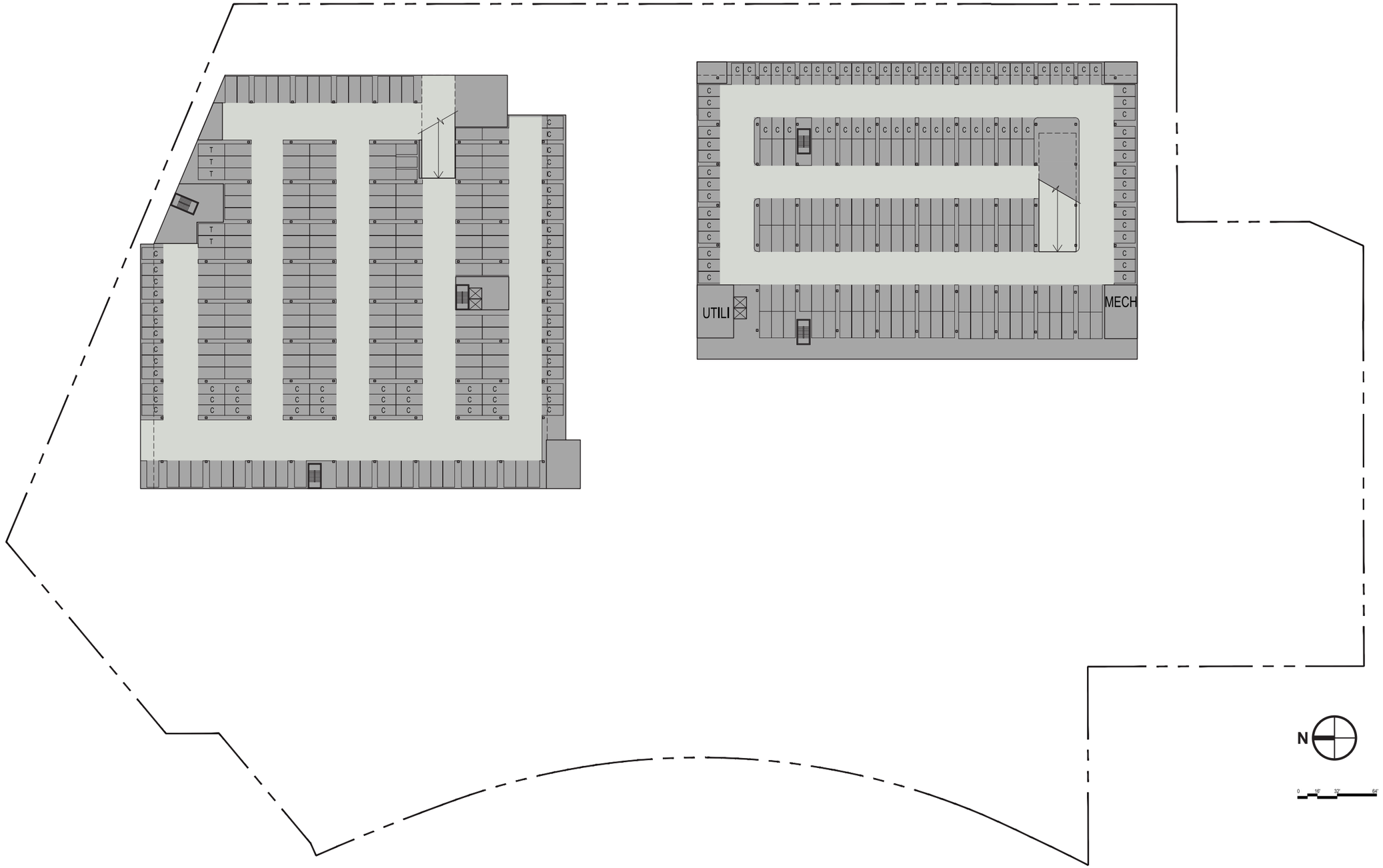
ROOF PLAN

A - 11



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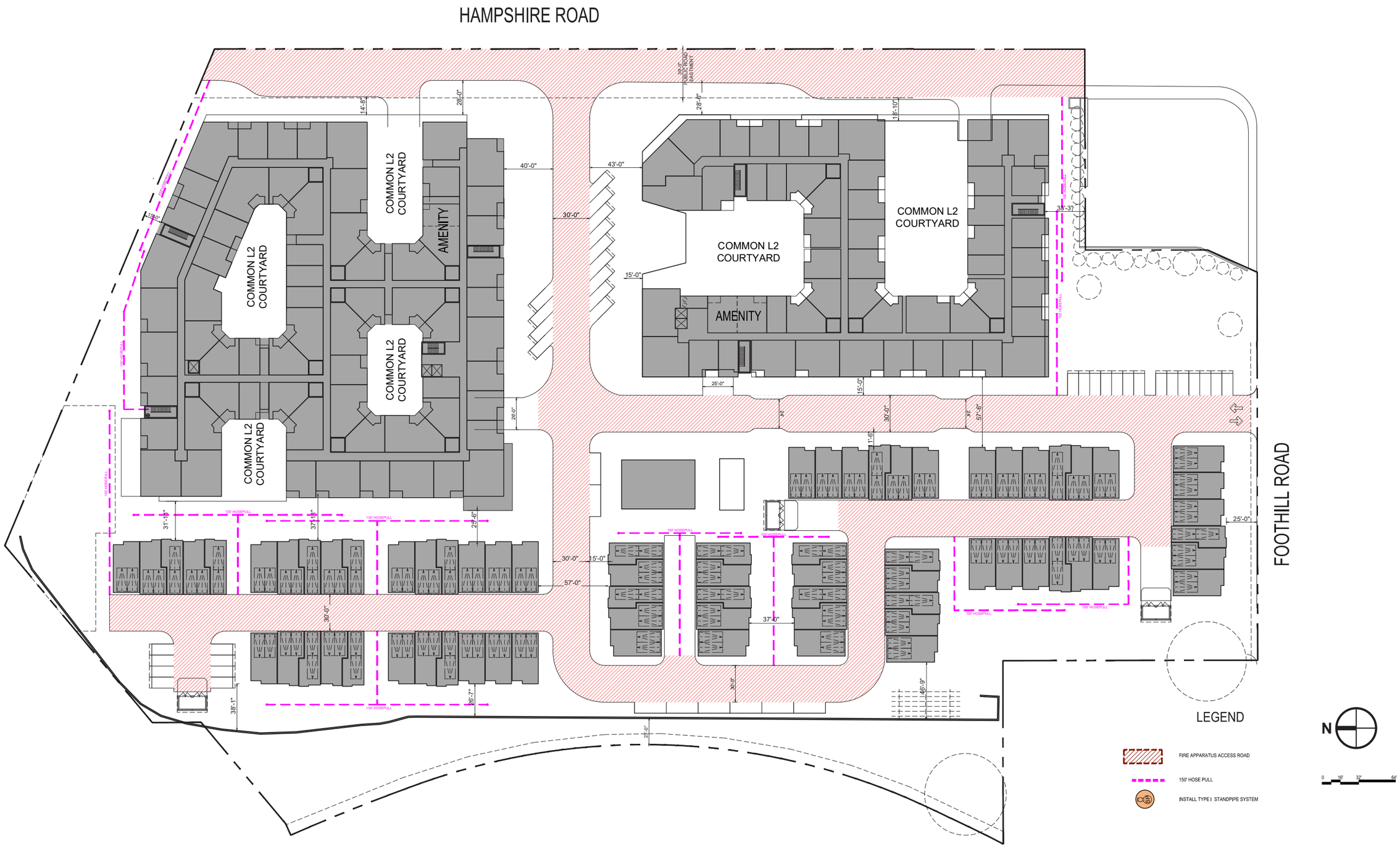
BASEMENT PLAN

A - 12



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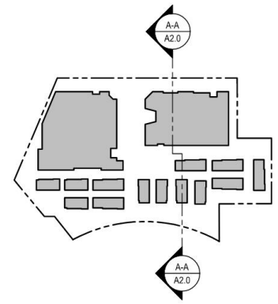
FIRE ACCESS PLAN

A - 13

HEIGHT DISTRIBUTION DIAGRAM



BLDG A = 70,260 SF

BLDG B = 50,152 SF

PODIUM = 34,663 SF

BLDG C 5,176 SF x 6 = 31,056 SF

BLDG D 4,062 SF x 7 = 28,434 SF

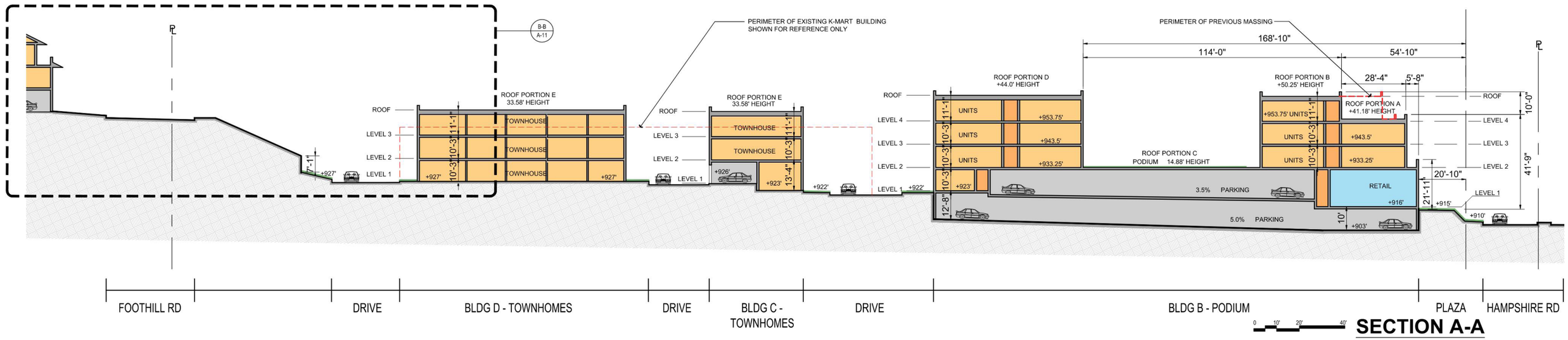
AMENITY BLDG = 2,400 SF
TOTAL ROOF AREA 216,965 SF

HEIGHT PORTION A (41.18') =	24,589 SF	11.3%
HEIGHT PORTION B (50.25') =	21,163 SF	9.8%
HEIGHT PORTION C1 (18.70') =	13,429 SF	6.2%
HEIGHT PORTION C2 (14.88') =	14,638 SF	6.7%
HEIGHT PORTION C3 (11.50') =	6,596 SF	3.0%
HEIGHT PORTION D (44.00') =	74,667 SF	34.5%
HEIGHT PORTION E (33.58')=	59,490 SF	27.4%
HEIGHT PROTION F (18.00')=	2,400 SF	1.1%
TOTAL ROOF AREA	216,965 SF	100%

Height Distribution

BLDG Portion	Height (ft.)	Roof. Area (Sq.ft.)	Percentage	Volume (Cu.Ft.)
A	41.18	24,589	11.3%	1,012,575
B	50.25	21,163	9.8%	1,063,441
C1	18.70	13,429	6.2%	251,122
C2	14.88	14,638	6.7%	217,813
C3	11.50	6,596	3.0%	75,854
D	44.00	74,667	34.4%	3,285,348
E	33.58	59,490	27.4%	1,997,674
F	18.00	2,400	1.1%	43,200
				7,947,028
			100.0%	
Total Building (Sq.ft.)			216,965	
Average Overall Building Height (ft.)			36.6	

HEIGHT DISTRIBUTION CALCULATION



0 10' 20' 40'

SECTION A-A

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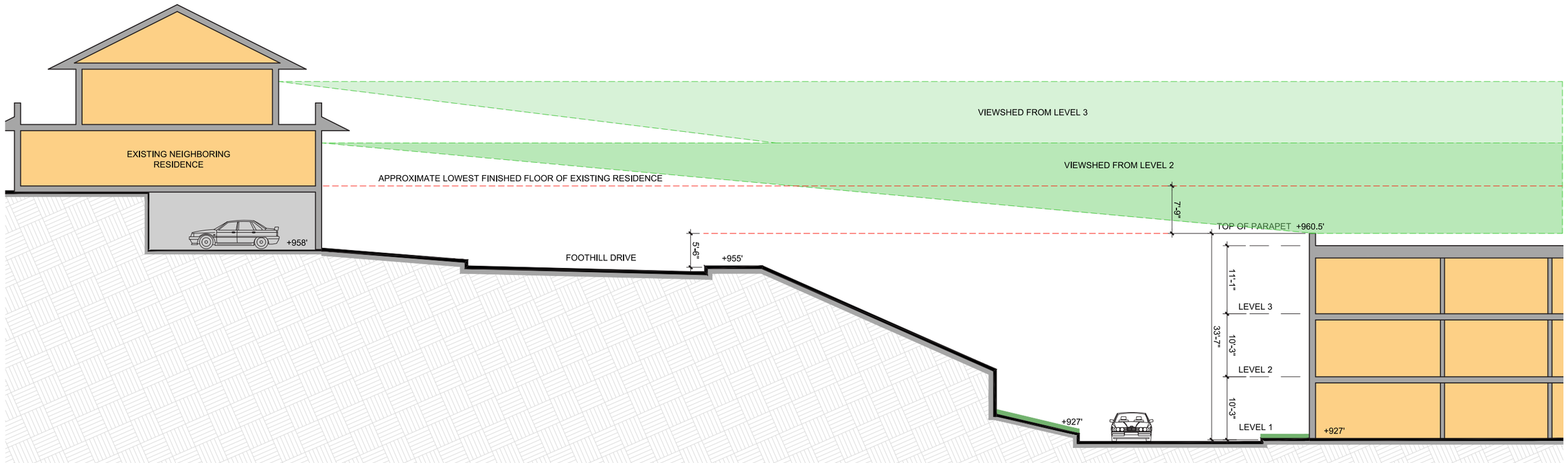
SITE SECTION

A - 14



ENLARGED SECTION B-B

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PARTIAL SITE SECTION

Key Plan

Building A East Elevation Along Hampshire Rd

Key Plan

Building B East Elevation Along Hampshire Rd

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0 8' 16' 32'

ELEVATIONS

Building A South Elevation Along Paseo

Key Plan

Building B North Elevation Along Paseo

Key Plan

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0 8' 16' 32'

ELEVATIONS

A - 17

Building A West Elevation Along Internal Drive

Key Plan

Building B West Elevation Along Internal Drive

Key Plan

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0 8' 16' 32'

ELEVATIONS

Typical Townhome Side Elevation

Key Plan

Typical Townhome Front Elevation

Key Plan

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0 4' 8' 16'

TOWNHOME BUILDING - TYPICAL ELEVATIONS

Key Plan

Elevation

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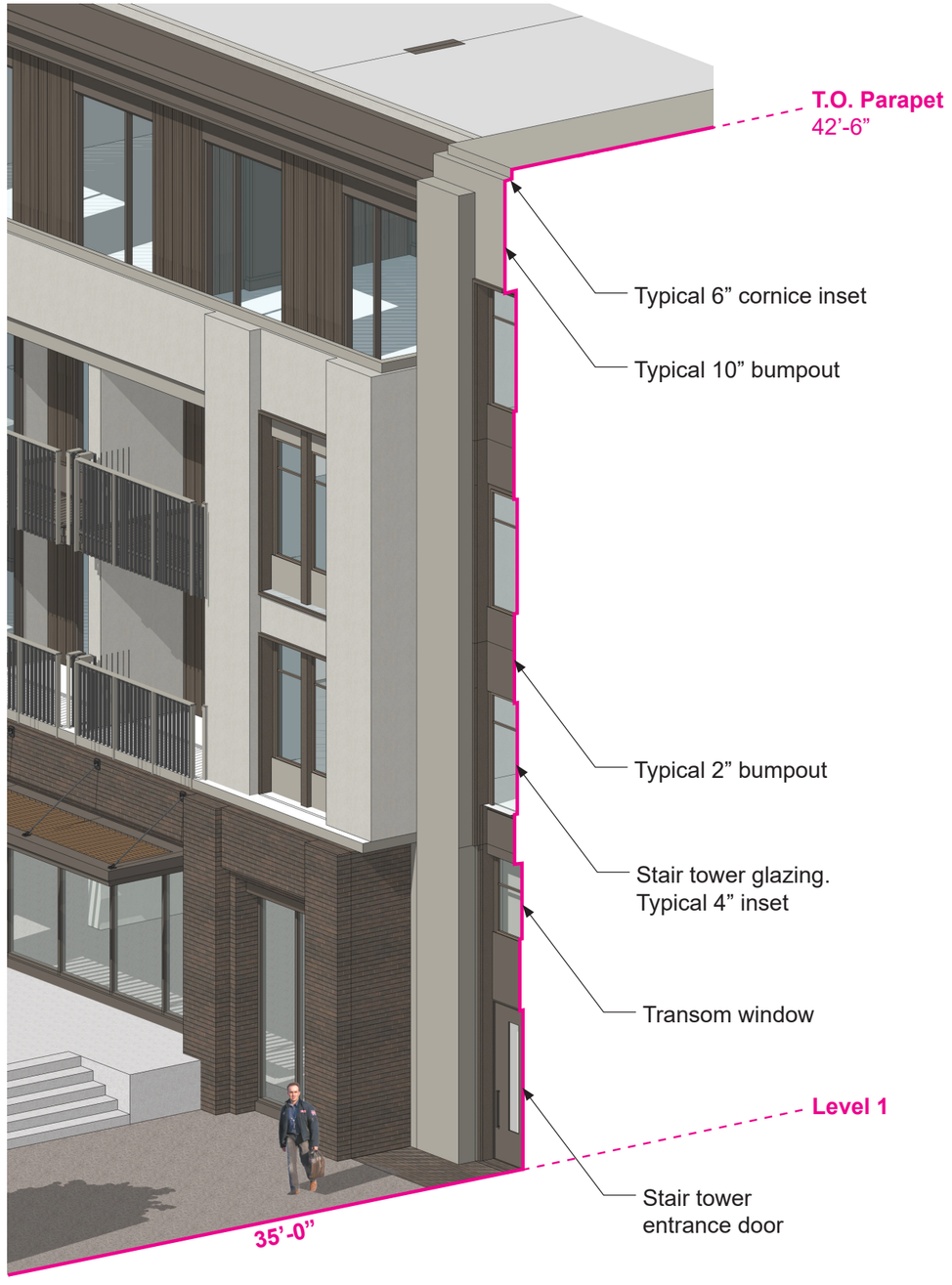
WALL SECTIONS - SKY DECK

Key Plan

Elevation



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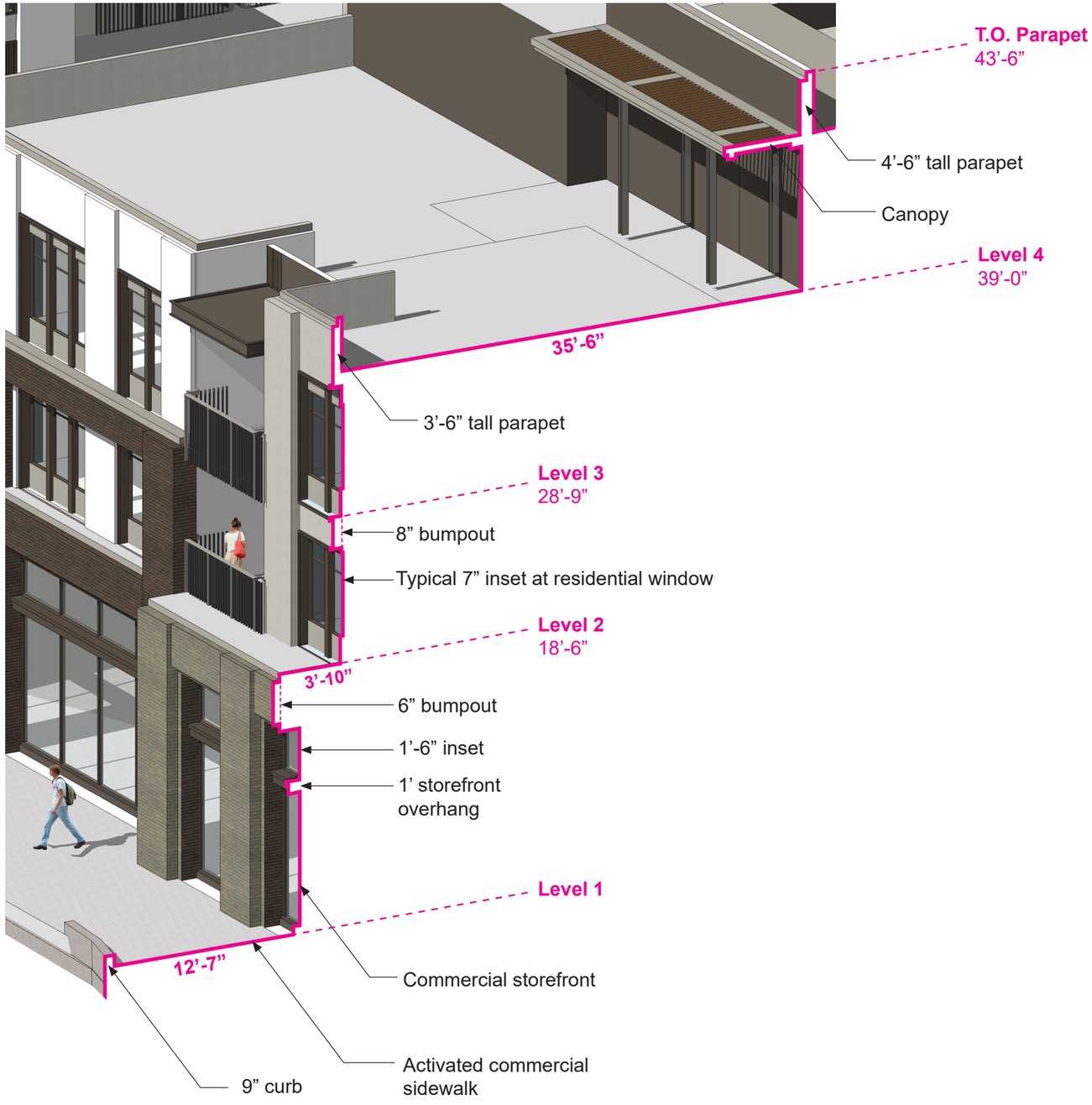
WALL SECTIONS - STAIR TOWER

Key Plan

Elevation



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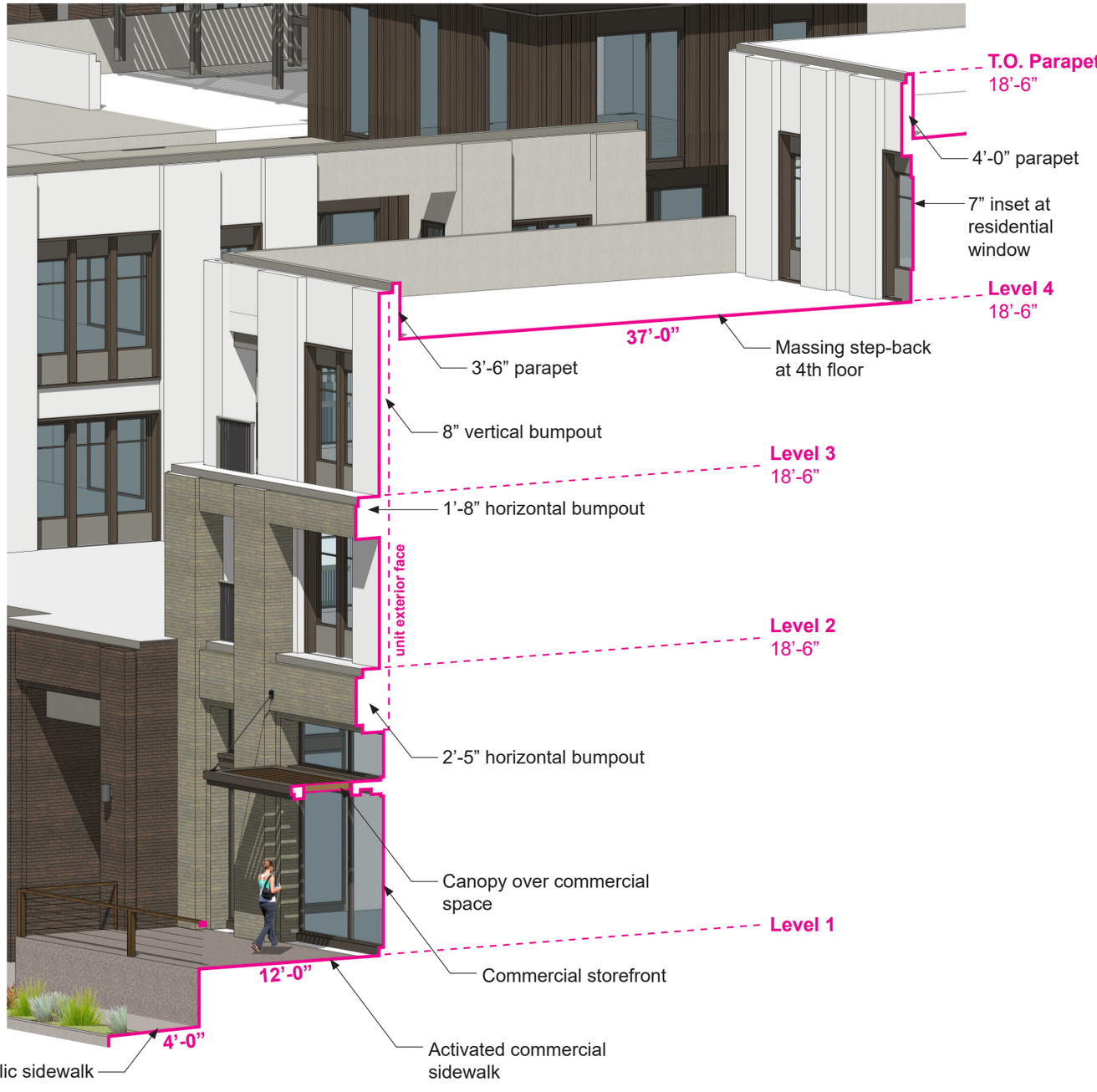
WALL SECTIONS - STEP BACK

Key Plan

Elevation



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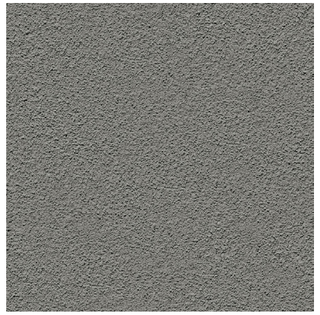
WALL SECTIONS - STEP BACK

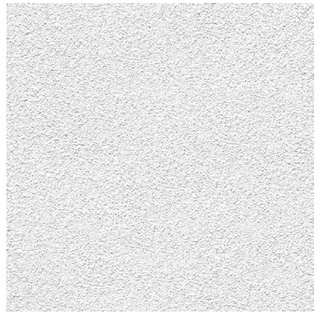
A BRICK VENEER
DARK BROWN

B BRICK VENEER
BEIGE



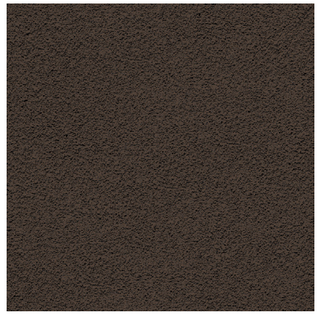
C 30/30 FINISH STUCCO
MEDIUM GREY

D SMOOTH FINISH STUCCO
BEIGE

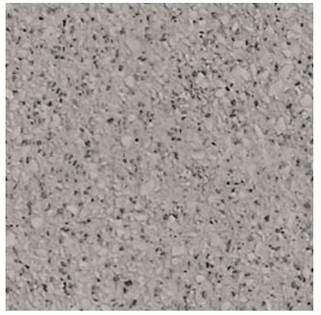


E SMOOTH FINISH STUCCO
WHITE

J VINYL WINDOWS
CASEMENT - CLASSIC BROWN



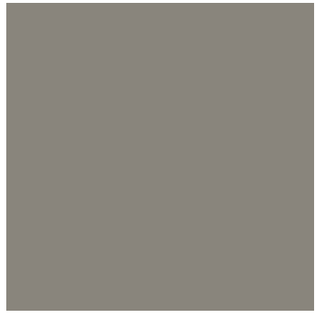
F SMOOTH FINISH STUCCO
DARK BROWN



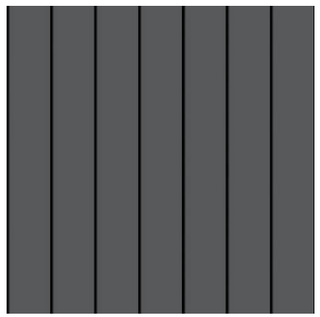
G CONCRETE AGGREGATE
LIGHT GREY

H METAL PANELS
DARK BROWN

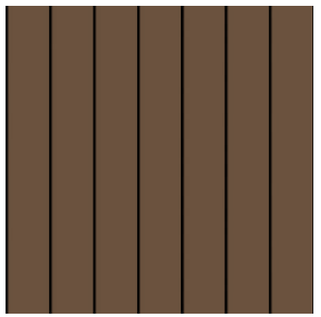
I BRAKE METAL PANEL
DARK BROWN



J BRAKE METAL PANEL
LIGHT BROWN



K FIBER CEMENT SIDING
DARK BLUE

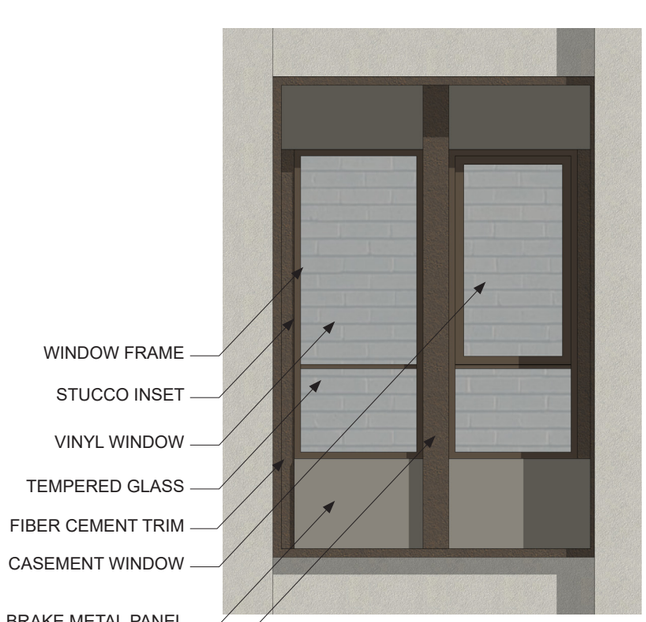


L FIBER CEMENT SIDING
CORTEN BROWN

S1 STOREFRONT SYSTEM
FACTORY COATED BRONZE

S2 COMPOSITE PROFILE
WOOD FINISH

S3 VENTILATION LOUVERS
MEDIUM GREY



S4 WINDOW DETAIL AT HAMPSHIRE RD & PASEO FRONTAGES

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PERSPECTIVE VIEW

A - 25

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PERSPECTIVE VIEW

A - 26

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A - 27

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PERSPECTIVE VIEW

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PERSPECTIVE VIEW

A - 30

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PERSPECTIVE VIEW

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EXISTING VIEW - FOOTHILL DRIVE

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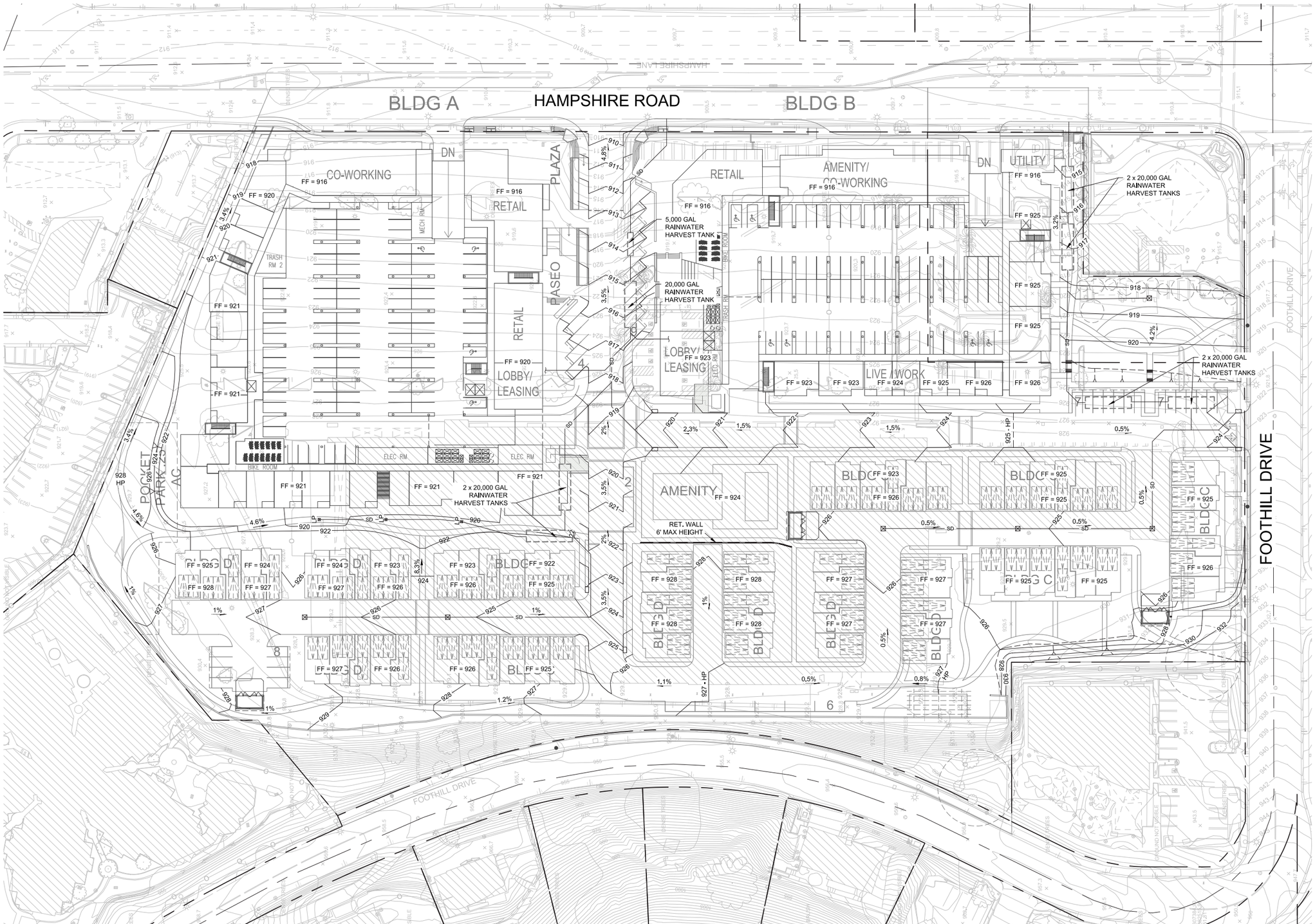
SIMULATED VIEW - FOOTHILL DRIVE



STORMWATER BMP SUMMARY

PROPOSED STORMWATER BMP:	RAINWATER HARVESTING
ESTIMATED SQDV =	144,000 GAL (19,250 CU-FT)
RAINWATER HARVESTING VOLUME PROVIDED =	145,000 GAL (19,384 CU-FT)

GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

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Stantec

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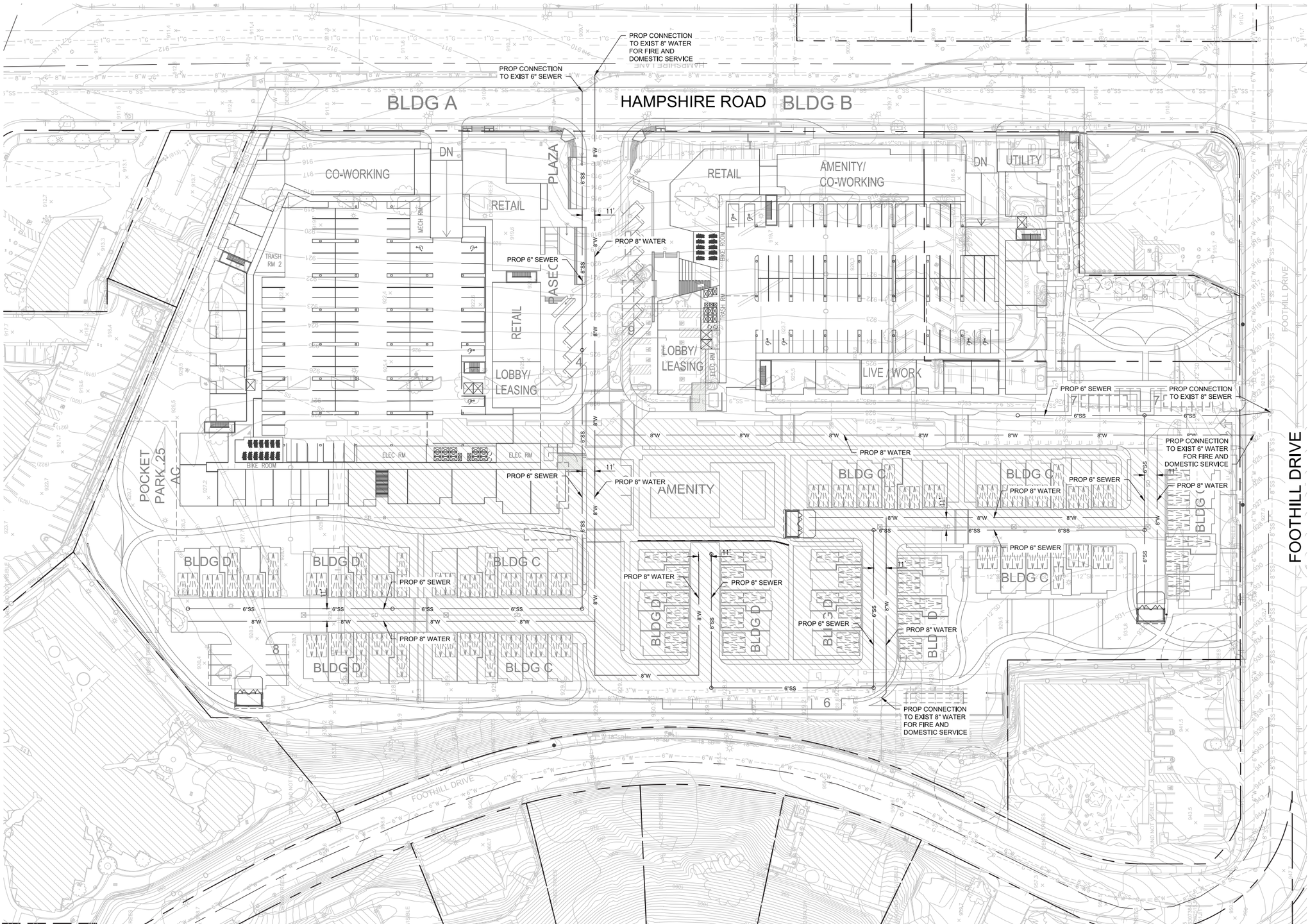
CONCEPTUAL GRADING PLAN

A - 34



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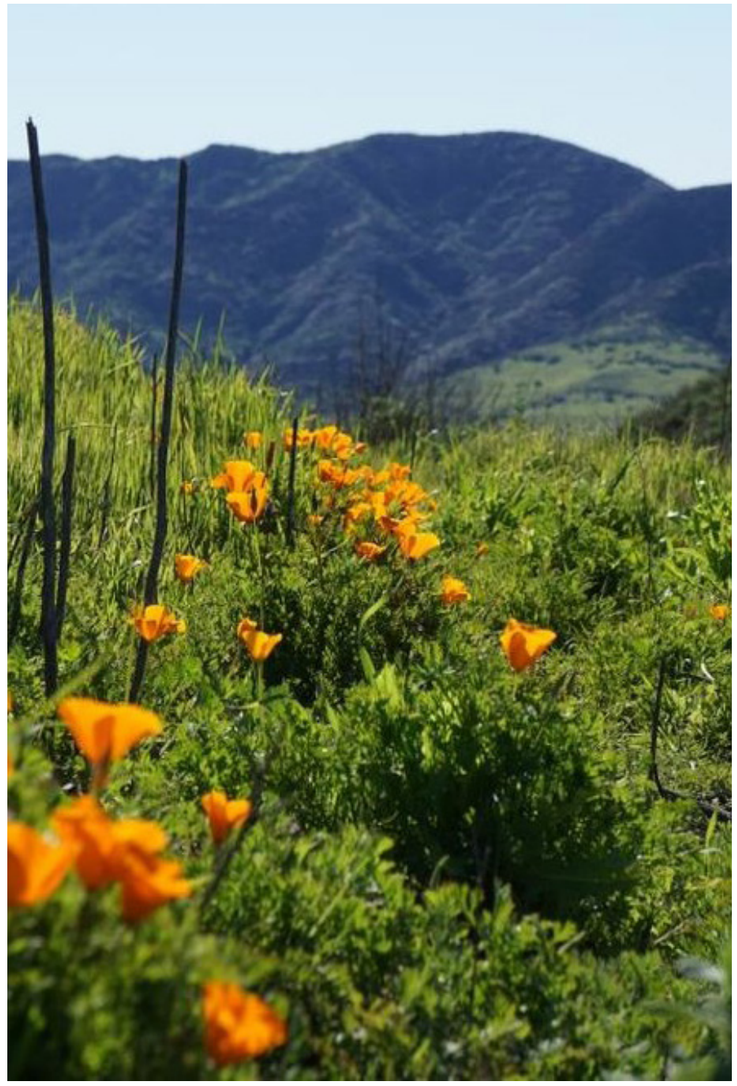
CONCEPTUAL UTILITY PLAN

A - 35

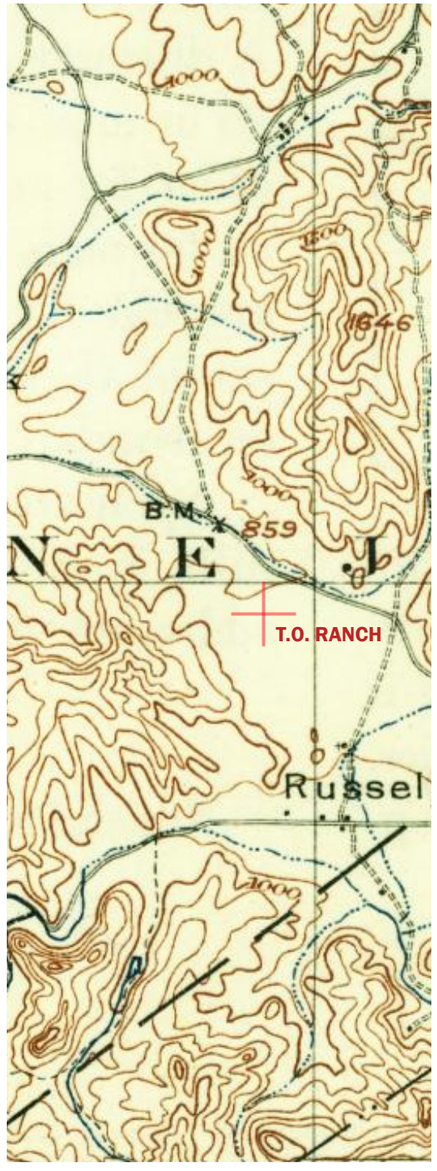


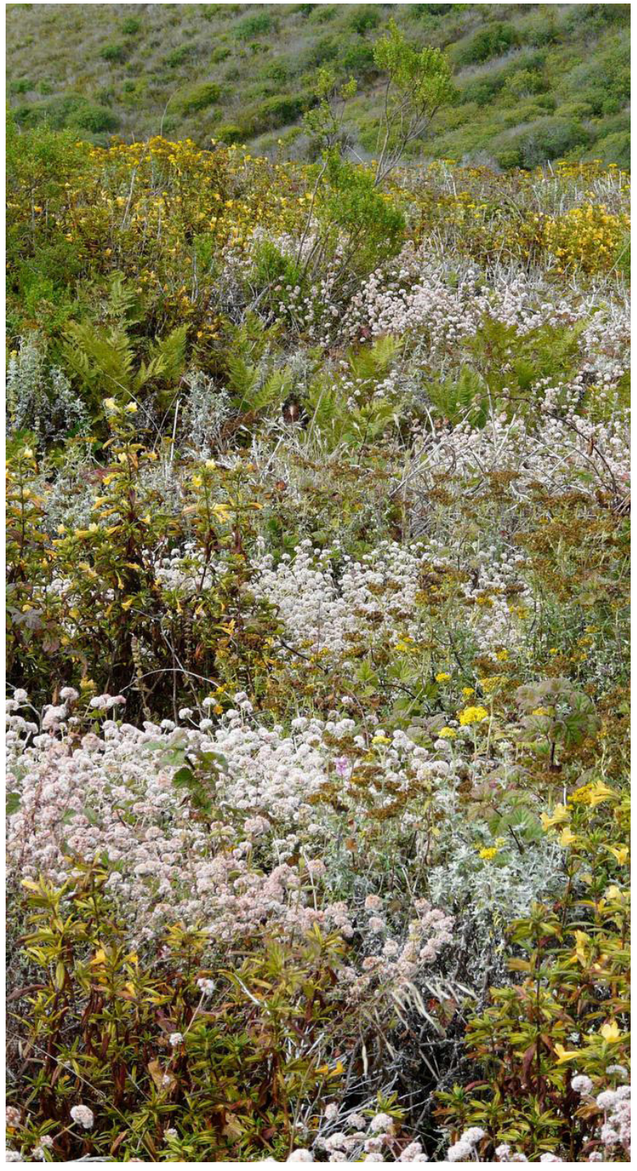
T.O. Ranch

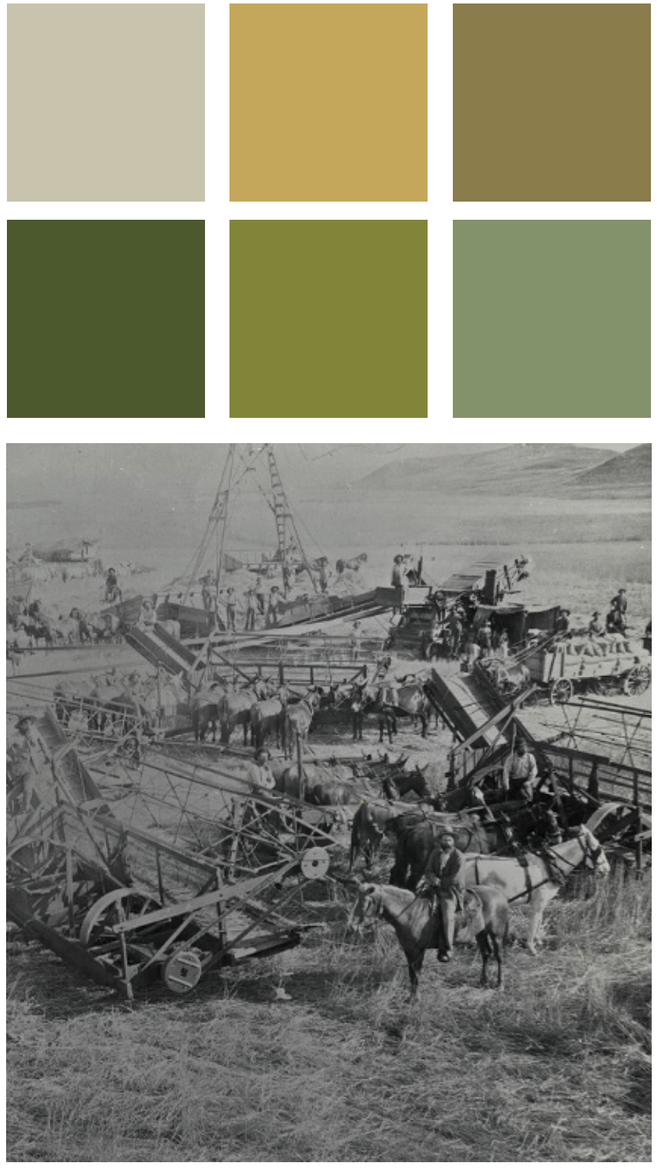
Landscape Concept

BORDER

April 16, 2021







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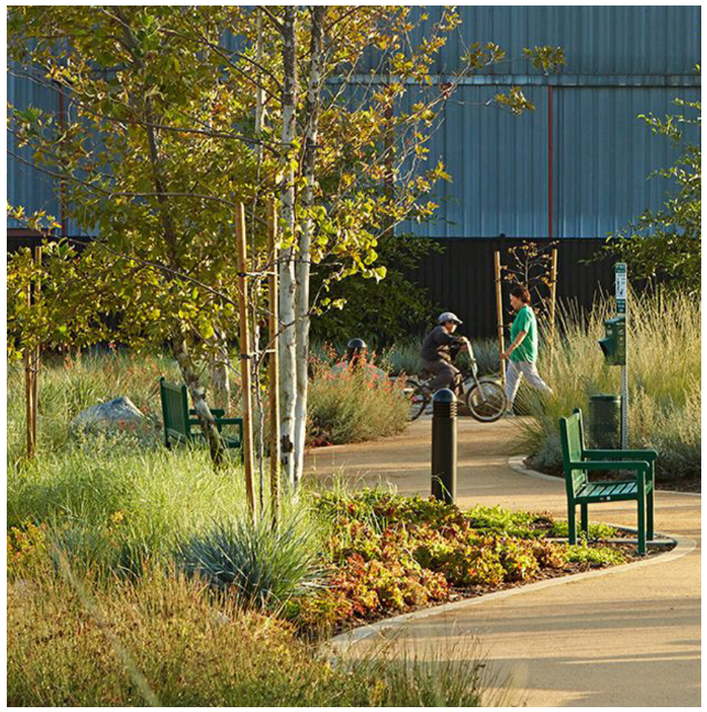
LANDSCAPE CHARACTER



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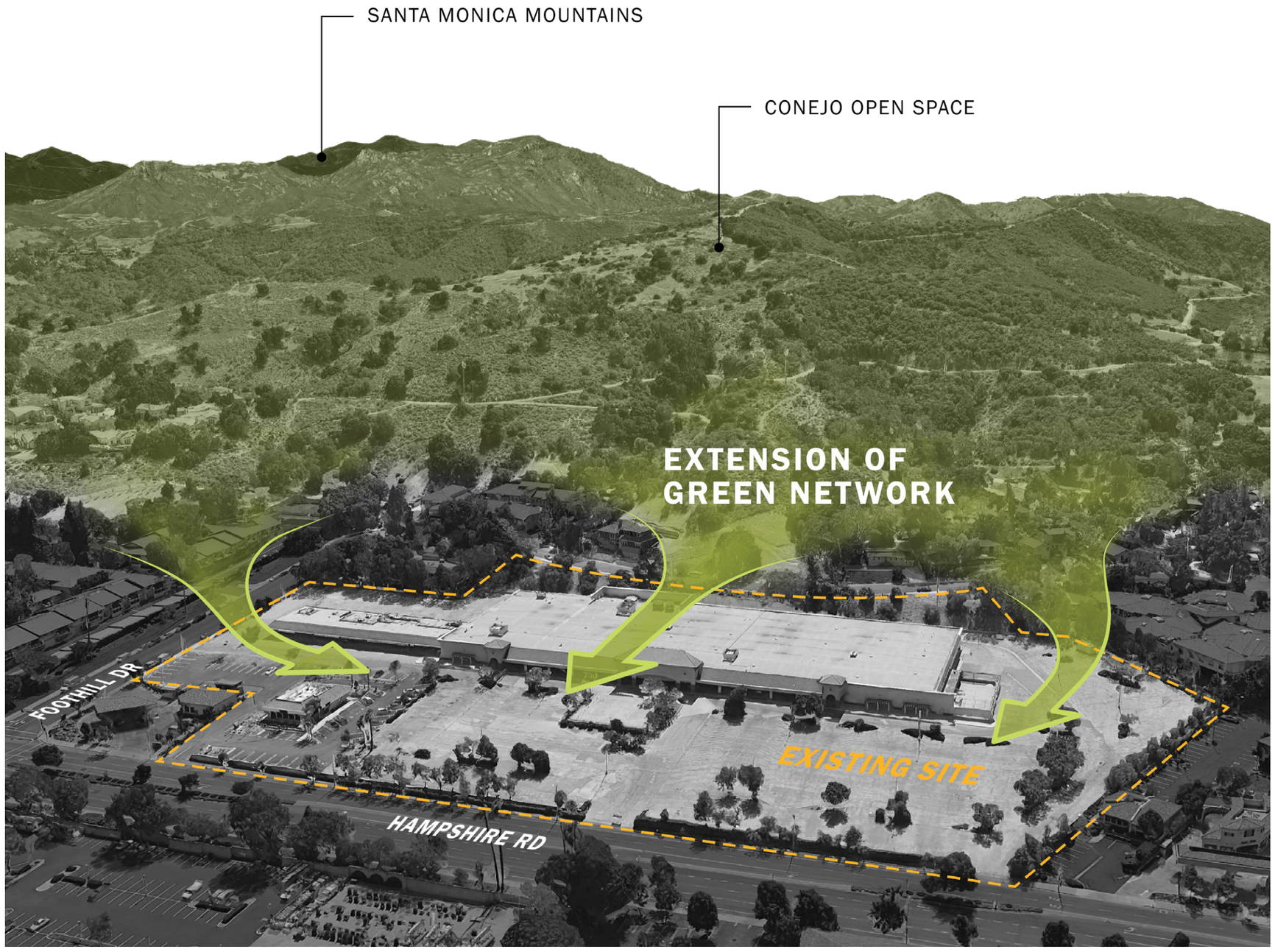
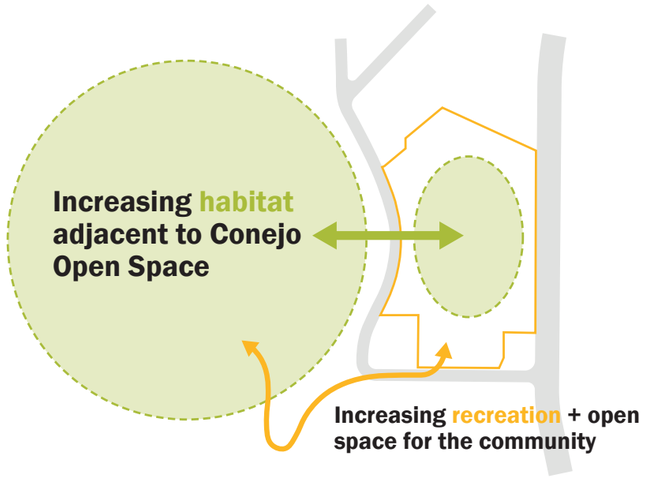




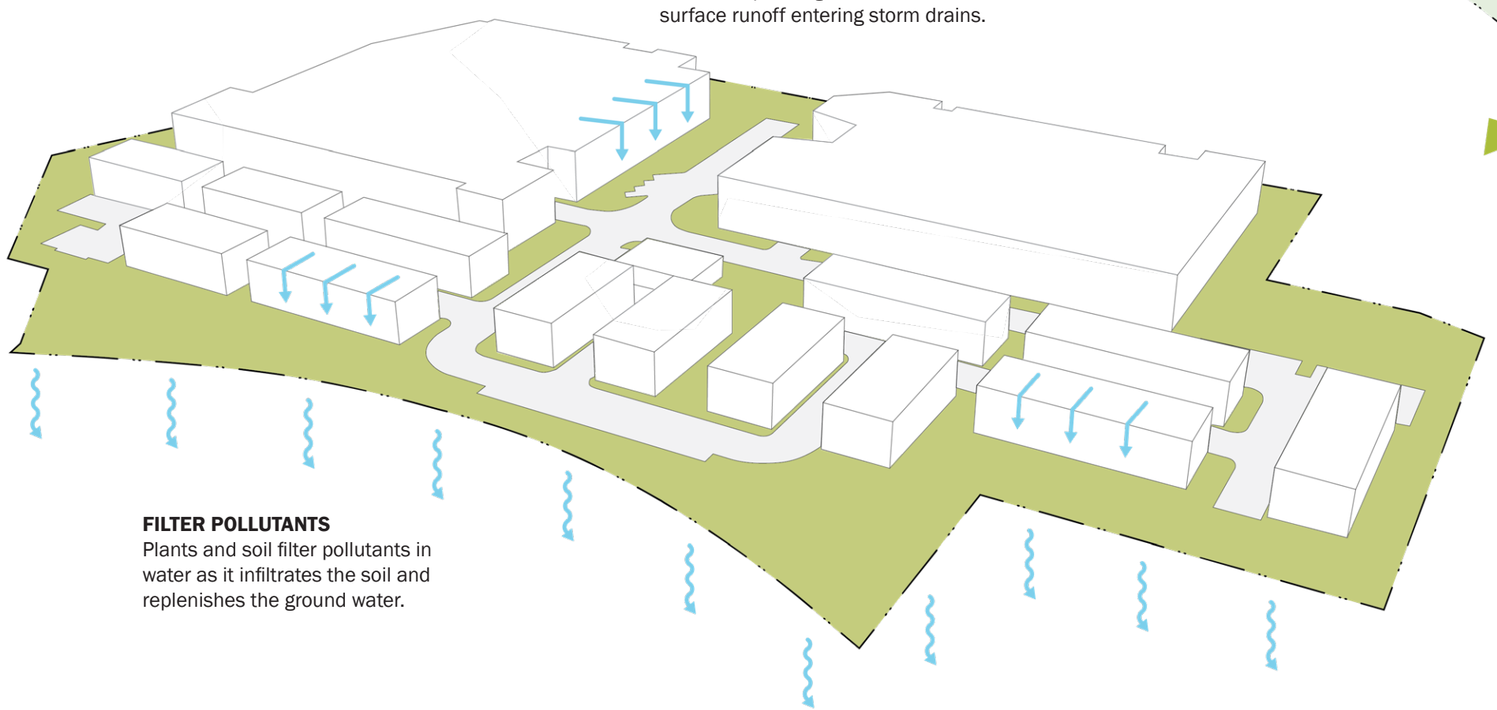
WILDLIFE

The landscape can provide an extension of the plant communities and habitat found adjacent to the site for pollinators, birds, and other threatened species.

PEOPLE

The landscape offers residents and visitors a continuation of the vast open space network and provides opportunity to explore and discover.

Tree Canopy
Reduces Heat Island Effect
Air Pollution
Greenhouse Gases



EVAPOTRANSPIRATION
Water absorbed by trees evaporates from the leaves and surrounding soil, cooling the air.

AIR POLLUTION
Captures particulate from nearby roads and freeways.

PERMEABLE SURFACES
Increased planting area reduces surface runoff entering storm drains.

SHADE
Trees cool the surrounding surfaces and buildings.

COMMUNITY FOREST
Extends and enhances the notable “Community Forest” of Thousand Oaks.

FILTER POLLUTANTS
Plants and soil filter pollutants in water as it infiltrates the soil and replenishes the ground water.

Permeable Surfaces
Reduce Stormwater Runoff
Water Pollution

LEGEND

1. Dog Park / Community Park
2. Pocket Park
3. Seating Garden
4. Paseo Garden Paths
5. Residential Amenity
6. Retail Plaza
7. Connection to Los Robles Trailhead

Scale 1” = 80’-0”

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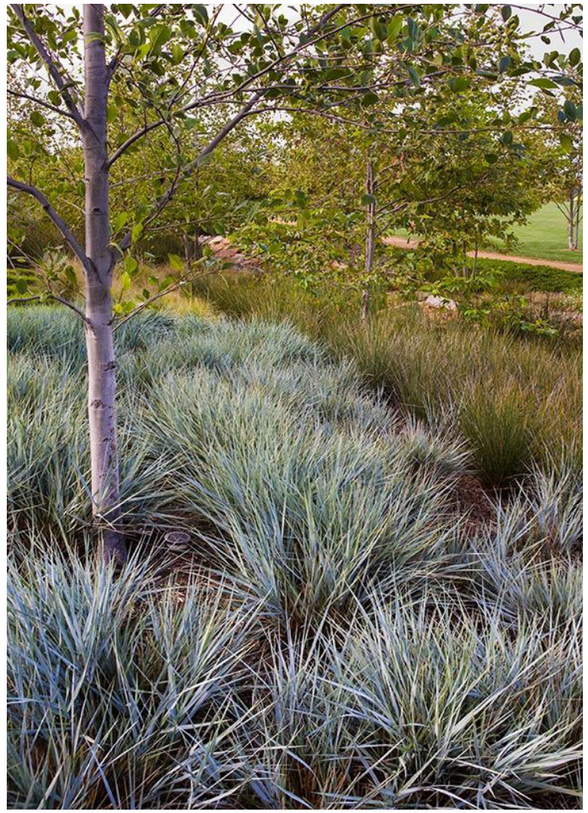
LANDSCAPE CONCEPT PLAN

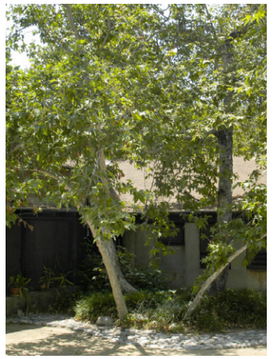


Planting Character

Olea europaea ‘Swan Hill’
Fruitless Olive Tree

Quercus agrifolia
Coast Live Oak

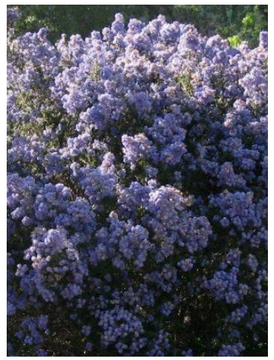
Arbutus marina
Strawberry Tree



Platanus racemosa
Western Sycamore

Ulmus parvifolia
Chinese Elm

Heteromeles arbutifolia
Toyon



Ceanothus ‘Julia Phelps’
Small Leaf Mountain Lilac

Westringia fruticosa ‘Grey Box’
Grey Box Coast Rosemary

Salvia chamaedryoides
Mexican Blue Sage

Muhlenbergia dubia
Pine Muhly

Sesleria autumnalis
Autumn Moor Grass

Agave attenuata
Foxtail Agave

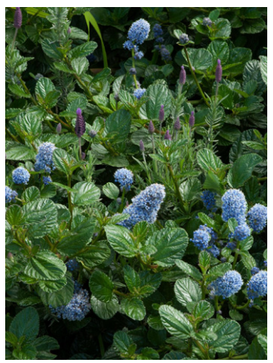
Agave ovatifolia
Whale’s Tongue Agave

Leucospermum cordifolium ‘Flame Giant’
Nodding Pincushion

Aloe ‘Safari Rose’
Safari Rose Aloe

Euphorbia amygdaloides ‘Purpurea’
Purple Wood Spurge

Baccharis pilularis ‘Pigeon Point’
Pigeon Point Coyote Brush



Ceanothus griseus var. horizontalis ‘Yankee Point’
Yankee Point California Lilac

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PLANT PALETTE