

**ADOPTED**  
**MITIGATED NEGATIVE DECLARATION**  
**EXPANDED INITIAL STUDY**  
**and**  
**NEPA ENVIRONMENTAL ASSESSMENT**

**City of Moorpark Public Works Department**  
**LOS ANGELES AVENUE EAST WIDENING, REHABILITATION**  
**AND IMPROVEMENT**

**in**

**THE CITY OF MOORPARK**

**Mitigated Negative Declaration**  
**Capital Improvement Project for the 1998-1999 Fiscal Year**  
*(SCH NO. 99021099)*

Prepared by:

THE CITY OF MOORPARK  
City Hall  
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April, 1999



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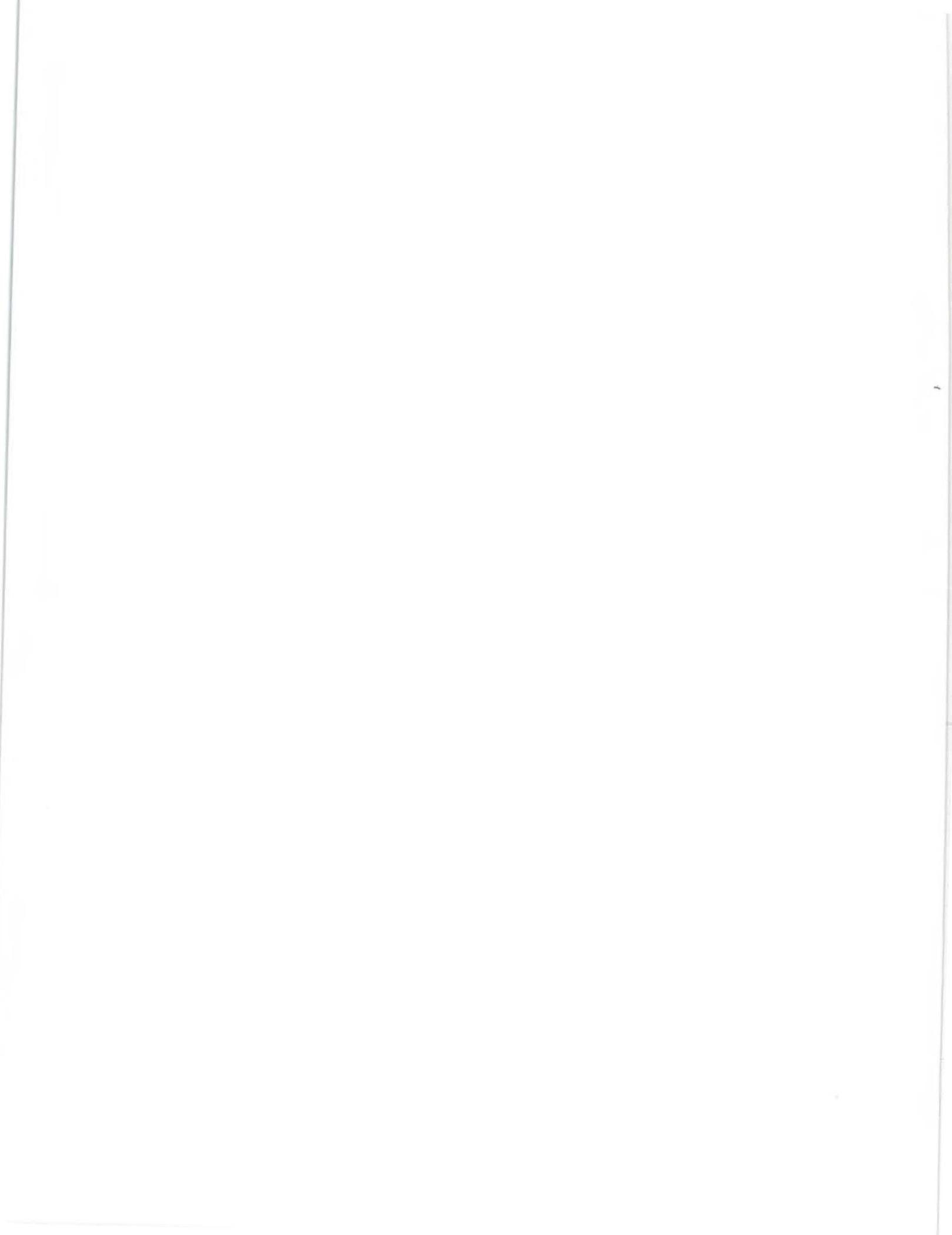
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## RESOLUTION NO. 99 -

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MOORPARK, CALIFORNIA, ADOPTING A MITIGATED NEGATIVE DECLARATION AND EXPANDED INITIAL STUDY / ENVIRONMENTAL ASSESSMENT AS WELL AS THE MITIGATION MONITORING PLAN FOR THE LOS ANGELES AVENUE [EAST] WIDENING PROJECT

WHEREAS, the City intends to construct a project to widen, rehabilitate and improve Los Angeles Avenue from South Condor Drive westerly to a point east of the intersection of Spring Road and High Street; and

WHEREAS, at a duly noticed public hearing on March 17, 1999, the City Council considered the content of a Draft Mitigated Negative Declaration/Expanded Initial Study for said project; and

WHEREAS, the City Council opened the public hearing on March 17, 1999, and took testimony from all those wishing to testify and closed the public hearing after public input; and

WHEREAS, the Draft Mitigated Negative Declaration and Expanded Initial Study / Environmental Assessment was made available to the public for the required review period set forth in the City and State CEQA Guidelines and NEPA regulations; and

WHEREAS, responses to comments on the adequacy of the Draft Mitigated Negative Declaration and Expanded Initial Study / Environmental Assessment were presented to the City Council; and

WHEREAS, a mitigated monitoring plan conforming with City and State guidelines was prepared and distributed to the public and decision-makers prior to taking action on the sufficiency of the environmental analysis of the project; and

WHEREAS, the City Council has determined that based on the record as a whole the proposed street improvement program will not result in any significant impacts that have not been fully and completely mitigated; and

WHEREAS, appropriate findings concerning the impacts of the project have been prepared, which have been attached to this resolution as Exhibit "A."

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MOORPARK, CALIFORNIA, DOES RESOLVE AS FOLLOWS:

SECTION 1. The City Council has determined that the Mitigated Negative Declaration and Expanded Initial Study / Environmental Assessment prepared for the proposed widening and rehabilitation of Los Angeles Avenue east of the Spring Road/High Street intersection is accurate and complete and has been prepared in compliance with CEQA and NEPA.

SECTION 2. The City Council has reviewed and approved the Mitigation Monitoring Plan prepared to implement the Mitigation Measures set forth in the Mitigated Negative Declaration and Expanded Initial Study / Environmental Assessment for this project.

SECTION 3. On the basis of the record as a whole, the City Council determined that the impacts of the proposed project, with the adoption of mitigation measures, would not have a significant adverse effect on the environment.

SECTION 4. The City Council hereby approves the Mitigated Negative Declaration and Expanded Initial Study / Environmental Assessment and Mitigation Monitoring Plan subject to the attached findings.

SECTION 5. The City Clerk shall certify to the adoption of this Resolution and shall cause a certified Resolution to be filed in the book of original Resolutions.

PASSED AND ADOPTED THIS 21<sup>st</sup> DAY OF APRIL, 1999.

\_\_\_\_\_  
Patrick Hunter, Mayor

ATTEST:

\_\_\_\_\_  
Deborah S. Traffenstedt, City Clerk

Exhibit "A": CEQA Findings

Resolution Number 99-\_\_\_\_\_

EXHIBIT A

STATEMENT OF FINDINGS

THE LOS ANGELES AVENUE EAST WIDENING PROJECT

Legal Requirements

The California Environmental Quality Act (CEQA) section 15074 and 15074.1, which specify procedures for the consideration and approval of a Mitigated Negative Declaration, requires the preparation of certain findings. These findings, as applicable to the proposed project, include:

- (1) Based on the record as a whole, the decision-making body, the City of Moorpark City Council (Lead Agency), has determined that there is no substantial evidence that the proposed project, the widening of Los Angeles Avenue East, will result in significant effects on the environment;
- (2) The Mitigated Negative Declaration/Expanded Initial Study represents the independent judgement of the Lead Agency;
- (3) The analysis of the data contained in the Mitigated Negative Declaration/Expanded Initial Study was subjected to properly noticed public review and comment;
- (4) All comments on the Draft Mitigated Negative Declaration/Expanded Initial Study were considered and responses, in writing, to each comment were prepared by the Lead Agency;
- (5) The City has placed all of the analysis and baseline data used in the preparation of the document at the public counter of the City Community Development Department and has, during the duration of the review period, made this material available to interested persons;
- (6) The City has adopted a Mitigation Monitoring and Reporting Program to ensure proper implementation of mitigation measures; and

- (7) The adoption of required mitigation measures specified in the Mitigated Negative Declaration/Expanded Initial Study will reduce all potential adverse effects on the environment to acceptable levels based on significance criteria established in CEQA Guidelines and City procedures for the implementation of CEQA; and -
- (8) the mitigation measures that have been adopted will not themselves cause any significant effects on the environment.

## NOTICE OF HEARING

**NOTICE IS HEREBY GIVEN**, that a hearing will be conducted before the City Council of the City of Moorpark, California, at the meeting of March 17, 1999, beginning at 7:00 p.m., in the Council Chambers at the Moorpark City Hall located at 799 Moorpark Avenue, Moorpark, California, 93021, to consider the project described below.

**NOTICE IS FURTHER GIVEN**, that pursuant to California State Law, an evaluation was conducted to determine if the proposed project could significantly affect the environment, and that based upon that review, the City of Moorpark as Lead Agency under CEQA has prepared a Mitigated Negative Declaration. The Mitigated Negative Declaration will be considered at the time and placed given by this notice.

**Project Description:** The Los Angeles Avenue East Rehabilitation Improvement Program will involve the acquisition of right-of-way to permit future development of four lanes of travel, construction of engineered retaining walls, realignment and construction of Los Angeles Avenue to include installation of two travel lanes and drainage facilities within the expanded right-of-way, and the installation of roadway traffic striping on Los Angeles Avenue.

**Project Location:** Between Spring Road and Princeton Avenue within the City Of Moorpark.

**Applicant:** City of Moorpark  
Public Works Department  
799 Moorpark Avenue  
Moorpark, California

Any person affected by the proposed project may appear and be heard in support or opposition at the time of the hearing. The Mitigated Negative Declaration and project documents may be reviewed at the Department of Community Development, City Hall, 799 Moorpark Avenue, Moorpark, California, 93021; Telephone (805)529- 6864.

The City Council in their deliberations may approve the document, deny the document, or approve the document with modifications. If you challenge the project or environmental documentation in court, you may be limited to issues raised by you or someone else at the hearing or by written correspondence delivered to the Community Development Department at or prior to the hearing.

**Si tiene preguntas acerca de este proyecto, favor de City Hall, telefono 529-6864.**



CITY OF MOORPARK  
799 Moorpark Ave.  
Moorpark, CA 93021

DRAFT MITIGATED NEGATIVE DECLARATION NOTICE OF AVAILABILITY

Notice is hereby given that the City of Moorpark has determined that the following project, **THE LOS ANGELES AVENUE EAST REHABILITATION AND IMPROVEMENT PROGRAM**, with the attached mitigation measures, would not have a significant effect on the environment, and a MITIGATED NEGATIVE DECLARATION has been prepared rather than an Environmental Impact Report.

Interested persons are offered the opportunity to comment in writing on the proposed Draft Mitigated Negative Declaration between **February 16th and March 16th, 1999**. In addition, the public is also invited to attend a hearing on the proposed Draft Mitigated Negative Declaration for this project to be held before the **City Council on March 17th, 1999**. Comments on the adequacy of this document will be solicited at this hearing. If no significant, factually documented objections to the proposed Draft Mitigated Negative Declaration and associated environmental analysis are received, **the proposed Mitigated Negative Declaration will be adopted at the City Council hearing scheduled for March 17th, 1999**. The adoption hearing will be held in the City Council Chambers of the City of Moorpark (at the address provided above) at 7:00 p.m. In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Clerk's Office at (805) 529-6864. Notification 48 hours in advance of the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting.

1. Project: Los Angeles Avenue East Rehabilitation Improvement Program
2. Applicant: City of Moorpark  
799 Moorpark Avenue  
Moorpark, CA 93021
3. Project Objective: This capital improvement project is a proposal to complete minor widening, rehabilitation and realignment of Los Angeles Avenue between Spring Road and Happy Camp Canyon Road in the City of Moorpark. The modified alignment will also be restriped. The project will involve the acquisition of right of way which will result in the acquisition of private property. Residential relocation may be necessary in some instances to complete the project. Several walls constructed to support the road widening and to minimize property acquisition. In addition, several major retaining walls will be constructed (the type of retaining wall not yet determined) to support the widening of the roadway to its ultimate planned four lane configuration. However, four lane construction will not occur at this time.  
  
Parcel Numbers: refer to the Mitigated Negative Declaration for a list of impacted properties.  
  
Location: The proposed project is a portion of Los Angeles Avenue between Happy Camp Canyon and Spring Road.
4. Impacts/Mitigations: The impacts of the project are described in the attached Initial Study and in the Technical Appendices for the project.
5. Findings: On the basis of the Initial Study, analysis of available information, it is proposed that there is substantial evidence that the significant effects of the proposed project on the environment can be mitigated to a level of insignificance with the adoption of mitigation measures. Based on the findings contained in the attached Initial Study and the record as a whole, a finding can be made that there is no evidence that there will be an adverse effect on environmental resources that cannot be fully mitigated through the implementation of mitigation measures.



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## Introduction

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### Preparation of an Initial Study and Environmental Assessment

This Initial Study has been prepared in accordance with relevant provisions of the California Environmental Quality Act (CEQA) of 1970 as amended and CEQA Guidelines as implemented by the City of Moorpark. Section 15063 of CEQA Guidelines defines an Initial Study as the proper preliminary method of analyzing the potential environmental consequences of a project. The purposes of an Initial Study are to:

- (1) to provide the Lead Agency (the City of Moorpark) with the necessary information to decide whether to prepare an Environmental Impact Report (EIR) or a Mitigated Negative Declaration;
- (2) to enable the Lead Agency to modify a project, mitigating adverse impacts thus avoiding the need to prepare an EIR;
- (3) to provide sufficient technical analysis of the environmental effects of a project to permit a judgment, based on the record as a whole, that the environmental effects of a project have been adequately mitigated.

Initial Studies and companion Mitigated Negative Declarations may be used to satisfy the requirements of the California Environmental Quality Act (CEQA) when developments such as the proposed **New Los Angeles Avenue East Widening, Rehabilitation and Improvement Project** are anticipated either to have no significant effects or to have potentially significant effects on the environment that can be fully mitigated by either modifying a project or by incorporating mitigation measures into an environmental compliance program. **In the case of the proposed project, as discussed in this document, this undertaking will not result in any significant effects on the environment that cannot be mitigated to less than significant levels and therefore preparation of a Mitigated Negative Declaration is appropriate.**

## Mitigation Requirements Defined

CEQA Guidelines state that mitigation includes (15370 {a} through {e}):

- (a) *Avoiding the impact altogether by not taking a certain action or parts of an action.*
- (b) *Minimizing impacts by limiting the degree or magnitude of the action and its implementation.*
- (c) *Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.*
- (d) *Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.*
- (e) *Compensating for the impact by replacing or providing substitute resources or environments.*

Section 15369.5 70 of CEQA Guidelines defines in the following language the mitigation standards that must be met to employ a Mitigated Negative Declaration (MND) for CEQA compliance. This section states:

*"Mitigated Negative Declaration" means a negative declaration prepared for a project when the initial study has identified potentially significant effects on the environment, but (1) revisions in the project plans or proposals made by, or agree to by, the application before the proposed negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effect on the environmental would occur, and (2) there is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment.*

Based on the information provided in this MND, with the incorporation of mitigation measures referenced in the CEQA Conditions of Approval section of the document.

## Impact Classifications

Different categories of impact significance require various administrative actions by the decision makers at the time a project is approved. Conclusions about the significance of an impact are highlighted in **bold print** in the document. In the analysis to follow, several impact evaluation distinctions have been made.

The different types of impacts that have been distinguished include:

Class I: Significant adverse impacts which **cannot** be mitigated or avoided have been identified as Class I impacts in the Initial Study Analysis. A significant unmitigable adverse impact is a problem for which the City has been unable to find a solution. These impacts require decision-makers to make findings of overriding consideration before the project is approved. If such impacts are identified, an MND cannot be used for CEQA compliance and an EIR must be prepared. These impacts are identified as a **Potentially Significant Impact** in the attached Initial Study Checklist analysis.

Class II: Potentially significant impacts which **can** feasibly be mitigated are identified as Class II impacts in the Initial Study Checklist analysis. In these cases, the consequences of a project are considered sufficiently serious that some form of mitigation planning is needed. These mitigations can involve modifications to the project, changing the project design to avoid conflicts with environmental values, or performing data collection procedures prior to construction (such as archaeological salvage programs). A significant mitigable impact is a problem for which a solution can be conceived and feasibly implemented. Decision-makers are required to make findings that impacts have been mitigated before a project approved. The Mitigation Measures section of this document contain a list of measures that, when adopted, reduce all impacts to insignificance thus permitting the use of an MND for CEQA compliance. These impacts are identified as a **Potentially Significant Unless Mitigated** effects in the attached Initial Study Checklist analysis.

Class III: Impacts which are not significant are classified as Class III effects. Insignificant impacts describe the consequences of a project that are not sufficiently disruptive to require mitigation measures. Modest changes in the environment that have no serious consequences on the abundance or diversity of plant or animal life, for example, are usually classified as adverse but not significant. These impacts are identified as a **Less Than Significant** Impact in the attached Initial Study Checklist.

Class IV: Project effects which have no impacts on the environment are identified in the attached Initial Study checklist as **No Impact**.

Project consequences with the potential to improve habitats, solve environmental problems, or generate substantial public benefits are classified as beneficial effects.

There are factual tests recommended in the Appendices to CEQA Guidelines that aid in this classification process. An Initial Study and Mitigated Negative Declaration may be used to satisfy CEQA processing requirements if no Class I impacts are anticipated or if Class II impacts can be fully mitigated. Use of a Mitigated Negative Declaration is appropriate in cases where impacts have been avoided or where significant impacts have been offset by mitigation measures. **Since the proposed project will not result in any impacts to the environment as defined by CEQA and elaborated upon in recent case law that have not been completely offset either by project revisions or the imposition of mitigation measures, a Mitigated Negative Declaration has been prepared.**

#### **Use of this Document by the City of Moorpark**

*This is a Final environmental document which will be used to complete the planning analysis of the project and to inform the decision-makers about the environmental consequences of approving the undertaking. The draft document was offered to the public as a preliminary statement about the environmental consequences of the project. The publication of the Initial Study and Mitigated Negative Declaration initiated a 30 day review period. Written comments on the document were solicited by the City during this period and a hearing on the adequacy of the Negative Declaration was held before the City Council on March 4th, 1999. Copies of responses to comments on the adequacy of the document are contained in the Comments and Responses section of the report. Portions of the document which were altered since publication of the Draft MND/Environmental Assessment are indicated in Italic print.*

#### **Project Processing Timeframes**

Since the proposed undertaking is a capital improvement project sponsored by the City, mandatory time frames for decision-making related to the approval of the CEQA document and approval of the project (under the Permit Streamlining Act) do not apply.

Documentation concerning staff and prior City Council review of this proposal and related funding efforts are provided in Appendix 3.

## **Standards of Analysis and Technical Appendices**

Because the undertaking is proposed to be funded using grant fund sources primarily, only preliminary engineering, fiscal, and planning analysis has been completed concerning this project. The available whole record related to the project is limited to the information provided in the Appendices of the MND. Further information will be required to implement the project (e.g., soil survey data, acquisition of right-of-way, etc). The available source materials consulted and analysis performed for each issue of concern have been summarized briefly in individual impact discussions in the MND (refer to the MND Analysis section). The primary sources of information consulted were limited to the Certified Final EIR on the City's General Plan, data provided in the MND Appendices, and site inspection by the consulting environmental analyst (The Planning Corporation). An MND is not intended to be either exhaustive or scholastic. Rather, as an informational document used in decision-making, the purposes of an MND are to present only sufficient information to define probable project specific and cumulative environmental impacts and to develop adequate mitigation measures to minimize these impacts. The limited available information concerning the project included in the "Expanded Initial Study" documentation includes:

- Appendix 1:** Descriptive Exhibits (Schematic Improvement Plan and Site Area)
- Appendix 2:** Los Angeles Avenue East Alignment Study
- Appendix 3:** Staff Reports and Prior Council Actions and Related Correspondence
- Appendix 4:** Preliminary Geotechnical Report
- Appendix 5:** Preliminary Hydrological Report

These Technical Appendices provide substantially more information about specific environmental issues than the MND Analysis text. The standards of evaluation used in individual discussion items included in the MND Analysis are conventional to each of the scientific, engineering, planning, or management disciplines contributing to an understanding of the project's impacts. In cases where public agencies or regulating bodies have defined thresholds of significance for various impacts, these thresholds have been used, to the extent applicable and feasible, in determining how individual impacts have been classified. In some cases, these standards and thresholds are related to numerical values derived from summary statistics (e.g., tolerable pollutant emission levels defined by the state or federal government, volume:capacity ratios calculated for intersections by traffic engineers, etc.); in other cases, the thresholds of

significance are based on qualitative judgments or expert opinion (e.g., biological or cultural resource effects, aesthetic impacts, etc.).

### **Use of Incorporation by Reference**

CEQA Guidelines permit the use of relevant data generated while preparing related environmental documents, a procedure termed incorporation by reference (Guidelines, Section 15150). Both EIRs and Negative Declaration may incorporate any portion of relevant documents that are both a matter of public record and generally available to the public. "Incorporation by reference is most appropriate for including long, descriptive, or technical materials that provide general background but do not contribute directly to the analysis of the problem at hand." (Guidelines, section 15150, subd. (f).)

Typical examples of material that may properly be incorporated by reference include a description of a proposed project's environmental setting from another EIR or a description of the city or county General Plan applicable to the project's location (Guidelines, section 15150, subd. (e).) All documents whose contents are incorporated by reference have been made available for public inspection at the Lead Agency's office at the City of Moorpark (Public Works Department). Copies of documents used in the preparation of this MND are available for review at the City. The primary documents referred to include the EIR prepared for the City's General Plan Update and recently prepared EIRs on the Hidden Creek and Morrison Ranch projects. Traffic, air quality, and other data in the MND has been incorporated from these documents.

### **NEPA Compliance**

*The document has been prepared to comply with requirements in NEPA related to the preparation of an Environmental Assessment. Based on the information contained in this document, the City of Moorpark has determined that a Finding of No Significant Effect is the appropriate notification applicable to the proposed undertaking.*

# CITY OF MOORPARK

## EAST LOS ANGELES AVENUE WIDENING, REHABILITATION AND IMPROVEMENT PROGRAM

1998-1999 Capital Improvement Project  
Mitigated Negative Declaration  
NEPA Environmental Assessment

Prepared by the City of Moorpark  
Public Works Department

April 1999

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### PROJECT SYNOPSIS AND PROJECT NEED STATEMENT

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**Project Title:** Los Angeles Avenue East Widening, Rehabilitation and Improvement Program

**Project Location and Setting:**

*The proposed project is a street improvement program for a portion of Los Angeles Avenue East situated between High Street and Princeton. The proposed widening and realignment will affect properties situated on both the north and south sides of Los Angeles Avenue East. Refer to the exhibits included in **Appendix 1** for an illustration of the location of these improvements in relation to existing residential and commercial areas within the Los Angeles East corridor. **Appendix 1** includes illustrations which clarify where cut and fill programs are proposed within the alignment corridor and identifies locations where retaining walls (up to 18 feet in height) are required to complete the realignment program. This appendix also contains diagrams identifying approximate boundaries of right-of-way acquisition.*

**Landowners:**

*Property owners (or property owner agents for the purpose of service of legal documents) which will be affected by this undertaking include a number of properties within the Los Angeles Avenue East Corridor. The right-of-way acquisition table included in **Appendix 1** describes all of the properties that will be impacted by this undertaking. This table summarizes present information about slope easements, construction easements, and preliminary estimates of acquisition areas. Actual right-of-way information will not be available until preliminary design engineering is completed.*

**Architect/Engineer:**

to be determined

**Right-of-Way Agent:**

*to be determined*

**Entitlements or  
Permits Requested:**

- ▶ City of Moorpark Capital Improvement Project (no entitlements required)
- ▶ Caltrans Design Review and Approval
- ▶ Caltrans Encroachment Permit
- ▶ Right-of-way acquisition complying with state and federal law

**Assessor's Parcel Nos:**

The right-of-way acquisition table included in **Appendix 1** includes the assessor parcel numbers for all properties that will be included in the acquisition program.

**Acreage:**

The total area of disturbance for this undertaking has not yet been estimated. Estimates will be provided upon completion of preliminary engineering.

**Right-of-way:**

Total right-of-way to be acquired has not been determined with finality. A preliminary right-of-way assessment is contained in **Appendix 1** of the MND. Based on available information, right of way will need to be acquired from about 26 parcels. Of this number, a significant amount of land will be required for about 12 parcels and three or more properties may need to be acquired in their entirety since the residual parcel, after right-of-way acquisition, may be insufficient to support present or planned land uses.

**Grading Quantities:**

Grading quantities have yet to be determined. However, the grading program is predicted to be substantial since rather extensive cut is required along the alignment in areas where retaining walls are planned. An illustration of the location of proposed retaining walls and section diagrams illustrating the probable height of these walls is provided in **Appendix 1**. The type of wall construction to be used and the ultimate wall height in various segments is still under investigation.

**Project Objective:**

*The project is a proposal to acquire right-of-way and widen and improve a portion of Los Angeles Avenue East (old Los Angeles Avenue) between the intersection of Spring Road and High Streets and Condor Road. The segment being improved ultimately will provide a connection and access to the Princeton Interchange. The proposed improvements will substantially upgrade the roadway segment passing through the Virginia Colony area and provide an improved connection between the Campus Park Community and Moorpark's "old town" downtown.*

**Existing Zoning:**

Street right-of-way within the project boundary is not zoned. Zoning on land to be acquired to complete the widening include residential, commercial or institutional designations.

**City  
General Plan**

**Designation:** General Plan land use designations are primarily residential on portions of property to be acquired.

**Jurisdiction:** City of Moorpark

**Service Districts/Utilities:**

Water:	Ventura County Waterworks District No. 1
Electric:	Southern California Edison
Gas:	Southern California Gas Company
Fire:	County of Ventura (city contract)
Police:	County of Ventura (city contract)
Sewage:	City of Moorpark

**Proposed Construction and Structures:**

*The widening and rehabilitation of Los Angeles Avenue between (approximately) Spring Road and Condor Drive will involve obtaining sufficient linear right-of-way along the north and south side of Los Angeles Avenue along nearly the entire improvement alignment included in the proposed upgrade of the street. Total ultimate right-of-way width is projected to be 88 feet in width while the built road surface will be confined to a 54 foot street section. The roadway construction at this time will be limited to two twelve foot wide paved travel lanes, two 8 foot paved surfaces (for bikelanes, emergency stops, and streetscape), a 14 foot center median, and two 8 foot unpaved shoulders. The construction will involve (1) demolition of certain features within the acquired right-of-way (trees, shrubs, portions of driveways and, in some cases, possibly residences themselves), (2) grading and preparation of the road bed within the new right-of-way, (3) surfacing the new width of road with asphalt and restoring curb cuts and other access features to roadbed adjacent properties, (4) constructing curbs, gutters, sidewalks and a median, (5) restriping of the entire width of the improvement area, (6) construction of retaining walls to provide adequate area within the alignment for right-of-way, and (6) subject to funding availability, parkway landscaping improvements may also be installed as a component of the project at a future date.*

A 14 foot center median will be constructed to enhance the visual quality of the street and minimize cross-traffic turning movements which will improve the safety of this segment of Los Angeles Avenue. The acquisition of right-of-way will be sufficient to allow development of an ultimate street section comprised of two eastbound and two westbound travel lanes, a center median and two bikelanes and pedestrian way improvements (sidewalks). The project will necessitate some utility relocations (as illustrated in **Appendix 1**).

**Funding Sources:**

The present funding plan for this improvement is (1) to obtain state and federal grant funds (estimated to be 1.2 million dollars for the initial right-of-way acquisition phase of work) and (2) to

allocate initially funds from other City capital improvement sources as required.

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## Existing Environment

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### Project Location

The proposed project is situated in the east-central portion of the City of Moorpark. Neighboring communities include the cities of Simi Valley to the east and Thousand Oaks to the south. Specifically, the project construction area is bounded approximately by the intersection of Spring and High Streets on the west and the point at which Los Angeles Avenue East curves north to become Happy Camp Canyon which ultimately connects with the Highway 118 Princeton interchange. Refer to **Appendix 1** for a preliminary description of the improvement corridor.

### Existing Conditions and Environment

Los Angeles Avenue within the alignment of the area to be improved is presently a two lane road which provides access to a mix of land using including residential neighborhoods, light industrial uses, retail projects, entertainment-retail developments, and office/business park uses. This roadway is characterized by a reverse curve with limited visibility along segments of the curve. Small residential homes have generally perpendicular driveway access directly off this roadway segments. In general, it appears that the roadway segment is characterized by driving patterns which result in travel speeds that exceed the safe design speed of the road. Los Angeles Avenue is also a major through diversion route for local traffic from Campus Park to the center of the City. Based on data contained in **Appendix 3**, predicted traffic volumes along this segment are estimated to peak at about 15,000 average daily trips (ADTs). Once infrastructure improvements (e.g., rerouting of State Route 118, development of the Spring Street Extension in Specific Plan 2, etc) planned as part of future buildout of the City are completed, these present volumes are expected to be reduced to about 7,000 ADT.

Within the area proposed to be improved, a small dirt "shoulder" area is present along the north and south side of the roadway; this area is approximately 10 feet in width. An unimproved pedestrian path is situated along the south side of the alignment. The houses that exist within the project area are single story structures of generally about 1,500 square feet in size; most homes are situated within 20 to 40 feet of the existing right-of-way. Some of the homes within

the alignment scheduled for improvement may be impacted by the right-of-way acquisition process. A formal right-of-way acquisition process and appraisal will be required to determine the property impacts of the proposed widening on these homes. Based on available data, it appears that some relocation of residents and "whole takes" of individual parcels where homes are situated will be required. In other cases, the right-of-way acquisition will not substantially compromise existing land uses. It is likely sound attenuation walls will ultimately be required along the alignment in areas where residential properties will remain within the corridor.

Several light industrial and commercial uses are present within the improvement corridor vicinity. The largest and most prominent of these uses is Kav Lico industrial park and newly constructed industrial buildings which are situated where the east to north transition occurs along the alignment. Other nearby land uses include Litton Data Systems, the CHS Model School and residential areas within the Virginia Colony. The segment of the Arroyo Simi near the proposed improvement alignment appears to serve general recreational needs of local residents.

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## **Project Background: Supplemental Information**

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### Prior City Council Actions

The proposed project has been in preparation for a considerable period of time. **Appendix 3** of the MND contains a selection of important Agenda and staff reports prepared concerning this project. Preliminary intensive planning to accommodate this improvement was initiated in 1991 with definition of a concept improvement for this roadway segment. In 1995, the City completed a preliminary assessment of alignment and right-of-way alternatives designed to identify the most cost effective and sensible improvement program for the corridor. **Appendix 2** contains a summary of the consultant conclusions regarding this alignment study. In November of 1995, the City Council reviewed the conclusions in this study and initiated proceeding with undertaking an interim improvement program under Alternative 2 described in the study. Refer to this MND Appendix for additional information about the alignment study and associated right-of-way and construction costs.

In June of 1996, the City Council formally approved the future realignment of the corridor and directed the City Engineer to proceed with the preparation of a preliminary design for the project to widen and realign the street. In July of 1997, the conceptual widening and

realignment plan was reviewed and commented upon by the Transportation and Streets Council Subcommittee.

The City Council has approved the alignment and preliminary design for this project. The design calls for the acquisition of additional street right-of-way to increase the width of the street from fifty feet (50') to eighty-eight feet (88'). Initial construction will include the construction of retaining walls along the north side of the street at the right-of-way line and street improvements described as:

- *two 12' wide paved travel lanes;*
- *8' of paved surface beyond the sideline in each direction;*
- *one 14' wide center paved median (total pavement width of 54'); and,*
- *two 8' wide unpaved shoulders.*

The eighty-eight feet (88') wide street right-of-way will accommodate the future widening of the street, if necessary, to four lanes without the need to demolish and reconstruct the retaining walls. The design for those possible future improvements will include:

- *four 12' wide travel lanes;*
- *one 14' wide raised / landscaped center median;*
- *two 8' wide Bike Lanes;*
- *curb and gutter; and,*
- *two 5' wide sidewalks.*

#### Construction Phasing

The ultimate construction phasing for the project has not been defined. However, the first major task will be the acquisition of street rights-of-way from approximately 30 properties at an estimated cost of between \$1,000,000 to \$1,500,000. As of January 20th, 1999, the status of various components of the project was that the preliminary design was 98% complete and the City Engineer was in the process of preparing a design for the retaining walls for the project.

#### **Decision to Prepare a Mitigated Negative Declaration**

As required by CEQA Guidelines, the City prepared an **Initial Study** of the proposed project and determined that a **Mitigated Negative Declaration** would be prepared for this application. The

**Initial Study** that formed the basis of this judgment follows the summary **Negative Declaration Analysis** of the environmental issues related to the project. As required by CEQA, a set of mitigation measures were developed for all impacts determined in the Initial Study to be potentially significant. These mitigation measures are provided following the text of the **Initial Study**.

As permitted under CEQA guidelines, this **Mitigated Negative Declaration** may be overturned and an **EIR** could be required by the decision-makers if either of the following conditions are met:

(1) for any impact determined to be potentially significant for which mitigation measures have been developed, if the public or other agencies provide substantial, well documented, and factually based information that the mitigation measures recommended by the City are either financially or technically infeasible, and if no other measures can be identified to offset the subject impact, then the decision to prepare the **Negative Declaration** should be overturned

or

(2) if the public or other agencies provide substantial and credible information supporting an assertion of controversy over the City's determination that an impact can be mitigated to insignificance, then an **EIR** should be prepared.





**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environmental factors listed below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- ◆ Aesthetics
- ◆ Agricultural Resources
- ◆ Air Quality
- ◆ Biological Resources
- ◆ Cultural Resources
- ◆ Geology/Soils
- ◆ Hazards & Hazardous Materials
- ◆ Hydrology/Water Quality
- ◆ Land Use/Planning
- ◆ Mineral Resources
- ◆ Noise
- ◆ Population/Housing
- ◆ Public Services
- ◆ Recreation
- ◆ Transportation/Traffic
- ◆ Utilities/Service Systems
- ◆ Mandatory Findings of Significance

**DETERMINATION:** (To be completed by the Lead Agency)

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	
I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	✓
I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	
I find that the proposed project MAY have a "potential significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	
I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed in an earlier EIR or NEGATIVE DEDCLARATION pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	

Steven Craig for Ken Gilbert  
Signature

February 15<sup>th</sup>, 1999  
Date

## EVALUATION OF ENVIRONMENTAL IMPACTS (Requirements specified in CEQA Guidelines)

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section 17, "Earlier Analysis," may be cross-referenced).
- 5) Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c) (3) (d). In this case, a brief discussion should identify the following:
  - (a) Earlier Analysis Used. Identify and state where they are available for review.
  - (b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - (c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The analysis of each issue should identify: (a) the significance criteria or threshold used to evaluate each question; and (b) the mitigation measure identified, if any, to reduce the impact to less than significance.

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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**1. LAND USE AND PLANNING.** Would the project:

a) Physically divide an established community?				✓
b) Conflict with an applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				✓
c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?				✓
d) Result in direct or indirect population related growth inducement impacts (significantly expand employment opportunities, remove policy impediments to growth, or contribute to potential extensions of growth inducing infrastructure)?				✓

**2. AGRICULTURE RESOURCES:**

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project?

a) Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency to non-agricultural use?				✓
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				✓
d) Expose residential areas to increased risks associated with potential dispersion of hazardous agricultural chemicals.				✓

**3. AIR QUALITY:**

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?				✓
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation.			✓	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			✓	
d) Expose sensitive receptors to substantial pollutant concentrations?				✓
e) Create objectionable odors affecting a substantial number of people?				✓

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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4. **BIOLOGICAL RESOURCES.** Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?				✓
b) Have a substantially adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U. S. Wildlife Service?				✓
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
d) Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites?				✓
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				✓
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, other approved local, regional, or state habitat conservation plan?				✓
g) Result in damage to, loss of, or removal of native oak trees or other locally identified specimen trees of significance?				✓

5. **CULTURAL RESOURCES.** Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5				✓
b) Cause a substantial adverse change in the significance of an archaeological resources pursuant to Section 15064.5				✓
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				✓
d) Disturb any human remains, including those interred outside of formal cemeteries?				✓
e) Result in physical disruption of an identified sacred place or other ethnographically documented location of significance to native Californians?				✓

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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6. **GEOLOGY AND SOILS.** Would the project:

<p>a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:</p> <p>(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.</p> <p>(ii) Strong seismic ground shaking?</p> <p>(iii) Seismic-related ground failure, including liquefaction?</p> <p>(iv) Landslides?</p>		✓	✓ ✓	✓
<p>b) Result in substantial soil erosion or the loss of topsoil?</p>		✓		
<p>c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</p>				✓
<p>d) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?</p>		✓		
<p>e) Be located on expansive soil, as defined in Table 18-a-B of the Uniform Building Code (1994), creating substantial risks to life or property?</p>			✓	
<p>f) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?</p>				✓
<p>g) Result in remediation scars (benched slopes, etc.) whose dimensions cannot be predicted with reasonable accuracy based on a preliminary geotechnical report?</p>		✓		

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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**7. HAZARDS AND HAZARDOUS MATERIALS.** Would the project?

a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?				✓
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?				✓
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an exiting or proposed school?				✓
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result would it create a significant hazard to the public or the environment?				✓
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				✓
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				✓
g) Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✓
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				✓

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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8. **HYDROLOGY AND WATER QUALITY.** Would the project:

a) Violate any water quality standards or waste discharge requirements?				✓
b) Substantially degrade groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				✓
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or surface runoff in a manner which would result in flooding on- or off site?		✓		
d) Create or contribute runoff which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?		✓		
e) Otherwise substantially degrade water quality?				✓
f) Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓
g) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				✓
h) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				✓
i) Inundation by seiche, tsunami, or mudflow?				✓

<b>Issues and Supporting Information</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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9. **AESTHETICS.** Would the project:

a) Obstruct any scenic vista or view open to the public or will the proposal result in the creation of an aesthetically offensive development open to public view?				✓
b) Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?				✓
c) Substantially degrade the existing visual character or quality of the project site and its surroundings?			✓	
d) Create sources of incompatibility with the existing scenic and aesthetic environment of the community or quality of life impacts on residents?			✓	
e) Create a new source of substantial light or glare which would adversely affect day views in the area?				✓
f) Significantly impact any existing streetscape or public space which has been designed to provide areas of public assembly and congregation?				✓
g) Conflict with adopted design guidelines or development standards which have been implemented to improve the quality of architecture in the community?				✓

10. **MINERAL RESOURCES.** Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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11. **NOISE.** Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		✓		
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				✓
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project or in rural areas, increase measurably the ambient noise levels more than 5 dbs?			✓	
d) A substantially temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		✓		
e) For a project located within an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓

12. **POPULATION AND HOUSING.** Would the project:

a) Result in impacts to an established ethnic community?				✓
b) Create substantial demands for affordable low income housing in a jurisdiction which does not have an adequate stock of such housing?				✓
c) Result in substantial conflicts between type, size, and quality of proposed and existing housing in the project vicinity?				✓
d) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓
e) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓

13. **PUBLIC SERVICES.** Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire protection?				✓
b) Police protection?				✓
c) Schools?				✓
d) Parks?				✓
e) Other public facilities?				✓

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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**14. RECREATION.** Would the project:

a) Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				✓
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				✓

**15. TRANSPORTATION/TRAFFIC.** Would the project:

a) Cause an increase in the traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?				✓
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency or City General Plan Circulation Element threshold?				✓
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				✓
d) Substantially increase hazards related to existing intersections or roadway design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. residential traffic conflicts with farm equipment)?				✓
e) Result in inadequate secondary or emergency access?				✓
f) Result in inadequate parking capacity?				✓
g) Conflict with adopted policies or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				✓

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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**16. UTILITIES AND SERVICE SYSTEMS.** Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				✓
b) Require or result in construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				✓
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				✓
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				✓
e) Result in a determination by the wastewater treatment provider which services or may serve the project determined that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				✓
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs for a minimum ten year period?				✓
g) Comply with federal, state, and local statues and regulations related to solid waste?				✓
h) Provide for on-site source separation and recycling facilities which are adequately sized for the proposed use?				✓

**17. MANDATORY FINDINGS OF SIGNIFICANCE.**

i) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?				✓
j) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of the past projects, the effects of other current projects, and the effects of probable future projects)?				✓
k) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				✓

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## MITIGATED NEGATIVE DECLARATION ANALYSIS OF PROJECT IMPACTS

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### I. Land Use and Planning

The proposed project is consistent with the adopted land use designations in the vicinity. The proposed roadway uses is a permitted use compatible with existing zoning and land use designations. With the adoption of all recommended mitigation measures, the impacts of the road widening on land uses in the surrounding area have been minimized to acceptable levels. **The acquisition of privately held land will be required to implement the project. Planning parcel specific mitigation related to these land acquisitions will be required to offset impacts to private property owners (a Class II impact requiring mitigation).**

### II. Agricultural Resources

The proposed right-of-way is not an area with locally or regionally designated prime farmlands or prime soils. No recent agricultural history has been established for lands within the project boundary. The entire property within the alignment of the road widening was mass graded over five decades ago; at that time, the surface soils were relocated and impacted. The narrow size and shape of the right-of-way makes the existing on-site soils have no agricultural potential for irrigated or non-irrigated crops. The subject property has been devoted to urban uses for the past four decades is not presently nor has in the past been included in any Williamson Act contract lands. **The impacts of the project on the agricultural potentials of the property are not significant (a Class IV impact).**

### III. Air Quality

Air quality is determined primarily by the types and amounts of contaminants emitted into the atmosphere, the size and topography of the local air basin, and the pollutant dispersing properties of local weather patterns. When airborne pollutants are produced in such volume that they are not dispersed by local meteorological conditions, air quality problems arise. Dispersion of pollutants in the County of Ventura is inhibited by periodic temperature inversions and local topographic features which tend to trap pollutants near the ground. As the pollutants become more concentrated in the atmosphere, photochemical reactions take place that produce ozone, which is commonly known as smog. Ventura County experiences temperature inversions,

particularly in the late summer and early fall. These inversion layers limit the vertical mixing height and confine horizontal flow through passes and valleys that are below the inversion height. Because of the limited air column available for mixing, pollutant concentrations are generally highest at this time.

State CEQA Guidelines state that a project will have a significant effect on the environment if it will violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. Los Angeles County impact assessment guidelines recommend that a determination of significant project specific and cumulative effects should be made in cases where sensitive receptors are exposed to substantial pollutant concentrations.

The proposed project would result in short-term construction impacts during the roadway construction phase; no long-term impacts related to increased vehicle trips associated with occupation and use of the land within the right-of-way will result from the proposed construction. The project is not considered a trip generating use.

### **Local Air Quality Standards**

Significance thresholds applicable to the proposed project include the following:

#### Carbon Monoxide

- (1) A CO screening analysis should be conducted for any project exceeding 25 pounds per day, of either ROC or NO<sub>x</sub> which may significantly impact roadway intersections which are currently operating at, or which are expected to operate at, Levels of Service D, E, or F, or any project-impacted roadway intersection at which there may be a CO hotspot.

#### Toxic Air Pollutants

- (2) Any project which may release toxic or hazardous air pollutants to the atmosphere in amounts which may be injurious to nearby populations should be analyzed for potential toxic air pollutant impacts.

#### Odors

- (3) Any project which may create objectionable odors which may impact sensitive receptors should be analyzed for potential odor impacts.

#### Particulate Matter/Dust

- (4) Any project which may create, either during construction or operation, excessive amounts of fugitive dust or other particulate matter, should be analyzed for potential adverse impacts, including nuisances.

## Regional Air Quality Standards

- (1) Any general development project in the remainder of the ozone nonattainment area of the county [Outside Ojai CAO] capable of daily emissions of:

Reactive Organic Compounds: 25 pounds  
Nitrogen Oxides: 25pounds

These are thresholds for projects that the Ventura County Air Pollution Control Board has determined will individually and cumulatively jeopardize attainment of the ozone standard and thus have a significant adverse impact on air quality in the county.

- (2) A project which cause an exceedance of any ambient air quality standard (state or federal), or makes a substantial contribution to an existing exceedance of an air quality standard. Substantial is defined as making measurably worse an existing exceedance of a state or federal ambient air quality standard.
- (3) Any project with emissions greater than two pounds per day of ROC, or two pounds per day of NOx, that is found to be inconsistent with the Ventura County AQMP will have a significant cumulative adverse air quality impact.
- (4) Any General Plan Amendment or revision which would provide directly or indirectly for increased population growth above that forecasted in the most recently adopted AQMP will have a significant cumulative adverse air quality impact.

The Ventura County Air Pollution Control District Air Quality Impact Analyses Guidelines identify thresholds and impact significance criteria for emission sources, which typically fall outside the jurisdiction of the APCD, such as construction equipment. These thresholds apply only to equipment and operations not subject to an APCD Permit to Operate. The calculation methodologies, equipment emission factors and vehicle generation trip rates are derived from the EPA document Compilation of Air Pollution Emission Factors, AP-42. Copies of these documents are available at the Ventura County Air Pollution Control District, 669 County Square Drive, Ventura, CA 93003.

**The project will not result in any "operational effects" (related to employee and visitor vehicle use) or any exceedance of air quality thresholds and therefore traffic generation related long term air quality impacts associated with the project were determined to be non-significant (a Class IV impact).**

Short-term construction impacts would primarily result from fugitive dust generated by the project grading and soil remediation program which must precede the creation of building pads, landscape modifications, and infrastructure improvements. Given the brevity of the heavy equipment phase of construction, exhaust emissions associated with heavy-duty construction equipment will only contribute to air shed impacts for a short period of time. Preparation of the roadway for construction, the construction process itself, and implementation of infrastructure relocation would result in short term emissions from two sources: (1) fugitive dust during demolition, clearing and grading/site preparation, and (2) exhaust emissions from construction equipment used during each phase of the construction process. In addition to fugitive dust emissions, construction equipment used for clearing and grading of the site would generate combustion emissions.

#### *Dust and Particulate Generation*

Construction of the project would generate particulate emissions during final finish grading activities. The level of particulate generation depends on soil moisture, wind speed, activity level, and silt content of the soil. Particulate generation typically occurs at the rate of 1.2 tons per acre per month of construction activity (U.S. EPA, 1985). **Due to the minor nature of the grading required, construction operations for the proposed roadway would not have the potential to result in concentrations of particulates that may exceed both the national and state ambient air quality standards on a short-term basis (a Class III impact).** The dust generated by such activities may however pose adverse health and nuisance impacts to those living and working near the construction site.

#### *Short Term Construction Effects*

Insufficient information about geotechnical remediation planning, grading methodology, and proposed equipment to be used for the excavation program to define with any certainty what type of grading will be required to prepare the site for construction. The initial clearing and finish grading for the property has been estimated to require about 2 days of earthwork. **The construction equipment emissions projected for the development of the roadway would not result in substantial and prolonged construction emissions (a Class III impact).**

### *Grading, Particulates, and PM<sub>10</sub>*

Grading improvements necessary to prepare the roadbed and install retaining wall segments would not generate a significant volume of total suspended particulates. The California Air Resources Board estimates that heavy equipment grading activities generate up to 80 pounds of particulate matter per acre per day. Based on the time frames presented in the foregoing discussion, the proposed grading program (and related activities) will require only several weeks of earthwork distributed over approximately a one month period. At this rate, assuming grading would occur over a six acre area on an average working day, the proposed construction program would generate only a a very minor total particulate load. **PM<sub>10</sub> emissions generated during the grading and construction phase would not exceed the State 24-hour standard of 50 ug/m<sup>3</sup> (micrograms per cubic meter).** Nonetheless, given the proximity of adjacent residential areas, compliance with Federal and State standards for dust control will be required.

### *Combustion Emissions from Construction Vehicles*

In addition to dust emissions, construction equipment used for clearing and grading would also generate various types of combustion emissions (RHC, NO<sub>x</sub>, CO, and PM). Grading and site preparation equipment emissions would also occur as short-term impacts. Information regarding the number of construction-related vehicles and the specific type of fuel to be used is necessary for precise calculation of this impact. **Given the brief duration of the heavy equipment construction period proposed and the anticipated types of equipment that may be required to complete the required work, impacts related to combustion emissions from construction vehicles are projected to be an insignificant impact (a Class III impact).** However, due to the proximity of the construction program to residential neighborhoods, some air quality protection measures have been recommended.

## **IV. Biological Resources**

No native habitats are present within the roadbed scheduled for improvement. The roadway is situated in a developed, urban setting and therefore development of the project as planned will not have a significant impact on any biological or botanical resources or wildlife habitat. A determination that no significant impact will occur is based on the following conclusions:

- (1) *no endangered, threatened or rare plant or animal species or habitats that support such species are present within the construction corridor;*
- (2) *no locally designated botanical landmarks (e.g., heritage trees) are present within the property boundary;*
- (3) *no locally designated plant communities are present within the project boundary (oak woodlands, riparian corridors, coastal habitats, etc.);*
- (4) *the project site supports no riparian habitats; and*
- (5) *no wildlife corridors are present within the property boundary.*

The property needed for roadway construction is situated in a developed, urban corridor. No on-site native plants or habitat remains within the property boundary. The property is covered by ruderal vegetation (weeds) and therefore no botanically significant effects are anticipated. A project landscaping program, including future streetscape landscaping in conformance with streetscape planting recommendations applicable to the surrounding area, may be developed in the future. However, landscaping is not proposed as a component of the project as proposed. The land within the boundary of this roadway alignment has no locally or regionally significant biological merit. Therefore, **no significant impacts to botanical or biological resources are not anticipated (a Class III impact).**

## V. Cultural Resources

A literature search and physical survey of the property by the City's environmental consultant (The Planning Corporation) did not result in the identification of any cultural resources within the road corridor boundary. No cultural remains were reported when the property was originally graded. Archaeological deposits are typically situated in the upper three feet of native soil surfaces. Since the entire property has been mass graded previously, the native soil has been disturbed within the roadbed. No secondary deposits (from disturbed contexts) were observed within the unimproved alignment. Therefore, **impacts to cultural resources would not be significant and no mitigation planning for this resource is necessary (a Class IV effect).**

## VI. Geophysical Impacts: Earth Resources, Geologic Hazards and Seismic Effects

The proposed project is not situated within any known fault hazard zones. However, development of the proposed retaining walls for the undertaking will require substantial soil or landform modifications. Geotechnical testing done as part of development review for projects

situated to the north of the roadway alignment has resulted in the identification of unmapped trace faults and other anomalies that may extend into the project boundary. Therefore, the City undertook a preliminary geotechnical analysis of the project (contained in **Appendix 4**). The results of this analysis indicate that the proposed retaining wall structures, cut slopes, and other facilities (e.g., drainage conveyance) can feasibly be constructed as long as (1) geotechnical remediation measures are implemented prior to and during construction and (2) final geotechnical planning is completed during the final design and review process.

The existing, previously rough graded alignment will be finish graded and committed to roadway uses. Remedial cut and fill programs for various segments of the alignment will likely be balanced on-site; if required, soils will be exported to local fill sites. Only minor demolition is required. **The scope of the proposed grading program was determined to be relatively minor; fault hazard and geotechnical impacts were determined to be significant but subject to effective mitigation (Class II effects).** Please refer to **Appendix 4** for more information about the rationale for this conclusion.

Preliminary soil borings and seismic analysis of the specific design conditions within the project boundary have been addressed in a preliminary geotechnical report. Therefore, mitigation measures related to geological planning will be required. However, on the basis of literature review as well as field and laboratory testing for construction conducted on adjacent properties, no known adverse geologic conditions exist within the property boundary that will prevent implementation of any required remediation measures.

## VII. Hazards

The proposed project will not result in any land use with the potential to result in the storage and use of hazardous and controlled materials. No uses considered potential sources of hazard both to human health and to the environment are involved in the development of the roadway. **The impacts resulting from risk of upset conditions are considered insignificant (a Class IV impact).**

## VIII. Water Resources: Hydrology, Debris Transport, and Surface and Groundwater Water Quality

The proposed use of the area to be impacted by the project as a roadway will not require any major modifications to the existing flood and stormwater collection structures in the area; this finding will need to be confirmed by further hydrologic analysis which is required as a Mitigation Measure for the project. A preliminary hydrologic analysis was completed by the City (contained in **Appendix 5**). This analysis indicates that while minor modifications to collection and conveyance will be required (these design measures have been incorporated into the preliminary design), no up-sizing of downstream conveyance devices is necessary. **Impacts associated with drainage planning are considered minor but potentially significant and therefore mitigation measures have been required for this concern (a Class II impact).**

With the construction of hardscape as proposed over a significant percentage of the roadbed, the proposed project will not result in significant potential for on-site erosion or sedimentation except during the brief period of time between completion of finish grading and installation of hardscape. **Impacts associated with debris movement and erosion are considered potentially non-significant, even during the construction period, due to the small scale nature of the project (a Class IV impact).** Based on available information, it is predicted that the implementation of the development will not modify the hydraulics of the immediate area; this predicted finding will be confirmed by a pre-construction hydraulic analysis (if required by the City Engineer or Caltrans). Silt discharge is not anticipated occur except during the initial grading phase.

The use of appropriate best available technology to intercept oil and gas residues should prevent any downstream contamination to the Arroyo Simi. As long as onsite drainage is appropriately captured and disposed of, the potential for changing stream gradients or impacting downstream areas is remote. **Impacts related to surface water flow, dispersion, runoff, and related effects would be very minor, short term effects were determined to be non significant (a Class III impact) and therefore no mitigation measures have been required.**

Based on available data, potentially significant flooding, drainage, and soil contamination related impacts will not occur coincident with development of this road widening. **Impacts resulting from grading, landform modifications, drainage changes, and related effects can be**

avoided or minimized by the incorporation of conventional roadway design measures into the project when more detailed engineering is conceived for the alignment. Impacts related to these issues are considered non-significant (Class III impacts).

#### IX. Aesthetics: Light and Glare and Impacts on View Corridors

The project will not result in the addition of any potentially significant exterior night lighting in the vicinity. **Lighting exists presently within the roadway and no changes are anticipated in the existing lighting program. Therefore, light and glare related impacts are projected to be insignificant (a Class IV impact).** Once the proposed landscaping improvements associated with the project are implemented, the impacts of the project on local aesthetics should be beneficial rather than adverse.

#### X. Mineral Resources

The proposed project site does not contain any unique or energy significant mineral resources. Mineral extraction has never occurred on the project site or on surrounding lands. No remainder rights for mineral extraction will exist once the land use on the property is dedicated to residential uses. **No impacts related to important mineral resources are anticipated as a result of project development (a Class IV impact).**

#### XI. Noise

The proximity and concentration of people in an urban setting creates a substantial and continuous sound; when these sounds become intrusive, they are defined as noise. Ambient (background) noise levels covary with population density; therefore, as modern transportation systems expand and communities develop, noise becomes an increasingly annoying and pervasive condition. Physical health, psychological stability, social cohesion, property values, and economic productivity are all affected adversely by excessive amounts of noise. The significance of noise effects are directly related to the intensity and duration of noise sources.

In evaluating noise effects, audible changes associated with a specific project are often difficult (or impossible) to measure quantitatively unless a noise impact is relatively severe. Noise models based on traffic volumes permit at least partial delineation of project specific noise

impacts associated with an increment of change in noise volumes. Noise models reflect the following generally accepted audibility criteria:

- (1) *Except in carefully controlled laboratory experiments, an increase or decrease of only 1 decibel (dBA) cannot be perceived.*
- (2) *Outside the laboratory, a 3 dBA increase or decrease is considered a barely perceivable change.*
- (3) *An increase or decrease of at least 5 dBA is required before any noticeable change in noise levels would be widely perceived.*
- (4) *A 10 dBA increase is generally perceived as a doubling of noise volume.*

In the "Caltrans Noise Abatement Programs" from the *Highway Design Manual*, Chapter 1100, published by Caltrans, a "Substantial increase" in noise level is defined to be 3 dBA from an existing noise level; this standard is considered the significance threshold for requiring implementation of noise mitigation for residential noise abatement programs.

#### Short-Term Construction Noise

The dominant sources of construction noise associated with development of the project would result from site clearing, demolition, grading, soil and debris export, construction of required project utilities, infrastructure, footing creation, framing, roadway construction and related activities will all be noise generating. These noise sources would result in relatively short-term increases in ambient noise levels. Potentially significant short term increases in ambient noise levels will be perceived by adjacent land uses as a result of:

- (1) *construction vehicle ingress and egress to the project site;*
- (2) *activities in construction staging yards;*
- (3) *the operation of temporary on-site generators and pneumatic tools;*
- (4) *daily construction worker ingress and egress to the project site;*
- (5) *a brief period of finish grading; and*
- (6) *road construction activities.*

Noise generated by construction equipment, especially diesel-powered equipment including earth movers, material handlers, and portable generators, can reach intrusive levels. Based on EPA

data, the noisiest equipment types operating at construction sites typically range from 88 dBA to 91 dBA (at 50 feet from the source).

The loudest construction-type activities may require more than 1,000 feet of distance between a source and a nearby receiver to reduce the average 91 dBA source strength to a generally acceptable 60 dBA exterior exposure level (from stationary equipment). **The residential areas in the project vicinity are sufficiently close to the project location that noise sensitive uses in nearby residential areas may experience substantial short term noise impacts (a Class II impact).**

**Noise inconvenience is a universal phenomenon for any urban development construction program and is not unique to the proposed project. The potential for noise inconvenience is considered a potentially adverse impact of short duration which is subject to effective mitigation (Class II).** Normally, construction hours are limited to daylight hours, Monday through Friday. To prevent construction premium costs, evening or weekend construction is not planned. Since off-hour construction is not contemplated, conflicts with and inconvenience to nearby residential areas will be avoided. **Construction impacts have the potential to result in periodic and short term disturbances to local residents, a short term impact requiring mitigation planning. Refer to measures included in the CEQA Mitigation Measures section of this document.**

#### Vehicle Related Noise Impacts Associated with Occupation of the Development

A formal vehicle related noise analysis of the proposed project has not yet been undertaken since the proposed roadway alignment has not been engineered. Further, the City's General Plan EIR indicates that future cumulative noise volumes within the roadway are within threshold values presently and will continue to remain within acceptable limits with continuing General Plan buildout. From the perspective of contributing to changes in CNEL volumes (related to traffic volumes on the street system averaged over a 24 hour period), the amount of traffic that will be generated by the project is predicted to be insignificant as a noise generation source. However, widening of the roadway may result in the need to construct specific noise barriers for individual homes. Until more detailed plans are available for the proposed construction program, the details of noise mitigation for this project cannot be determined. However, **impacts from project related noise sources were determined to be generally insignificant except for homes in close proximity to the revised right-of-way (a Class II impact).** Additional mitigation planning for noise issues related to specific homes along the right-of-way will be required in the future.

## **XII. Population and Housing**

The proposed project will not generate demands for rental or sale housing. **The levels of employment anticipated for the project can be accommodated given the available housing stock in the City and adjacent unincorporated areas. Impacts related to housing demand related to employment generation are not anticipated to be significant (a Class III impact). However, the project may result in the need to acquire several residential properties and provide relocation assistance for owner occupants or tenant occupants. State law governs the relocation process for these residents.**

## **XIII. Public Services**

The proposed road widening program will not create any unanticipated demands on local service providers. Fixed utility providers have not expressed any objections to the proposed undertaking. The County police and fire departments which provide contract services to the City have reviewed and commented on the proposed project and indicated that the roadway can be widened without changing service demands on existing service personnel. **The project will not result in any impacts on service providers (a Class IV impact).**

## **XIV. Recreation**

The project will not result in any significant new demands for recreational opportunities for the residents of the City. The proposed use would not have any effect on recreational opportunities on either a local or regional basis. **As a road widening undertaking, impacts related to demands on recreational facilities were determined to be insignificant (a Class IV impact).**

## **XV. Traffic Circulation and Parking**

The proposed project is designed to improve regional and local circulation. Resolution of the existing traffic circulation problems in the City of Moorpark will require widening and improvement of major arterials and collectors. The proposed improvement program is designed to enhance safety and roadway capacity. As such, the project will solve rather than create problems related to traffic movements and local and regional circulation. **The project will not result in any significant traffic circulation impacts (a Class IV effect).**

## **XVI. Utilities**

The project will not result in any unanticipated demands on existing utilities or public infrastructure. The development is consistent with the available energy supplies in the local and regional grid. **Impacts on utilities and infrastructure would be insignificant (Class III impacts).**

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**Comments and Responses**  
**Los Angeles Avenue East Improvement Program**

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Comments on the Los Angeles Avenue East Widening and Rehabilitation project were received from the following individuals, agencies, and associations:

*R. Pakala, Manager*  
*Water and Sanitation Services Division*  
*County of Ventura*  
Letter dated March 8th, 1999

*Robert Brownie, Principal Engineer*  
*Resource Management Agency, Planning Division*  
Letter dated February 24th, 1999

*Stephen Buswell, CEQA Program Manager*  
*Caltrans District 7*  
Letter dated March 30th, 1999

In addition to these written comments, testimony related to the project was presented at a public hearing on the adequacy of the environmental document. Copies of these minutes are attached. None of the comments included in these minutes addressed the adequacy of the environmental document and therefore no responses are provided.

In response to comments, minor modifications have been made in the Adopted MND; these changes are identified in the Adopted MND version in italic print. Please refer to the revised Expanded Initial Study Analysis and Mitigation Measures in the Adopted MND for revisions.



# PUBLIC WORKS AGENCY county of ventura

Director  
Arthur E. Goulet

**Representing Ex-officio:**

Ken Gilbert  
Director of Public Works  
City of Moorpark  
799 Moorpark Avenue  
Moorpark, CA 93021

March 8, 1999

**Deputy Directors of Public Works**

Wm B. Britt  
Transportation  
John C. Crowley  
Water Resources & Engineering  
Kay Martin  
Solid Waste Management  
Paul W. Ruffin  
Central Services  
Alex Sheydayi  
Flood Control

Ken Gilbert  
Director of Public Works  
City of Moorpark  
799 Moorpark Avenue  
Moorpark, CA 93021

Subject: Mitigated Negative Declaration  
Los Angeles Avenue East Widening  
Rehabilitation and Improvement

Dear Mr. Gilbert:

Thank you for including the Ventura County Waterworks District No. 1 (District) in the environmental review process for the City of Moorpark's Capital Improvement Project - Los Angeles Avenue East Widening Rehabilitation and Improvement.

Based on the information received, we have the following comments:

Page 3 of the Project Synopsis identifies the various utility providers. Please be advised that the District is the water purveyor and not Calleguas Municipal Water District. Also, sewage is the District's responsibility and not the City of Moorpark.

The District does have water and sewer lines within the project boundaries. It is conceivable that appurtenances like valves or manholes might have to be adjusted to match new grades and fire hydrants relocated. The District facilities will be impacted depending on how the rehabilitation project is implemented.

If you have any questions, please call me at (805) 584-4830.

Very truly yours,

R. R. Pakala, Manager  
Water and Sanitation Services Division  
Water Resources and Engineering Department

**RECEIVED**

MAR 10 1999

**CITY OF MOORPARK  
PUBLIC WORKS DEPARTMENT**

RRP:ec

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*Comment: R. Pakala, Manager  
Water and Sanitation Services Division  
County of Ventura  
Letter dated March 8th, 1999*

Comments acknowledged. Changes have been made as requested clarifying the utility providers for water and sewer service. Refer to the amended text of the Adopted MND for clarification.

The location of all utilities within and immediately adjacent to the right-of-way will be identified during the design process. The City will ensure that the proposed design of the rehabilitated and widened street will comply with standard engineering practice regarding buried water and sewer transmission pipelines. All effected utility providers will be notified and consulted prior to initiating construction activities. Plans will be forwarded for Agency review prior to the initiation of construction. The proposed construction program will not modify any existing easement rights that may be exercised by the Agency.



PUBLIC WORKS AGENCY  
TRANSPORTATION DEPARTMENT  
Traffic and Planning & Administration

MEMORANDUM

February 24, 1999

**TO:** Resource Management Agency, Planning Division  
Attention: Joseph Eisenhut

**FROM:** Robert B. Brownie, Principal Engineer *RBB*

**SUBJECT:** Review of Document 99-026  
Draft Mitigated Negative Declaration and Expanded Initial Study  
1) Los Angeles Avenue/Beltramo Road Street Rehabilitation and Improvement  
2) Los Angeles Avenue East Widening Rehabilitation and Improvement  
Lead Agency: The City of Moorpark, Department of Public Works

The Transportation Department has reviewed the subject Draft Mitigated Negative Declaration (MND) and Expanded Initial Study for 1) Los Angeles Avenue/Beltramo Road Street Rehabilitation and Improvement and 2) Los Angeles Avenue East Widening Rehabilitation and Improvement as proposed by the City of Moorpark Department of Public Works.

We do not concur with the subject Draft MNDs and Expanded Initial Studies for those areas under our purview. The project description in the Los Angeles Avenue East document states that right-of-way will be required for the ultimate construction of a four-lane road for the Los Angeles Avenue East project. Increasing the capacity of a road creates a potentially significant growth inducing impact. Increasing the capacity of a road can also create a potentially significant air quality impact. These issues have not been addressed in the subject Draft MNDs. These projects may have a significant adverse impact on the Counties Regional Road Network. Therefore, we have no alternative but to find these projects inconsistent with the Ventura County General Plan transportation policies. Unless the City of Moorpark addresses these issues in the Final MNDs and mitigates any significant adverse impacts to less than significant levels, the County General Plan requires that the Transportation Department oppose these projects.

Please call me at 654-2080 with questions.

c: Richard Herrera  
Duane Flaten  
Carole Trigg

RBB/RH/DRF:aar  
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FEB 25 '99 PM 2:02

*Comment: Robert Brownie, Principal Engineer  
Resource Management Agency, Planning Division  
Letter dated February 24th, 1999*

The comments provided in this set of remarks address two separate MNDs which were released simultaneously. Presumably the growth inducement comments in the second paragraph address both projects.

#### Growth Inducement Issues

The proposed improvements which are the subject of this document have been designed to increase capacity not to generate growth. The intensity of residential growth in a City is governed by the City's General Plan Land Use Element. Making improvements which are consistent with the City's adopted Circulation Element are designed to ensure that planned growth and infrastructure are properly balanced.

Roadway improvements proposed within the vicinity of the project have been programmed to improve traffic safety, roadway capacity, and pedestrian separation from existing travel lanes. By making such improvements which are consistent with the City's General Plan Circulation Element, the City is merely implementing improvements which are required to provide adequate Levels of Service to accommodate General Plan buildout. While the City is aware of the need to consider the County's General Plan transportation policies, it is, rather, the City's General Plan Circulation Element and the long term infrastructure needs and policies envisioned in this document that govern circulation improvements within incorporated areas.

#### Air Quality Impacts

Regarding air quality concerns, primary air quality impacts within the City's boundary are attributable to poor levels of service at constrained intersections. The roadway segment proposed to be improved in this case does not involve any actions that will decrease intersection capacity. Since the affected roadway portion to be improved is not situated at or immediately adjacent to a signalized intersection, Caline modelling for carbon monoxide concentrations is not required under either State California Air Resources Board or local Air Quality Guidelines. Issues regarding air quality growth inducement related impacts have been previously addressed in the preceding comment.

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, ADVANCE PLANNING

IGR OFFICE 1-10C

120 SO. SPRING ST.

LOS ANGELES, CA 90012

TEL: (213) 897-6536 ATSS: 8- 647-6536

FAX: (213) 897-8906

E-mail: [NYerjanian/D07/Caltrans/Cagov@DOT](mailto:NYerjanian/D07/Caltrans/Cagov@DOT)

Mr. Ken Gilbert  
Director of P.W.  
City of Moorpark  
799 Moorpark Ave.  
Moorpark, CA. 93012

Re:IGR/CEQA 990252NY  
LosAngeles Avenue East Widening  
SCH# 98121011

March 30, 1999

Dear Mr. Gilbert:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Los Angeles Avenue East widening project. According to the facts presented in the document received, no state highway is involved in this project.

We would like to remind you that any transportation of heavy construction equipment and/or materials which requires the use of oversized-transport vehicles on State highways will require a Caltrans transportation permit. We recommend that large size truck trips be limited to off-peak commute periods.

If you have any questions, please call Mr. Yerjanian at (213) 897-6536 and refer to **IGR/CEQA 990252NY**.

Sincerely,

A handwritten signature in cursive script, appearing to read "Stephen J. Buswell".

STEPHEN J. BUSWELL  
IGR/CEQA Program Manager  
Transportation Planning Office  
District 7

**RECEIVED**

APR 08 1999

**CITY OF MOORPARK  
PUBLIC WORKS DEPARTMENT**

*Coment:*            *Stephen Buswell, CEQA Program Manager*  
                         *Caltrans District 7*  
                         Letter dated March 30th, 1999

Comments acknowledged. These remarks do not address the adequacy of the environmental analysis. The City is aware that a transportation permit from Caltrans may be required to implement the project. The design of the street will also comply with Caltrans design standards because Los Angeles Avenue is also a State Highway (Route 118).

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## CEQA MITIGATION MEASURES

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### I. Land Use and Planning

- (1) The City shall develop parcel specific mitigation plans for all properties within the right-of-way that may have access restrictions or have modifications to access as a result of the proposed construction. Restoration of access in a manner that does not interfere with the through traffic objectives of the improvement program shall be prioritized. In cases where access cannot be restored, proper compensation shall be provided to the affected landowners through eminent domain proceedings.

### II. Air Quality

- (1) All material excavated or graded shall be sufficiently watered to prevent excessive amounts of dust. Watering shall occur at least twice daily with complete coverage, preferably in the late morning and after work is completed for the day.
- (2) All clearing, filling, grading, earth moving, or excavation activities shall cease during period of high winds (i.e., greater than 20 mph averaged over one hour) to prevent excessive amounts of dust. Construction grading shall be discontinued on days forecasted for first stage ozone alerts (concentration of 0.20 ppm) as indicated at the County APCD air quality monitoring station closest to the City of Moorpark. Grading and excavation operations shall not resume until the first stage smog alert expires.
- (3) If any soil material is transported to or from the site, this material shall be either sufficiently watered or securely covered to prevent excessive amounts of dust. Fill materials, to the degree feasible, shall be obtained from appropriate sources close to the site to minimize construction emissions. A haul plan (including routes and hours of delivery) shall be submitted to the City Engineer for review prior to commencement of any fill or disposal program.
- (4) Streets adjacent to the project site shall be swept as needed to remove silt which may have accumulated from construction activities so as to prevent excessive amounts of dust.
- (5) Construction vehicles entering and exiting unpaved roads onto paved roads during the grading period shall be washed off prior to leaving the site.

**Residual Effects:** not significant.

## VI. Geophysical Impacts

- (1) A final geotechnical and soils report shall be prepared by the City prior to the initiation of construction. This report shall be prepared by a registered geotechnical engineer. The report shall address site preparation requirements for the design of all structures, including storm water conveyance facilities, retaining walls, planning for settlement compensation, and all other aspects of site specific engineering deemed necessary by the City Engineer. The report shall be subject to the approval of the City Engineer. The project shall be constructed in a manner consistent with the approved report.

**Residual Effects:** not significant.

## VIII. Water Resources/Hydrology

### Drainage and Water Quality

- (1) If determined necessary by the City Engineer (as determined by the City Engineer in his sole discretion), a drainage conveyance study shall be prepared by a California State Registered Civil Engineer for the review and acceptance by the City Engineer. Hydraulic design shall conform to the current Hydraulic Design Manual of the Los Angeles County. The study shall be subject to the approval of the City Engineer. The project shall be constructed in a manner consistent with the approved report.
- (2) The City should be required to comply with all NPDES and stormwater conveyance facility conditions deemed necessary by the Public Works Director or City Engineer.

**Residual Effects:** not significant.

## XI. Noise

- (1) To minimize construction noise effects, all stationary construction noise sources shall be sheltered or enclosed to minimize adverse effects on adjacent neighborhoods. When feasible, generators and pneumatic compressors shall be placed in a manner to minimize noise inconvenience on adjacent residences. Construction shall be prohibited between 8:00 pm and 7:00 am on weekdays (including Saturday) and no construction shall occur on Sunday.
- (2) All contractors involved in the construction program shall provide a written noise construction effects strategy to be submitted with building permit applications. The types of suppression used will vary on a case by case basis. Dumpsters, pre-assembly construction tasks, and materials storage shall be limited to defined, prescribed areas.

Materials storage and work areas shall be situated to the degree feasible, on portions of parcels that will minimize impacts on nearby commercial and residential areas. Adjacent commercial tenants shall be notified of the construction schedule for the project.

- (3) Once the final alignment of the roadway is determined, the City shall prepare an accoustical report to determine what types of noise barriers may be required for individual homes and businesses that may be impacted by the relocation of traffic closer to residential locations.

**Residual Effects:** not significant.



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## Mitigation Monitoring Program

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AB 3180 (Stats 1988, ch. 1232) which became effective on January 1989 and has been codified as Public Resources Code Section 21081.6, now requires that, along with the adoption of the findings specified in an EIR or MND, the lead agency must also adopt a "reporting/monitoring program to ensure compliance during project implementation." A mitigation monitoring program has been prepared and is presented in table format on the following pages.

**MITIGATION MONITORING PLAN: LOS ANGELES AVENUE/EAST WIDENING AND RECONSTRUCTION**

Mitigation Measure	Monitoring Actions	Frequency	Verification of Compliance
<p><b>I. Land Use and Planning</b></p> <p>(1) The City shall develop parcel specific mitigation plans for all properties within the right-of-way that may have access restrictions or have modifications to access as a result of the proposed construction. Restoration of access in a manner than does not interfere with the through traffic objectives of the improvement program shall be prioritized. In cases where access cannot be restored, proper compensation shall be provided to the effected landowners through eminent domain proceedings.</p>	<p>City to complete access relocation and acquisition planning consistent with state law and applicable redevelopment procedures (where relevant)</p>	<p>Continuous activity until acquisition has been completed</p>	<p>Completion of all legally required acquisition procedures resulting in City possession of needed right-of-way</p>
<p><b>II. Air Quality</b></p> <p>(1) All material excavated or graded shall be sufficiently watered to prevent excessive amounts of dust. Watering shall occur at least twice daily with complete coverage, preferably in the late morning and after work is completed for the day.</p> <p>(2) All clearing, filling, grading, earth moving, or excavation activities shall cease during period of high winds (i.e., greater than 20 mph averaged over one hour) to prevent excessive amounts of dust. Construction grading shall be discontinued on days forecasted for first stage ozone alerts (concentration of 0.20 ppm) as indicated at the County APCD air quality monitoring station closest to the City of Moorpark. Grading and excavation operations shall not resume until the first stage smog alert expires.</p>	<p>Field watering to occur during grading period</p> <p>Dust generating activity to cease during periods of high winds</p>	<p>Continuous during initial grading period</p> <p>Continuous during grading period (until asphalt completion)</p>	<p>Field verification of compliance by City Public Works/ Building Inspectors</p> <p>Same as (1) above</p>

Mitigation Measure	Monitoring Actions	Frequency	Verification of Compliance
<p>(3) If any soil material is transported to or from the site, this material shall be either sufficiently watered or securely covered to prevent excessive amounts of dust. Fill materials, to the degree feasible, shall be obtained from appropriate sources close to the site to minimize construction emissions. A haul plan (including routes and hours of delivery) shall be submitted to the City Engineer for review prior to commencement of any fill or disposal program.</p> <p>(4) Streets adjacent to the project site shall be swept as needed to remove silt which may have accumulated from construction activities so as to prevent excessive amounts of dust.</p> <p>(5) Construction vehicles entering and exiting unpaved roads onto paved roads during the grading period shall be washed off prior to leaving the site.</p>	<p>Dust suppression to be verified for all transported or imported soils</p> <p>Sweeping of streets to occur on an as needed basis during grading.</p> <p>Contractors to provide for vehicle clean-up during</p>	<p>Continuous during the grading period</p> <p>Continuous as necessary during the grading program</p> <p>Same as (4) above</p>	<p>Same as (1) above</p> <p>Same as (1) above</p> <p>Same as (1) above</p>
<p><b>VI. Geophysical Impacts</b></p> <p>(1) A final geotechnical report shall be prepared by the City prior to the initiation of construction. This report shall be prepared by a registered geotechnical engineer. The report shall address site preparation requirements for the design of all structures, including storm water conveyance facilities, retaining walls, planning for settlement compensation, and all other aspects of site specific engineering deemed necessary by the City Engineer. The report shall be subject to the approval of the City Engineer. The project shall be constructed in a manner consistent with the approved report.</p>	<p>Public Works Department to contract for preparation of soils and geotechnical report</p>	<p>One time activity (if deemed necessary by the City Engineer) during the planning phase prior to review of grading and construction plans</p>	<p>City Engineer to review and approve any required soils or geotechnical reports</p>

Mitigation Measure	Monitoring Actions	Frequency	Verification of Compliance
<p><b>VIII. Water Resources/Hydrology</b></p> <p><u>Drainage and Water Quality</u></p> <p>(1) If determined necessary by the City Engineer (as determined by the City Engineer in his sole discretion), a drainage conveyance study shall be prepared by a California State Registered Civil Engineer for the review and acceptance by the City Engineer. Hydraulic design shall conform to the current <u>Hydraulic Design Manual</u> of the Ventura County. The study shall be subject to the approval of the City Engineer. The project shall be constructed in a manner consistent with the approved report.</p> <p>(2) The City should be required to comply with all NPDES and stormwater conveyance facility conditions deemed necessary by the Public Works Director or City Engineer.</p>	<p>City to prepare required hydrology and drainage design reports</p> <p>NPDES compliance during construction phase consistent with Best Management Practices (BMP)</p>	<p>One time activity during plan preparation</p> <p>One time activity during construction</p>	<p>Field verification of construction consistent with plans by City Public Works and/or Building</p> <p>Same as (1) above</p>
<p><b>XI. Noise</b></p> <p>(1) To minimize construction noise effects, all stationary construction noise sources shall be sheltered or enclosed to minimize adverse effects on adjacent neighborhoods. When feasible, generators and pneumatic compressors shall be placed in a manner to minimize noise inconvenience on adjacent residences. Construction shall be prohibited between 8:00 pm and 7:00 am on weekdays (including Saturday) and no construction shall occur on Sunday.</p>	<p>Enclose noise sources (if feasible) and limit construction hours</p>	<p>Continuous activity during construction program</p>	<p>Field verification by City Engineer and/or Public Works Inspectors</p>

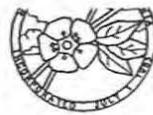
Mitigation Measure	Monitoring Actions	Frequency	Verification of Compliance
<p>(2) All contractors involved in the construction program shall provide a written noise construction effects strategy to be submitted with building permit applications. The types of suppression used will vary on a case by case basis. Dumpsters, pre-assembly construction tasks, and materials storage shall be limited to defined, prescribed areas. Materials storage and work areas shall be situated to the degree feasible, on portions of parcels that will minimize impacts on nearby commercial and residential areas. Adjacent commercial tenants shall be notified of the construction schedule for the project.</p> <p>(3) Once the final alignment of the roadway is determined, the City shall prepare an acoustical report to determine what types of noise barriers may be required for individual homes that may be impacted by the relocation of traffic closer to residential locations.</p>	<p>Contractors to prepare written noise effects reduction plan for City Public Works Department review</p> <p>City to contract for acoustical study and implement recommendations for interior and exterior noise reduction.</p>	<p>One time activity prior to initiation of construction</p> <p>One time activity prior to implementation of the project</p>	<p>City Public Works or Building Inspectors to verify compliance</p> <p>Plan check verification of acoustical mitigations; field verification by Public Works Inspectors or designee.</p>



## Appendix 1

Descriptive Exhibits (Schematic Improvement Plans,  
Right-of-way Acquisition Areas, and  
Related Exhibits)



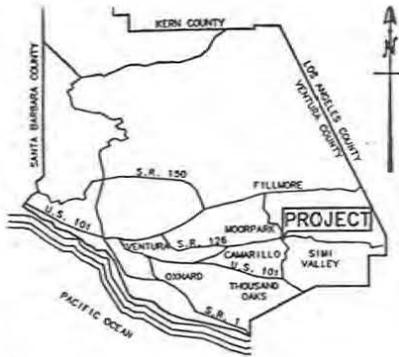


# CITY OF MOORPARK PUBLIC WORKS DEPARTMENT

## LOS ANGELES AVENUE EAST REHABILITATION STREET IMPROVEMENT PLAN

### GENERAL NOTES:

1. ALL WORK SHOWN HEREON SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (2009 EDITION WITH LATEST SUPPLEMENTS, THE APPLICABLE STANDARD PLANS AND SPECIFICATIONS FOR THE CITY OF MOORPARK AND THE SPECIAL PROVISIONS.)
2. THE CONTRACTOR IS REQUIRED TO TAKE THE PRECAUTIONARY MEASURES TO PROTECT UTILITIES AND STRUCTURES FOUND AT THE SITE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE OWNERS OF UTILITIES OR STRUCTURES CONCERNED BEFORE STARTING WORK. (24 HOURS NOTICE REQUIRED.)
3. THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITIES, PIP AND/OR STRUCTURES SHOWN ON THESE PLANS WERE OBTAINED BY A SEARCH OF AVAILABLE RECORDS. TO THE BEST OF OUR KNOWLEDGE ALL EXISTING UTILITIES ARE SHOWN ON THESE PLANS. THE CONTRACTOR SHALL ASCERTAIN THE TRUE LOCATION OF ANY UNDERGROUND UTILITIES AND SHALL BE RESPONSIBLE FOR DAMAGES TO ANY PUBLIC OR PRIVATE UTILITIES SHOWN OR NOT SHOWN HEREON.
4. CONTRACTOR SHALL PROTECT ALL EXISTING PROPERTIES FROM DAMAGE ACCORDING TO SUBSECTION 7-9 OF SSPWC. ACCESS TO PROPERTIES ADJACENT TO ALL AREAS OF WORK SHALL BE MAINTAINED AT ALL TIMES.
5. DURING CONSTRUCTION, THE CONTRACTOR SHALL CONFORM TO ALL PROVISIONS OF THE TRAFFIC CONTROL PLAN PROVIDED BY CONTRACTOR & SIGN BY A REGISTERED CIVIL ENGINEER, FOR THE DISRUPTIVE STREET WORK INCLUDING CONSTRUCTION SCHEDULE-SUBJECT TO APPROVAL OF THE CIVIL ENGINEER. CONSTRUCTION WARNING DEVICES, SIGNS, ETC. SHALL CONFORM WITH STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION (CALTRANS) STANDARDS AND THE SPECIAL PROVISIONS.
6. ALL PAVEMENT JOINT LINES SHALL BE SAW-CUT IN STRAIGHT LINES EITHER PARALLEL TO THE CURB OR AT RIGHT ANGLES TO THE ALIGNMENT OF THE SIDEWALK.
7. ASPHALT CONCRETE SHALL BE PLACED PER SPECIFICATIONS AND SOILS REPORT.
8. A.C. PAVEMENT LONGITUDINAL JOINT LINES SHALL BE CONSTRUCTED AT THE EDGES OF TRAFFIC LANES. JOINTS WILL NOT BE PERMITTED UNDER THE WHEEL PATHS OF VEHICLES.
9. A TACK COAT SHALL BE APPLIED AT ALL SAW-CUT AND JOINT LINES UNDER THE A.C. OVERLAYS AS SPECIFIED IN SECTION 302-5.4 OF STANDARD SPECIFICATIONS.
10. COLD JOINING OF ADJACENT A.C. OVERLAYS WILL NOT BE ACCEPTED. ADJOINING OVERLAYS WILL BE PERFORMED CONSECUTIVELY.
11. A PRECONSTRUCTION CONFERENCE OF ALL INTERESTED PARTIES SHALL BE HELD PRIOR TO ANY CONSTRUCTION. THE CONTRACTOR SHALL SUBMIT A CONSTRUCTION SCHEDULE AT THE PRECONSTRUCTION CONFERENCE IN ACCORDANCE WITH SUBSECTION 6-1 OF THE SSPWC FOR THE ENTIRE CONSTRUCTION PERIOD.
12. CONTRACTOR SHALL OBTAIN PERMISSION FROM OWNER FOR STORAGE OF EQUIPMENT AND MATERIALS ON PROPERTY PRIOR TO WATERING EQUIPMENT.
13. RESET GSENER MANHOLES, STORM DRAIN MANHOLES, BASTING MANHOLES AND WATER VALVES TO THE FINISHED GRADE OF THE PAVEMENT.
14. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL CONTACT UNDERGROUND SERVICE ALERT (U.S.A.) TOLL FREE AT 1-800-422-4133, 48 HOURS PRIOR TO ANY WORK.
15. RIGHT OF ENTRY, WHERE NECESSARY, WILL BE REQUIRED FROM ALL PROPERTY OWNERS.
16. ALL TREES TO BE CHECKED BY THE CITY ENGINEER DURING CONSTRUCTION FOR NEED OF ROOT PRUNING, TRIMMING ETC.



**LOCATION MAP**  
N.T.S.

**NOTE:** THE QUANTITIES SHOWN ON THIS PLAN ARE ONLY AN ESTIMATE, AND ARE FOR INFORMATION ONLY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THESE NUMBERS. NEITHER THE CITY OR DESIGN ENGINEER (D.F.A.) HAS RESPONSIBILITY FOR THE ACCURACY OF THESE QUANTITIES.

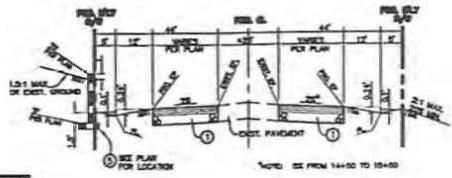
### CONSTRUCTION NOTES

1. CONSTRUCT PAVEMENT PER SOIL REPORT.
2. SAWCUT EXIST. PAVEMENT.
3. REMOVE EXIST. FENCE.
4. REMOVE EXIST. CURB.
5. CONSTRUCT RETAINING WALL PER CALTRANS STD. PLAN 83-1.
6. RELOCATE EXIST. FIRE HYDRANT.
7. RELOCATE EXIST. STREET LIGHT.
8. CONSTRUCT 4" P.C.C. DRIVEWAY.
9. INSTALL R11A SIGN PER CALTRANS TRAFFIC MANUAL 4-44, AND MOUNTED ON A 4"x4" REDWOOD POST.
10. ADJUST MANHOLE COVER TO GRADE.
11. REMOVE EXIST. CURB AND GUTTER.
12. REMOVE EXIST. SIDEWALK.
13. RELOCATE EXIST. POWER POLE.
14. REMOVE EXIST. WALLS.
15. RELOCATE EXIST. MAIL BOX.
16. RELOCATE EXIST. POSTS, SIGNS.
17. REMOVE EXIST. DROP INLET.

### QUANTITY



**INDEX MAP**  
N.T.S.



**TYPICAL STREET SECTION**  
N.T.S.

**BENCHMARK:** 37-18 (1684) ELEVATION: 503.740  
VENTURA COUNTY BENCHMARK NO 37-18, IN THE CITY OF MOORPARK, AT THE INTERSECTION OF LOS ANGELES AVE AND MOORPARK AVE., 30.0' WEST FROM THE CENTER OF MOORPARK AVE., 48.0' SOUTH FROM THE CENTER OF LOS ANGELES AVE., 25.0' NORTH FROM P.P. No. 1850986, 8.86' SOUTHEASTERLY FROM THE SOUTHWEST BOLT OF A TRAFFIC SIGNAL BASE.  
A BRASS DISK SET IN CONCRETE CORE, 16" SUBSURFACE.

### INDEX TO SHEETS

SHEET NO.	CONTENTS DESCRIPTION
1	TITLE SHEET
2	PLAN AND PROFILE
3	PLAN AND PROFILE
4	PLAN AND PROFILE
5	PLAN AND PROFILE
6	RIGHT OF WAY PLAN
7	RIGHT OF WAY PLAN
8	RIGHT OF WAY PLAN
9	RIGHT OF WAY PLAN

### UTILITY COMPANIES:

- Ventura County Waterworks District No. 1**  
7130 Walnut Canyon Road  
Moorpark, CA 93021  
Randy Peltola  
(805) 484-4229
- Southern California Gas Company**  
North Central Division  
877 Chambers Ln.  
Simi Valley, CA 93065  
Wally Rogers  
(805) 626-2622
- Pacific Bell Company**  
2120 West Ave., Room 214  
Simi Valley, CA 93065  
Cheryl Sells  
(805) 662-8846
- Southern California Edison Company**  
2508 Foothill Dr.  
Thousand Oaks, CA 91321  
William Cleary  
(805) 484-7006
- CABLE TV: TCI**  
2223 Yellow Road  
Moorpark, CA 93025  
31100 Santa Monica Blvd.  
(805) 540-7522
- Calleguas Municipal Water District**  
2100 Silver Road  
Thousand Oaks, CA 91321  
Debra Hays  
(805) 428-4213

### LEGEND

- PROPOSED PAVEMENT
- PROPOSED P.C.C. DRIVEWAY
- EXISTING OR L.P. OR S.P.
- STREET REPAVE LINE
- UTILITY POLE
- EXISTING SIDE SEWER
- EXISTING SIDE SEWER
- EXISTING GAS LINE
- EXISTING FIRE HYDRANT
- EXISTING MANHOLE
- EXISTING WATER METER
- EXISTING UTILITY POLE
- RIGHT OF WAY
- PROPOSED EDGE OF SIDEWALK
- EXISTING EDGE OF PAVEMENT
- PROPOSED EDGE OF PAVEMENT

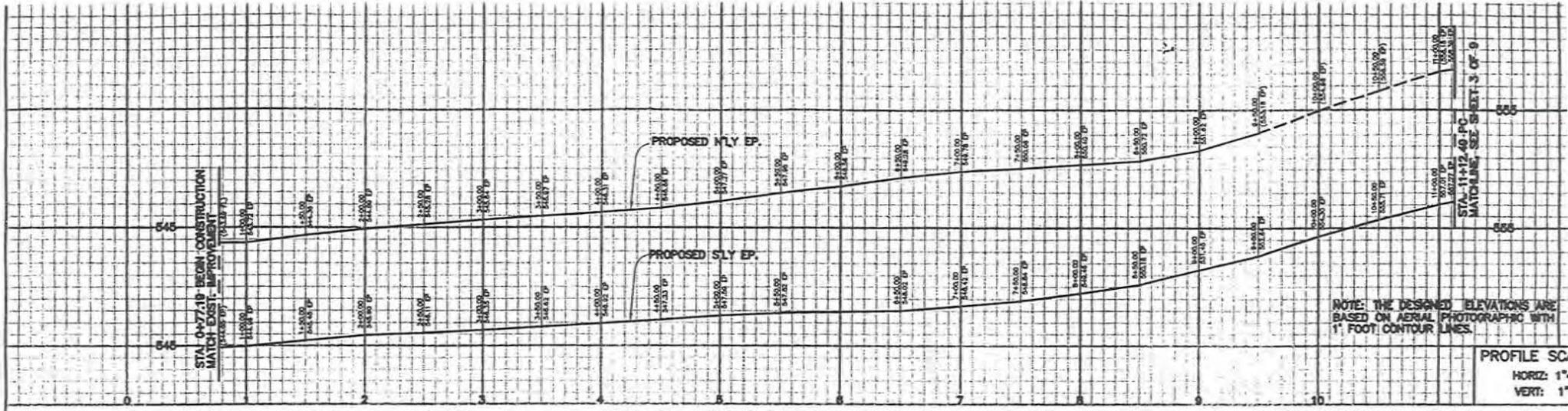
<b>CAAA</b> CHARLES ALBERTO ASSOCIATES, ETC. REGISTERED AND LICENSED PROFESSIONAL ENGINEERS AND ARCHITECTS 2010 W. 10th St., Moorpark, CA 93021 (805) 484-4229	APPROVED CITY OF MOORPARK	DESIGNED T.T.	DRAWN T.T.	CHECKED	
REVISION	DESCRIPTION	DATE	PROJ. ENG.	RECOMMENDED	APPROVED

**CITY OF MOORPARK**

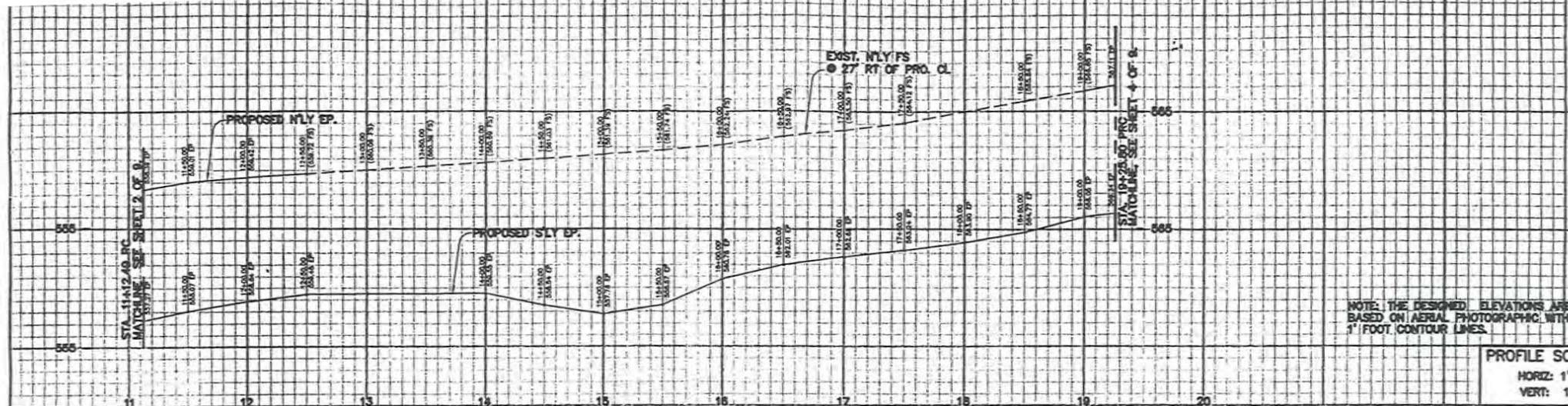
SPEC. NO.  
PROJ. NO.

**LOS ANGELES AVENUE EAST  
STREET REHABILITATION PLANS  
TITLE SHEET**

SHEET 1  
OF 9  
DATE

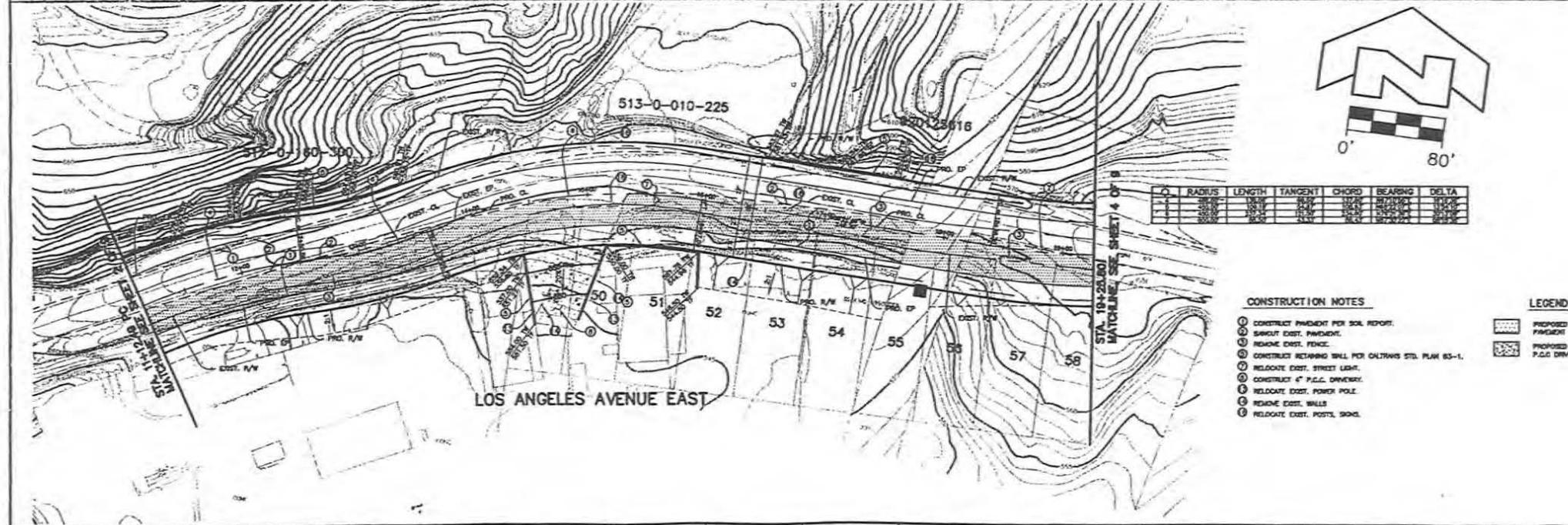


<p><b>CAA</b> CELESTINE ASSOCIATES, INC. ENGINEERS AND ARCHITECTS</p>		APPROVED CITY OF MOORPARK: _____ DESIGNED: J.T. _____ DRAWN: J.T. _____ CHECKED: _____ PREP. DATE: _____ REVIEWED: _____ APPROVED: _____ REV. NO. _____ DATE _____	<b>CITY OF MOORPARK</b>	SHEET NO. _____ PROJ. NO. _____	<b>LOS ANGELES AVENUE EAST</b> STA. 0+77.19 TO STA. 11+12.49 <b>STREET IMPROVEMENT PLANS</b>
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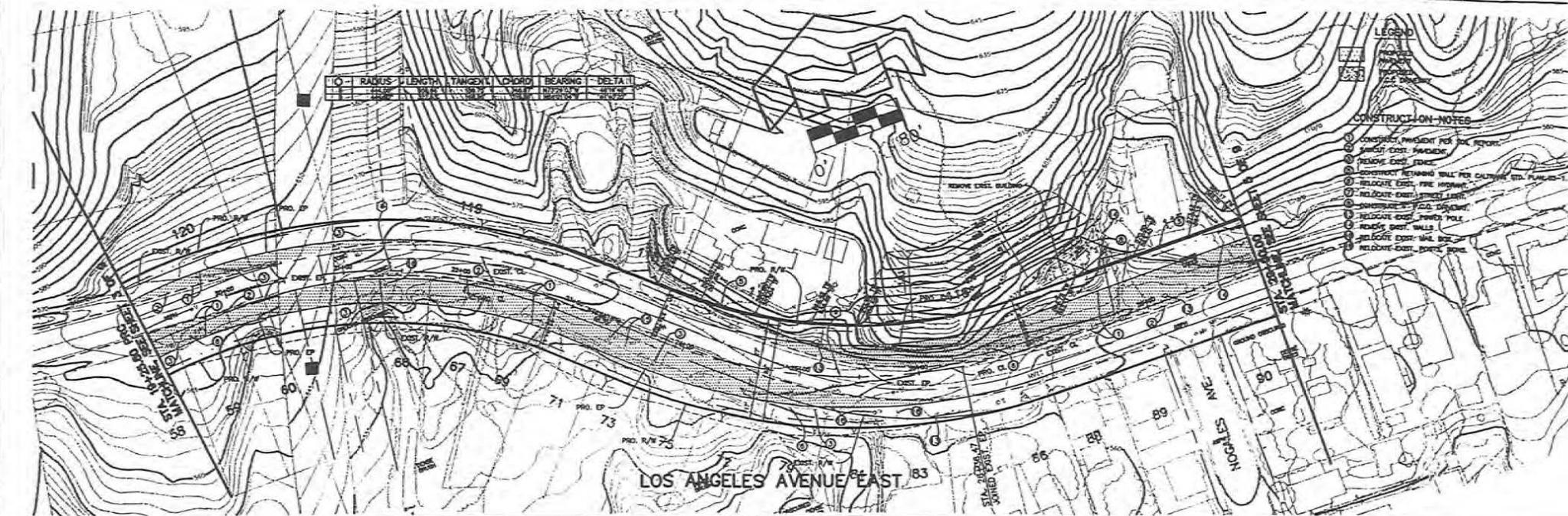
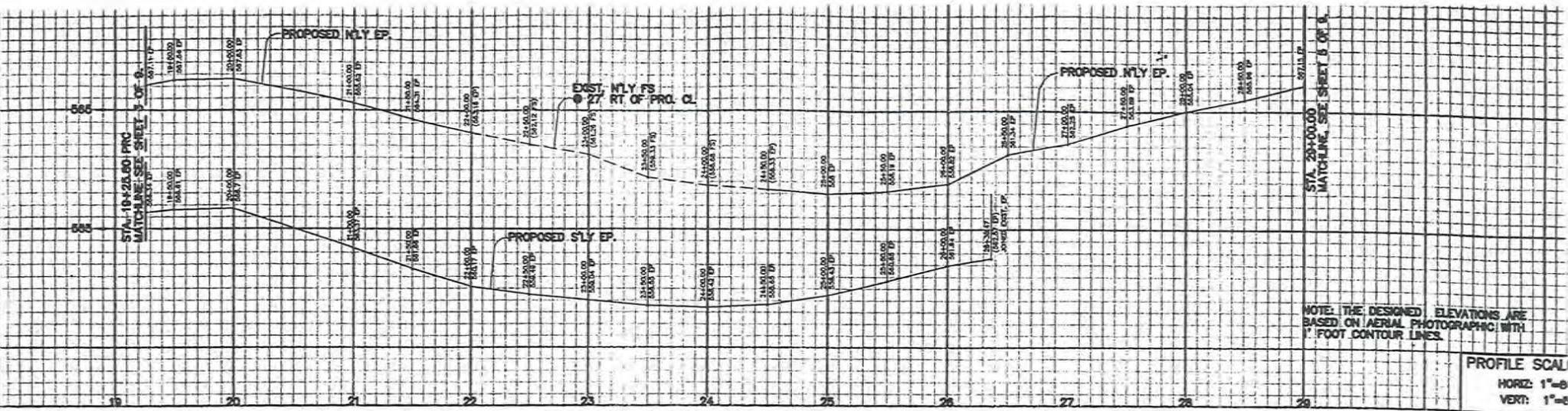
NOTE: THE DESIGNED ELEVATIONS ARE BASED ON AERIAL PHOTOGRAPHIC WITH 1' FOOT CONTOUR LINES.

PROFILE SC  
HORIZ: 1"  
VERT: 1"

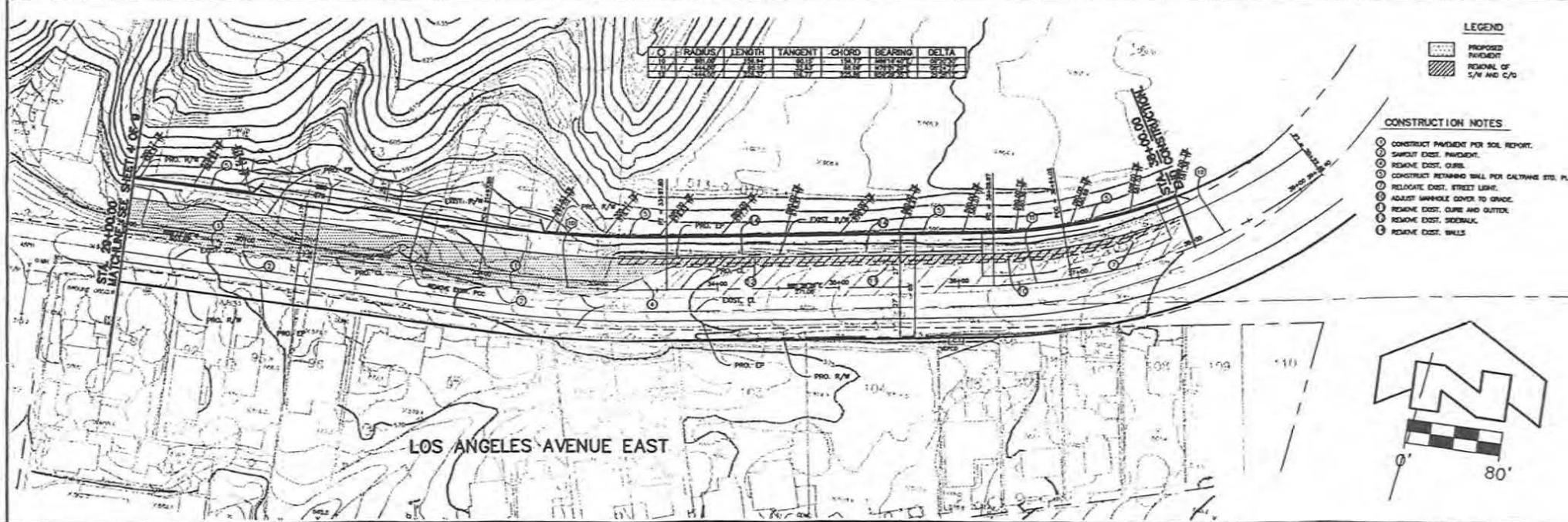
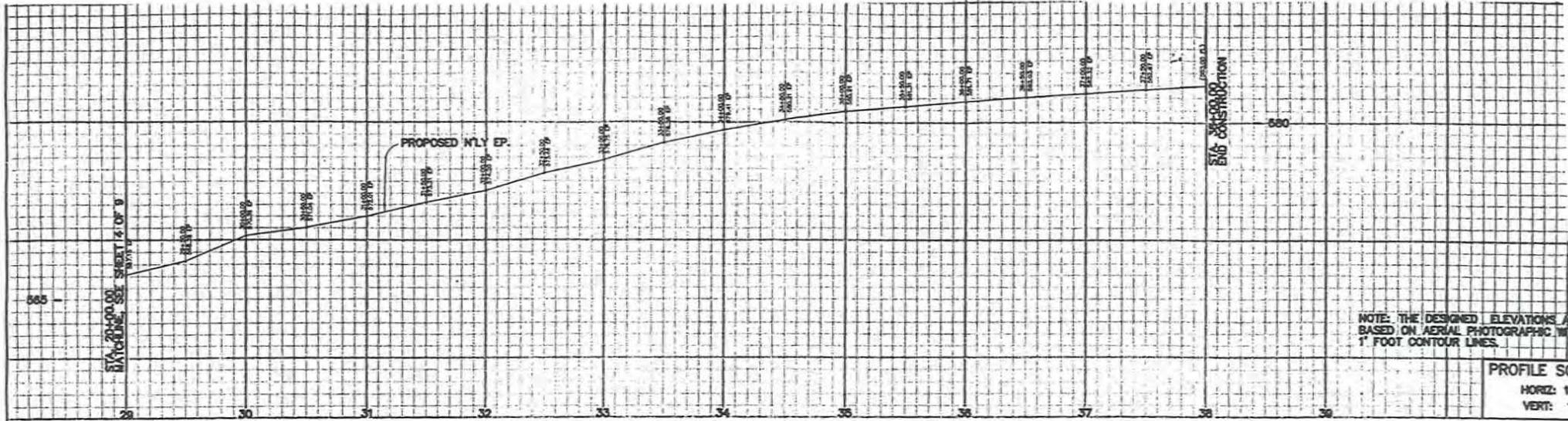


- CONSTRUCTION NOTES**
- ① CONSTRUCT PAVEMENT PER SOIL REPORT.
  - ② SMOOTH EXIST. PAVEMENT.
  - ③ REMOVE EXIST. FENCE.
  - ④ CONSTRUCT RETAINING WALL FOR CALTRANS STD. PLAN 83-1.
  - ⑤ CONSTRUCT 4" P.C.C. DRIVEWAY.
  - ⑥ RELOCATE EXIST. STREET LIGHT.
  - ⑦ RELOCATE EXIST. POWER POLE.
  - ⑧ REMOVE EXIST. WALLS.
  - ⑨ RELOCATE EXIST. POSTS, SIGNS.
- LEGEND**
- PROPOSED PAVEMENT
  - PROPOSED P.C.C. DRIVEWAY

<p><b>CAA</b> CALKER ARROYO ASSOCIATES, INC. INCORPORATED AND REGISTERED PROFESSIONAL ENGINEERS</p>	APPROVED CITY OF MOORPARK _____ CITY ENGINEER	DESIGNED T.T. _____ PROJ. ENG.	DRAWN T.T. _____ RECOMMENDED	CHECKED _____ APPROVED	<b>CITY OF MOORPARK</b>	SPEC. NO. _____ PROJ. NO. _____	<b>LOS ANGELES AVENUE EAST</b> STA. 11+12.49 TO STA. 19+25.80 <b>STREET IMPROVEMENT PLANS</b>	SHEET NO. _____ TOTAL SHEETS _____
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<p>REVISION</p> <p>DATE</p>	<p>DESCRIPTION</p>	<p>DATE</p>	<p>APPROVED CITY OF MOORPARK</p>	<p>DESIGNED T.T.</p> <p>DRAWN T.T.</p> <p>CHECKED</p>	<p>PROJ. ENG.</p> <p>RECOMMENDED</p>	<p>CITY OF MOORPARK</p>	<p>SPEC. NO.</p> <p>PROJ. NO.</p>	<p>LOS ANGELES AVENUE EAST</p> <p>STA. 19+25.80 TO STA. 29+00.00</p> <p>STREET IMPROVEMENT PLANS</p>	<p>SHEET 4</p> <p>OF 9</p> <p>DRAWING NO.</p>
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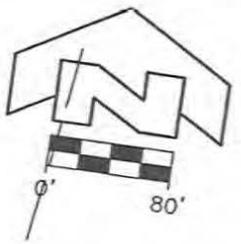


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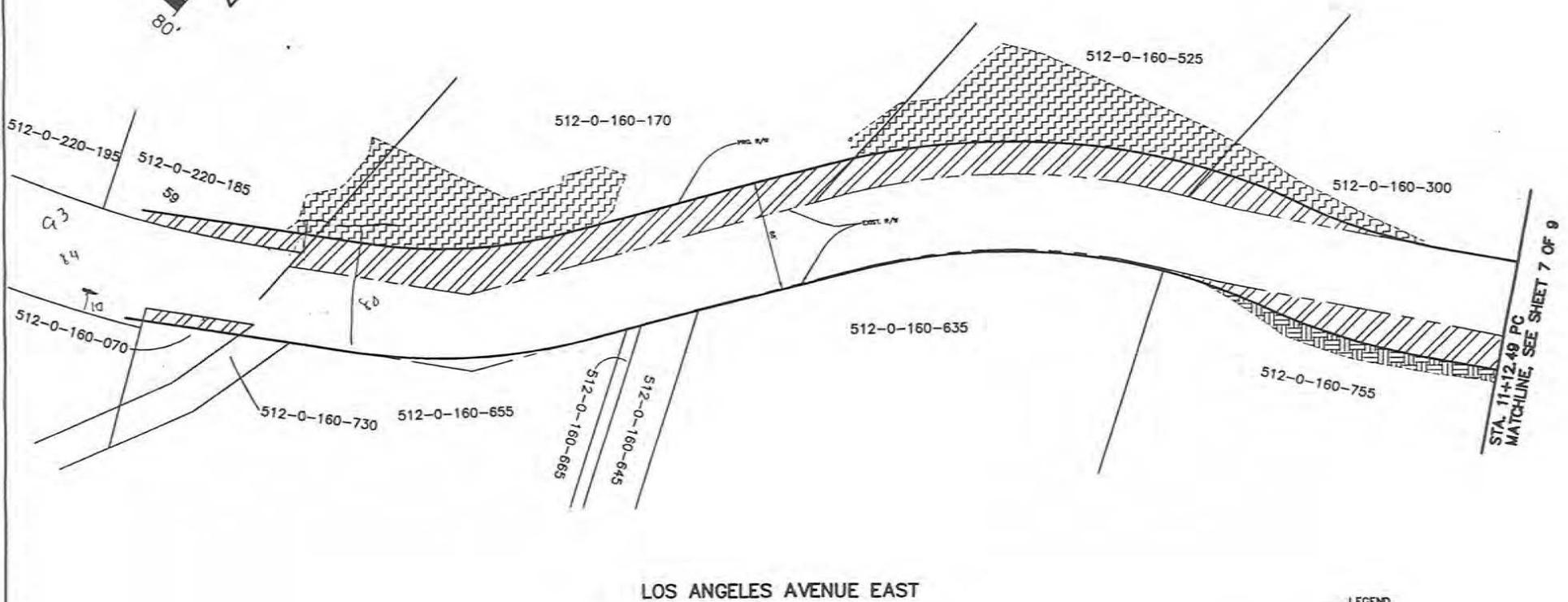
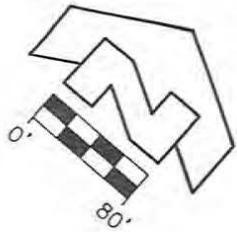
- PROPOSED PAVEMENT
- REGIONAL OF 5/8" AND 1/2"

CONSTRUCTION NOTES

- 1. CONSTRUCT PAVEMENT PER SOIL REPORT.
- 2. SAWCUT EXIST. PAVEMENT.
- 3. REMOVE EXIST. CURB.
- 4. CONSTRUCT RETAINING WALL FOR CALTRANS STD. PLAN.
- 5. RELOCATE EXIST. STREET LIGHT.
- 6. ADJUST MANHOLE COVER TO GRADE.
- 7. REMOVE EXIST. CURB AND GUTTER.
- 8. REMOVE EXIST. SIDEWALK.
- 9. REMOVE EXIST. WALLS.



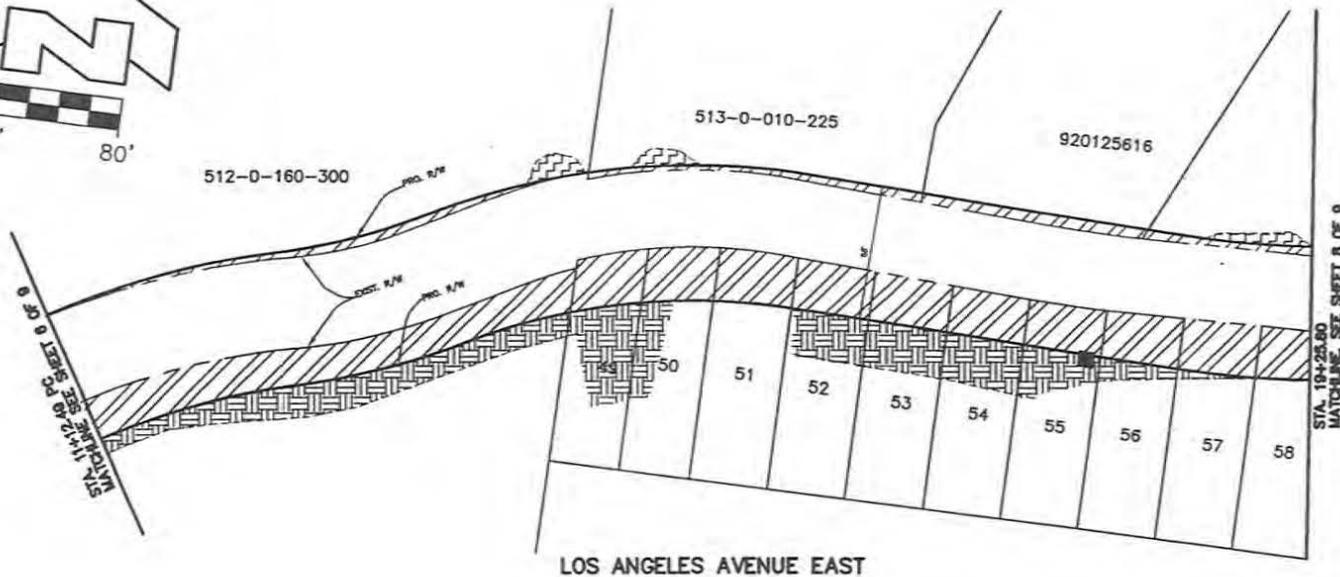
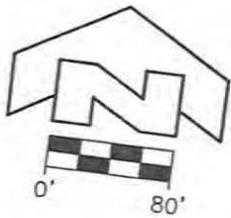
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STA. 11+12.49 PC  
MATCHLINE, SEE SHEET 7 OF 9

- LEGEND
- PROPOSED R/W
  - OUT SLOPE
  - FILL SLOPE

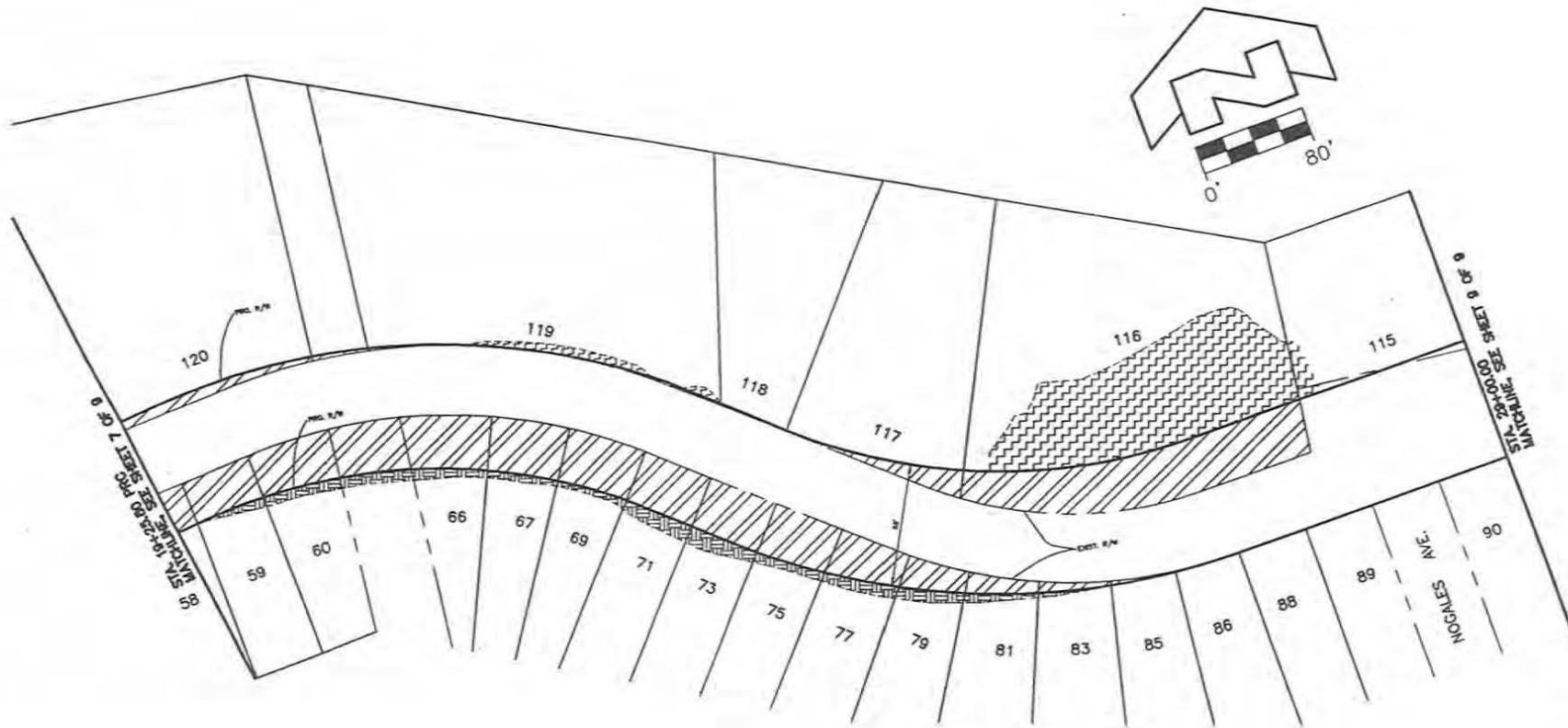
	 <small>CHARLES ARNOTT ASSOCIATES, INC.          ENGINEERS AND ARCHITECTS          1000 WEST 10TH STREET, SUITE 200          LOS ANGELES, CALIFORNIA 90015</small>	APPROVED CITY OF MOORPARK  CITY ENGINEER _____ DATE _____	DESIGNED T.T. _____ CHECKED _____ DRAWN T.T. _____ PROJ. ENG. _____ REVISIONS _____ REV. NO. _____ DATE _____ APPROVED _____	<b>CITY OF MOORPARK</b>	SPEC. NO. _____ PROJ. NO. _____	<b>LOS ANGELES AVENUE EAST</b> STA. 0+77.19 TO STA. 11+12.49 <b>RIGHT OF WAY PLANS</b>							
REVISION	DESCRIPTION	APP	DATE	PROJECT ENGINEER	SCALE	SHEET	CITY ENGINEER	SCALE	DATE	REL. NO.	SCALE	DATE	APPROVED



**LEGEND**

- PROPOSED R/W
- CUT SLOPE
- FILL SLOPE

	<b>CAA</b> <small>CHARLES ASSOCIATES, INC.          CIVIL ENGINEERS AND SURVEYORS          101 WEST 10TH AVENUE, SUITE 200          DENVER, COLORADO 80202          (303) 733-4700</small>	APPROVED CITY OF MOORPARK: _____ DATE: _____	DESIGNED: J.L. _____ DRAWN: J.L. _____ CHECKED: _____ RECOMMENDED: _____ APPROVED: _____	CITY OF MOORPARK	SPEC. NO. _____ PROJ. NO. _____	<b>LOS ANGELES AVENUE EAST</b> STA. 11+12.49 TO STA. 19+25.80 <b>RIGHT OF WAY PLANS</b>	SHEET 7 OF 7 DRAWING NO.
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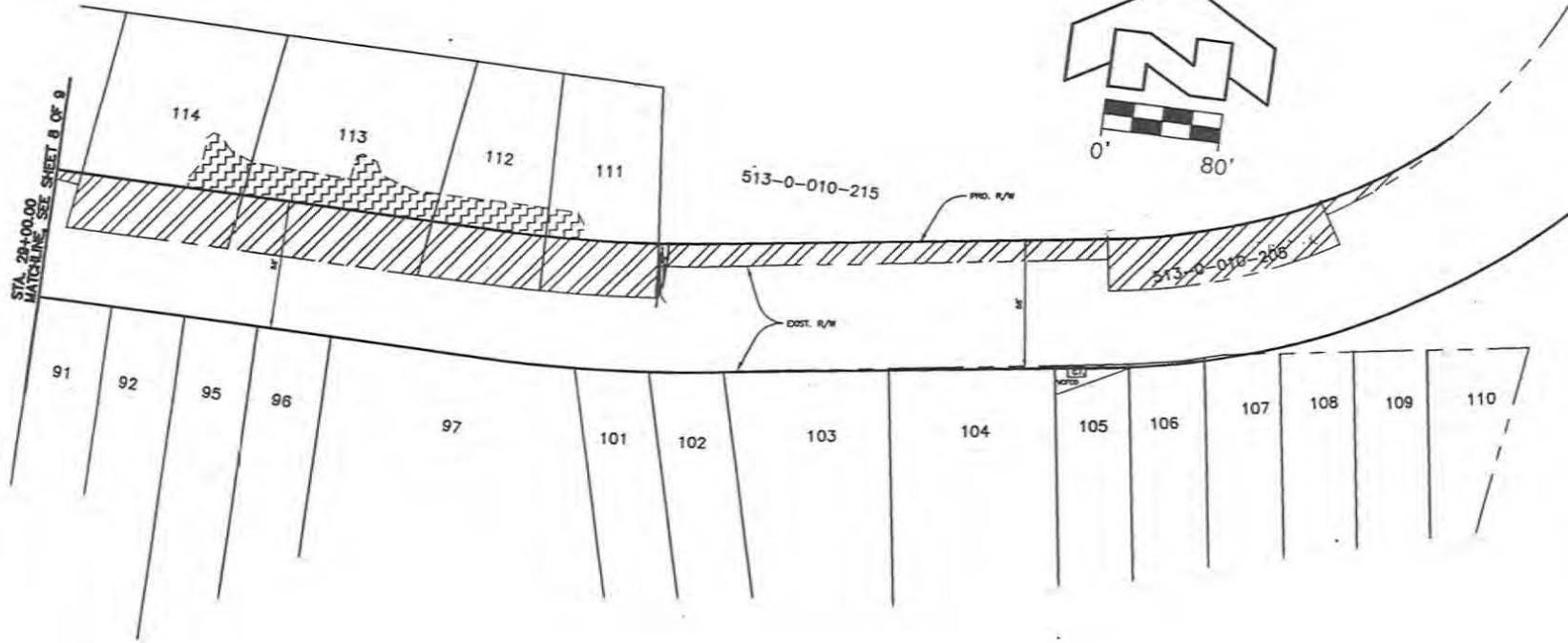


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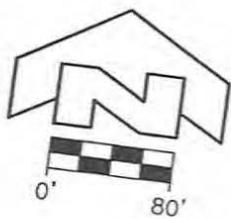
-  PROPOSED FILL
-  CUT SLOPE
-  FILL SLOPE

LOS ANGELES AVENUE EAST

	 <b>CAA</b> CHARLES ASBOTT ASSOCIATES, INC. <small>INCORPORATED AND REGISTERED PROFESSIONAL ENGINEERS</small>	APPROVED CITY OF MOORPARK CITY ENGINEER _____ DATE _____	DESIGNED J.L. _____ DRAWN J.L. _____ CHECKED _____ PROJ. ENG. _____ RECOMMENDED _____ REG. NO. _____ DATE _____ APPROVED _____	<b>CITY OF MOORPARK</b>	SPEC. NO. _____ PROJ. NO. _____	<b>LOS ANGELES AVENUE EAST</b> STA. 19+25.80 TO STA. 29+00.00 RIGHT OF WAY DIAGRAM	SHEET <b>8</b> OF <b>9</b> DRAWING NO. _____
REVISION	DESCRIPTION	DATE	BY	DATE			



STA. 29+00.00  
MATCHLINE SEE SHEET 8 OF 9



**LEGEND**  
 PROPOSED R/W  
 CUT SLOPE


**CAA**  
 CHARLES ARBUTT ASSOCIATES, INC.  
 LANDSCAPE ARCHITECTS AND ENGINEERS  
 275 West 10th Street, Suite 200, Moorpark, CA 93476  
 Phone: 805-875-1177

APPROVED CITY OF MOORPARK: \_\_\_\_\_

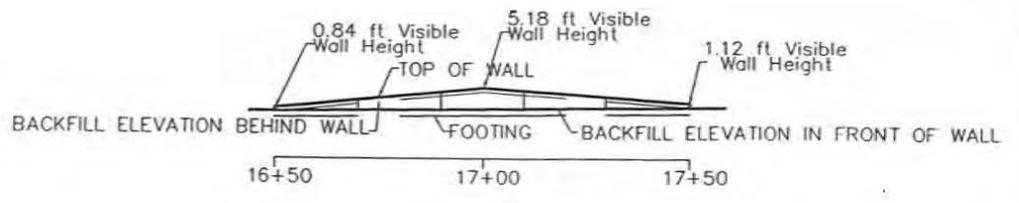
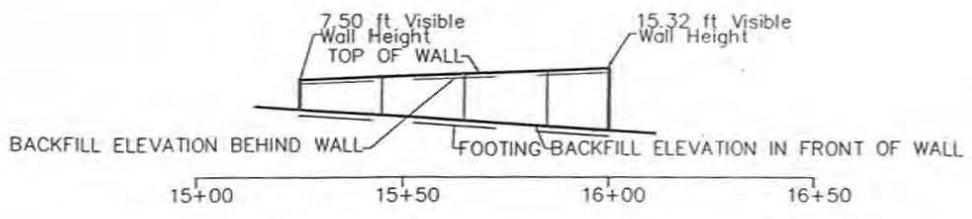
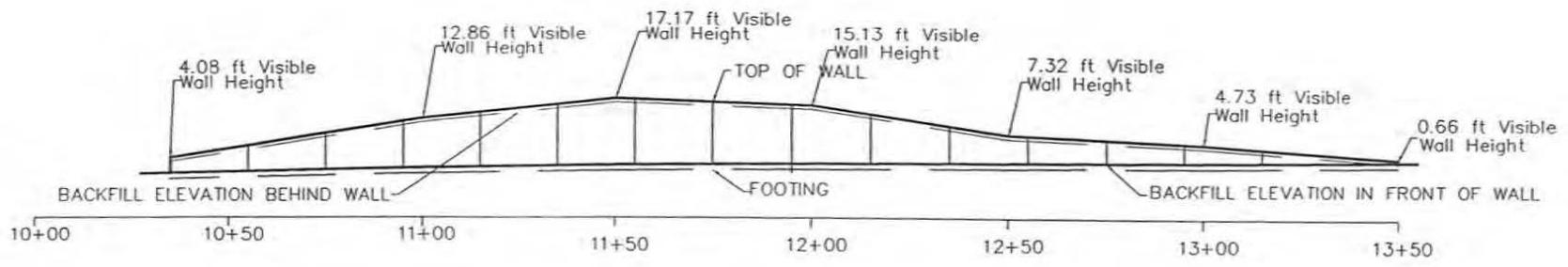
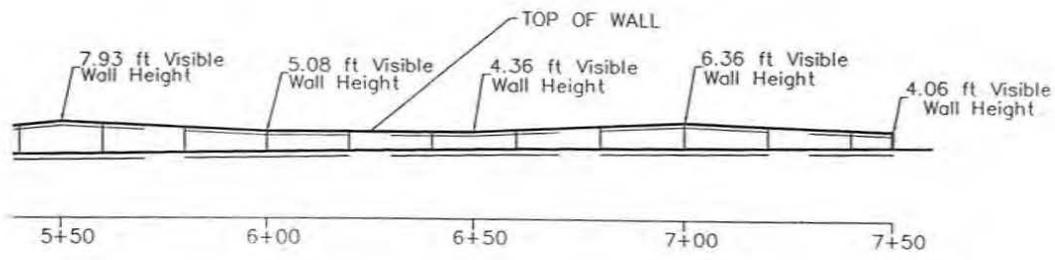
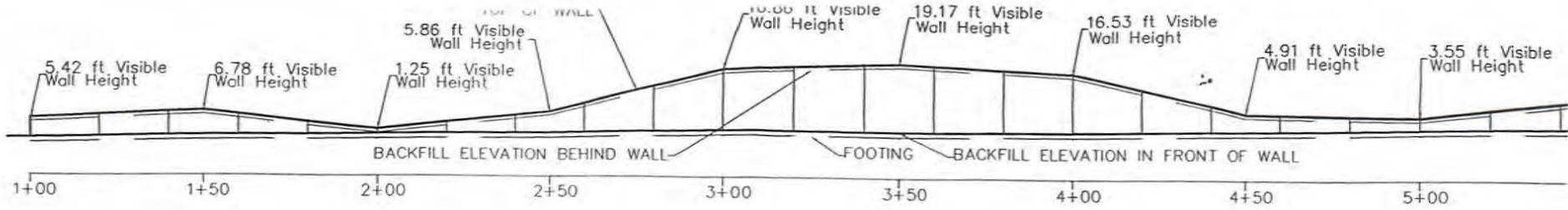
DESIGNED T.L. _____	DRAWN T.L. _____	CHECKED _____
PROJECT NO. _____	RECOMMENDED _____	APPROVED _____

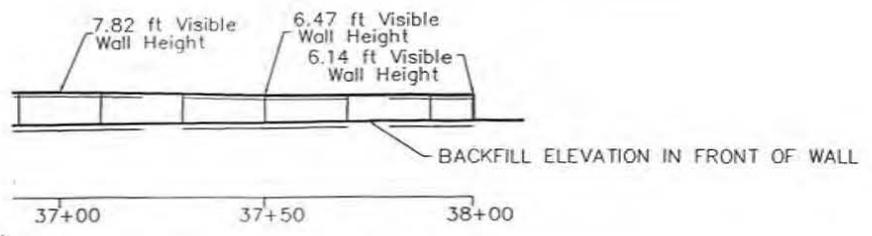
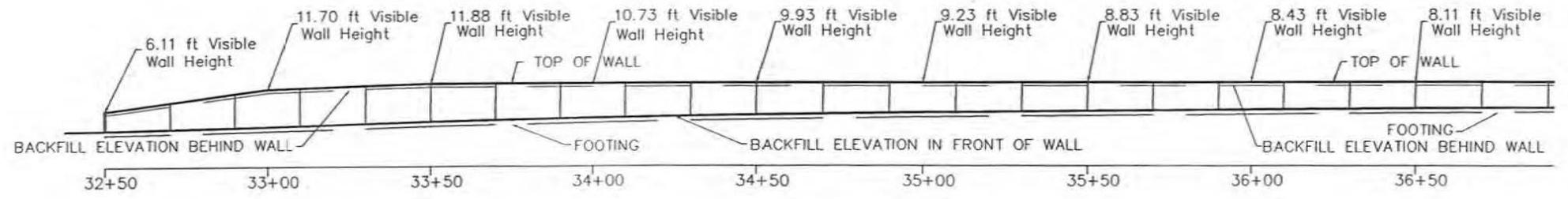
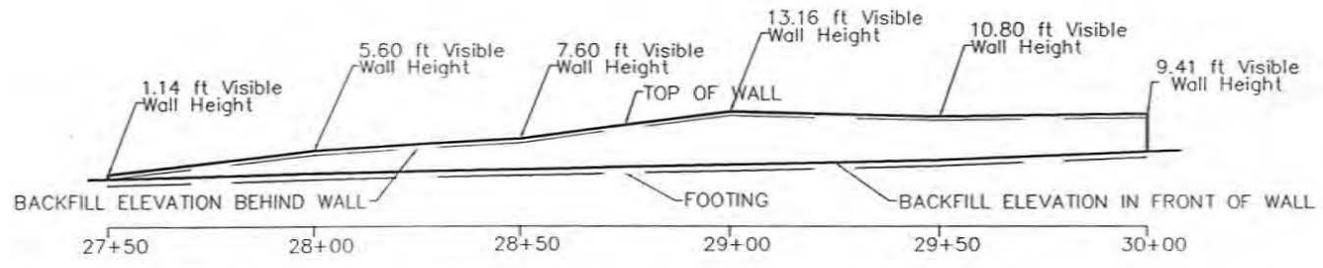
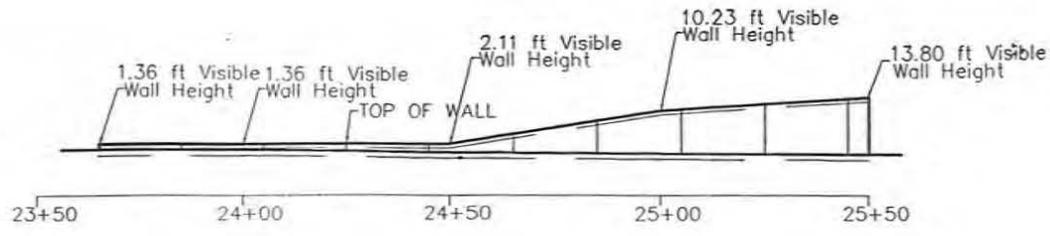
**CITY OF MOORPARK**

SPEC. NO. \_\_\_\_\_  
 PROJ. NO. \_\_\_\_\_

**LOS ANGELES AVENUE EAST**  
 STA. 29+00.00 TO STA. 38+00.00  
 RIGHT OF WAY DIAMIC

DATE: \_\_\_\_\_  
 DRAWN: \_\_\_\_\_






**CAA**  
 CHARLES A. ANDERSON ASSOCIATES, INC.  
 REGISTERED PROFESSIONAL ENGINEER  
 No. 10000

APPROVED CITY OF MOODARK

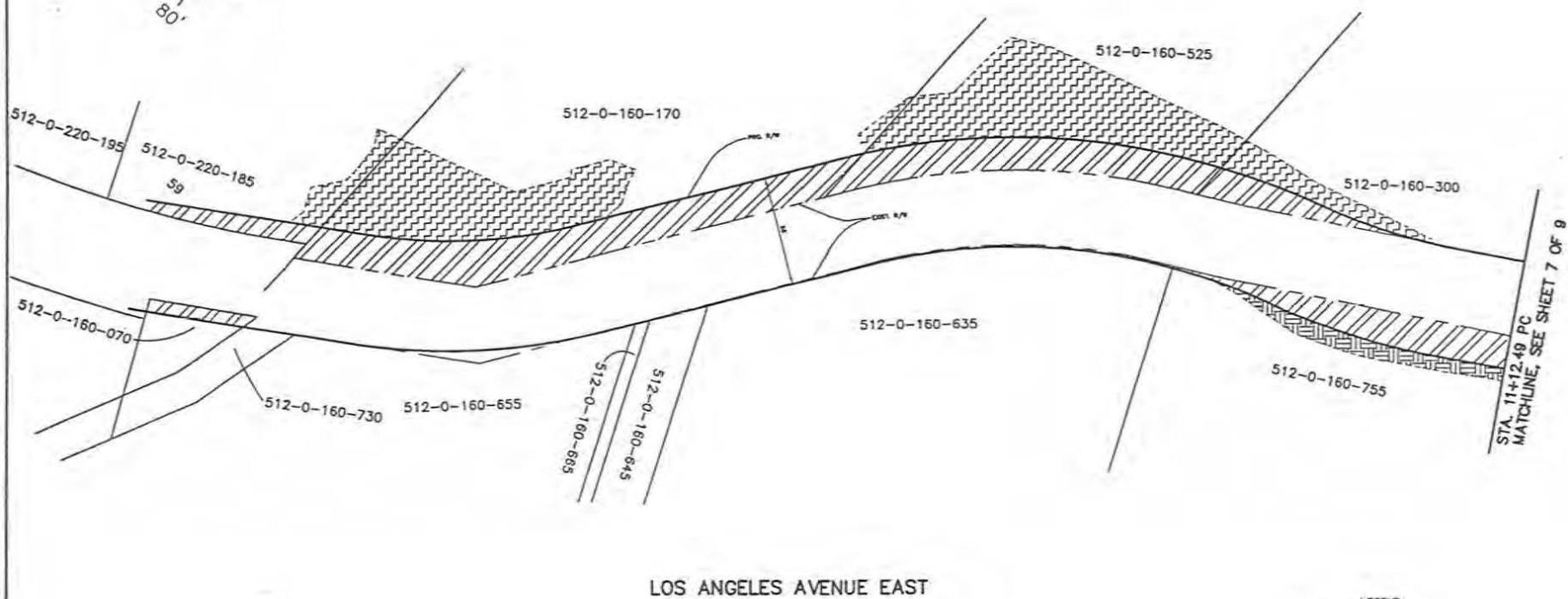
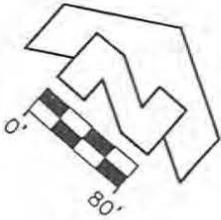
DESIGNED T.T.	DRAWN T.T.	CHECKED
PROJ. ENG.	RECOMMENDED	

**CITY OF MOODARK**

SPEC. NO.
PROJ. NO.

**LOS ANGELES AVENUE EAST**  
 STA. 23+50.00 TO STA. 38+00.00

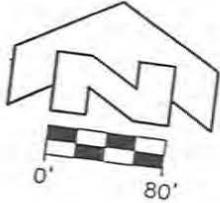
SHEET	
OF	



LOS ANGELES AVENUE EAST

- LEGEND
-  PROPOSED S/W
  -  CUT SLOPE
  -  FILL SLOPE

 CHARLES ASBOTT ASSOCIATES, INC. <small>ENGINEERS AND ARCHITECTS</small>	APPROVED CITY OF MOORPARK  DESIGNED: J.T.    DRAWN: J.T.    CHECKED: _____ PROJECT NO. _____    REVISIONS: _____	<b>CITY OF MOORPARK</b>	SPEC. NO. _____ PROJ. NO. _____	<b>LOS ANGELES AVENUE EAST</b> STA. 0+77.19 TO STA. 11+12.49 <small>RIGHT OF WAY PLAN</small>	SHEET NO. <b>6</b> OF <b>9</b>
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STA. 11+12.49 TO STA. 11+17.25 SEE SHEET 8 OF 9

512-0-160-300

513-0-010-225

920125616

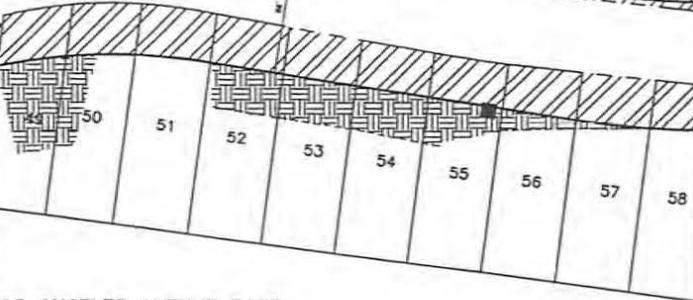
PRO. R/W

PRO. R/W

EXIST. R/W

STA. 19+23.80 TO STA. 19+25.80 MATCHLINE, SEE SHEET 8 OF 9

LOS ANGELES AVENUE EAST



- LEGEND**
- PROPOSED R/W
  - CUT SLOPE
  - FILL SLOPE


**CAA**  
 CHARLES ABBOTT ASSOCIATES, INC.  
 ENGINEERS & ARCHITECTS  
 1000 WEST 10TH STREET  
 MOORPARK, CA 91360

APPROVED CITY OF MOORPARK

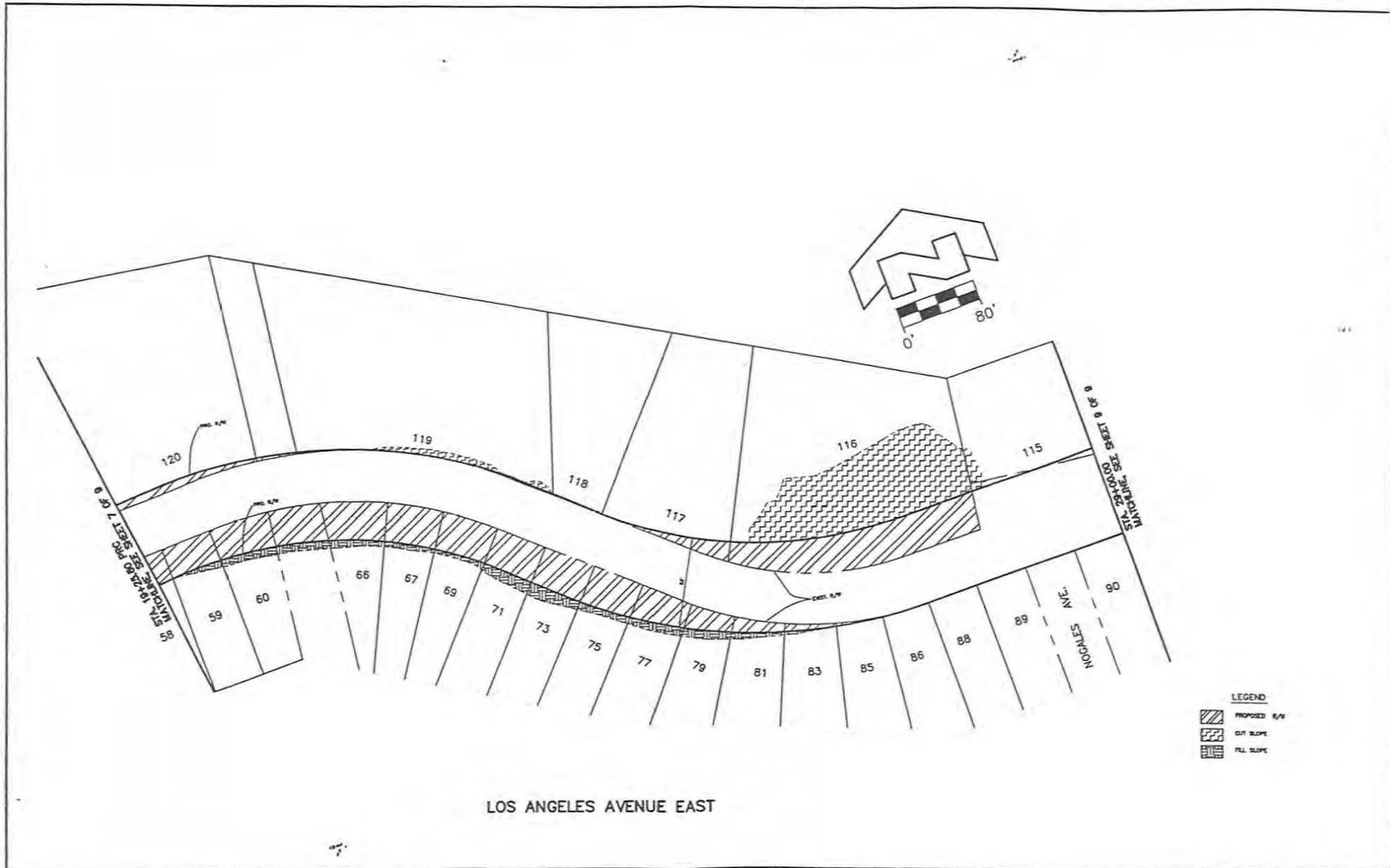
DESIGNED J.L.	DRAWN J.L.	CHECKED
PROJ. ENG.	RECORDED	

**CITY OF MOORPARK**

**LOS ANGELES AVENUE EAST**  
 STA. 11+12.49 TO STA. 19+25.80  
 RIGHT OF WAY PLAN

DATE 7  
 OF 9

P: 1028\028-134\28134s18 Thu Jul 24 09:34:11 1997 Charles Abbott Associates (CA) Station 1

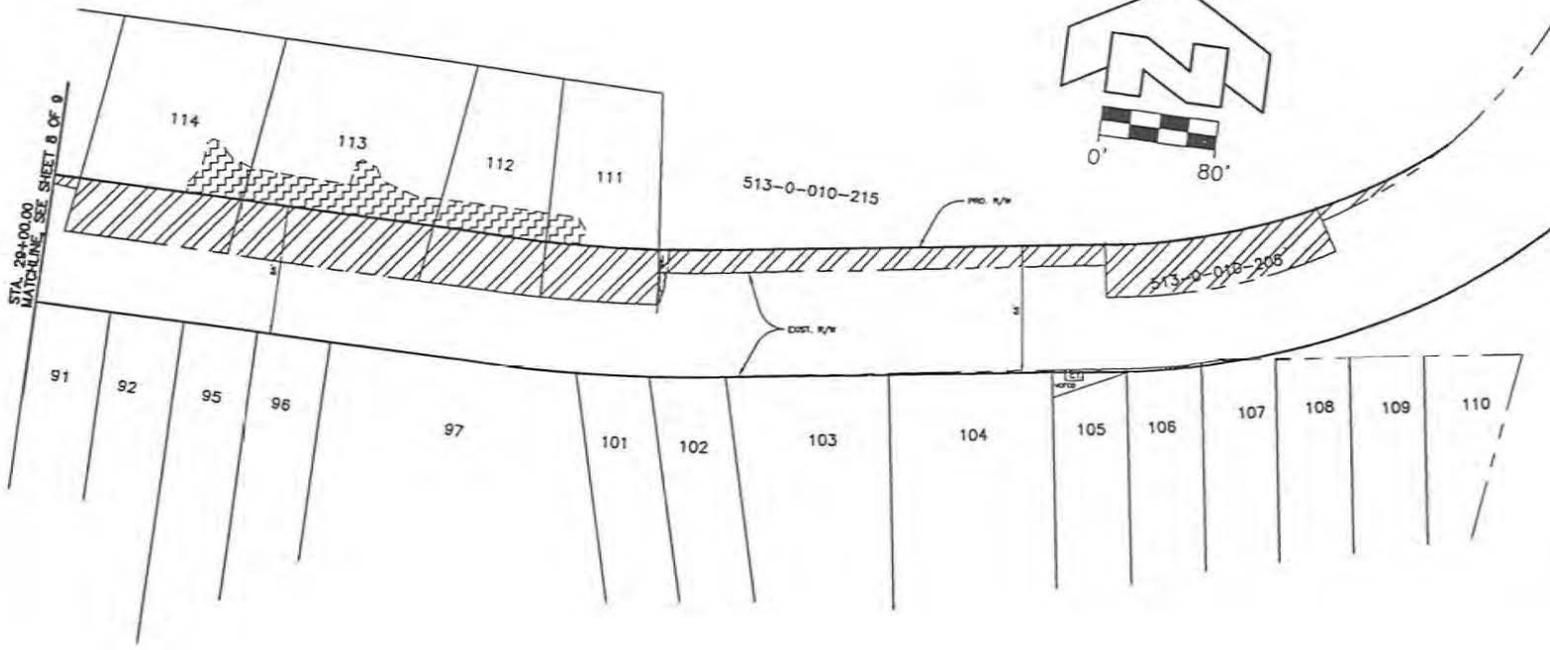


LOS ANGELES AVENUE EAST

LEGEND  
 PROPOSED R/W  
 CUT SLOPE  
 FILL SLOPE

 CHARLES ABBOTT ASSOCIATES, INC. <small>CHARLES ABBOTT ASSOCIATES, INC. IS AN EQUAL OPPORTUNITY FIRM. WE DO NOT DISCRIMINATE ON THE BASIS OF RACE, SEX, RELIGION, NATIONAL ORIGIN, ANCESTRY, OR HANDICAP.</small>		APPROVED CITY OF MOORPARK _____ _____ _____	DESIGNED J.T. DRAWN J.T. CHECKED _____ FINAL ENG. _____ REVISIONS _____	CITY OF MOORPARK _____ _____ _____	SPEC. NO. _____ PROJ. NO. _____	LOS ANGELES AVENUE EAST STA. 19+25.80 TO STA. 29+00.00	SHEET NO. _____ TOTAL SHEETS _____
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STA. 29+00.00  
MATCHLINE SEE SHEET 8 OF 9



**LEGEND**  
 PROPOSED R/W  
 CUT SLOPE

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VC22507

TRA	PARCEL NUMBER	NAME	ADDRESS	DATE
10066	512-0-150-205	GOLDEN FOREST PROP INC	4314 MARINA CITY DR MARINA DEL REY CA	06/30/95 90292 950077695
10066	512-0-150-245 ***	PACIFIC TEL-TEL CO ATTN SUPERVISOR OF TAXES	140 NEW MONTGOMERY ST SAN FRANCISCO CALIF	12/31/69 94105 3601 177
10066	512-0-150-320	CHEVRON U S A INC ATTN PROPERTY TAX DEPT	P O BOX 285 HOUSTON TX	02/03/77 77001 4764 888
10067	512-0-150-330	CHEVRON U S A INC ATTN PROPERTY TAX DEPT	P O BOX 285 HOUSTON TX	02/03/77 77001 4764 888
10076	512-0-150-435	GOLDEN FOREST PROP INC	4314 MARINA CITY DR MARINA DEL REY CA	06/30/95 90292 950077695
10076	512-0-150-445 ***	VENTURA COUNTY FL CTRL DIST ATTN R-W AGENT	800 S VICTORIA AVE VENTURA CALIF	04/28/75 93009 4396 734
10067	512-0-150-525	BALIK ALLEN R	7713 HASKELL AV VAN NUYS CA	09/06/89 91406 890140167
10054	512-0-150-565 ***	VENTURA COUNTY FL CTRL DIST ATTN R-W AGENT	800 S VICTORIA AV VENTURA CA	12/19/80 93009 5798 892
10054	512-0-150-585 ***	VENTURA COUNTY FL CTRL DIST ATTN R-W AGENT	800 S VICTORIA AV VENTURA CA	12/19/80 93009 5798 892
10057	512-0-150-605	SIMI-MOORPARK FREEWAY PROP ATTN MADGE PATTERSON	2800 28TH ST #222 SANTA MONICA CA	12/31/68 90405 3422 281
10054	512-0-150-635 ***	VENTURA COUNTY FL CTRL DIST ATTN R-W AGENT	800 S VICTORIA AV VENTURA CA	09/27/83 93009 830107494
10066	512-0-150-645	HENTHORN DONALD-VIRGINIA	605 LAGUNA DR SIMI VALLEY CA	02/05/85 93065 850011565
10066	512-0-150-675	NHD PARTNERS ATTN EAGLE PROPERTY MGMT	5301 COMMERCE AV #D MOORPARK CA	07/25/85 93021 850079372
10066	512-0-150-690	PARS CALIF DEV CORP MOORPARK PLAZA FAM PART	530 E LOS ANGELES AV #212A MOORPARK CA	07/07/92 93021 920119035
10067	512-0-150-700	PARS CALIF DEV CORP MOORPARK PLAZA FAM PART	530 E LOS ANGELES AV #212A MOORPARK CA	07/07/92 93021 920119035
10067	512-0-150-710 ***	VENTURA COUNTY FL CTRL DIST ATTN R-W AGENT	800 S VICTORIA AV VENTURA CA	03/20/87 93009 870041418
10007	512-0-150-735 ***	VENTURA COUNTY FL CTRL DIST ATTN R-W AGENT	800 S VICTORIA AV VENTURA CA	03/13/75 93009 4379 168
10067	512-0-150-745 ***	VENTURA COUNTY FL CTRL DIST ATTN R-W AGENT	800 S VICTORIA AV VENTURA CA	03/13/75 93009 4379 168
10066	512-0-150-755 ***	VENTURA COUNTY FL CTRL DIST ATTN R-W AGENT	800 S VICTORIA AV VENTURA CA	03/13/75 93009 4379 168
10007	512-0-150-765	BORICK LOUIS J BORICK JUANITA A	7800 WOODLEY AV VAN NUYS CA	04/24/85 91406 850041535
10007	512-0-150-775 ***	CALIFORNIA STATE OF	BLANK BLANK	02/02/95 93021 950013385
10065	512-0-160-050 ***	VENTURA CO TRANSPORTATION CO	950 COUNTY SQUARE DR #207 VENTURA CA	09/27/91 93003 910143115
10067	512-0-160-070	RIDDLE ROBERT-SHARON TR	17304 GRACE CT GRASS VALLEY CA	06/20/95 95949 950072395
10066	512-0-160-125	FOUNTAINWOOD-AGOURA	8383 WILSHIRE BL SUITE BEVERLY HILLS CA	07/14/78 1036 90211 5162 541
10061	512-0-160-140 ***	VENTURA COUNTY OF ATTN R-W AGENT	800 S VICTORIA AVE VENTURA CALIF	07/14/78 93009 0000 000

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TRA	PARCEL NUMBER	NAME	ADDRESS	DATE
10007	512-0-160-155	KORNLAND BUILDING	8222 MELROSE AV LOS ANGELES CA	10/02/84 90046 840109246
10005	512-0-160-160	WHITE RONALD K-CAROLYN S	29535 WENGLER HILL RD REDDINGS CA	11/11/77 96088 4991 009
10007	512-0-160-170	MAY CLIFFORD C-CHRISTINE D	13853 E LOS ANGELES AVE MOORPARK CALIF	01/12/77 93021 4749 446
10039	512-0-160-215	UNOCAL ATTN TAX DIVISION	P O BOX 7600 LOS ANGELES CA	12/31/90 90051 900192244
10067	512-0-160-225	UNOCAL ATTN TAX DIVISION	P O BOX 7600 LOS ANGELES CA	12/31/90 90051 900192244
10065	512-0-160-250	CASTRO STEVEN J-PAMELA	450 CHARLES ST MOORPARK CA	04/14/89 93021 890057596
10005	512-0-160-300	CHAIDEZ ISMAEL-VICTORIA	13931 LOS ANGELES AV MOORPARK CA	04/09/92 93021 920060613
10039	512-0-160-515	CLEMMONS JAMES L-MARY	1271 TARA ST BARSTOW CA	11/06/68 92311 3394 486
10005	512-0-160-525	FOUNTAINWOOD-AGOURA	8383 WILSHIRE BL SUITE BEVERLY HILLS CA	1036 07/14/78 90211 5162 541
10005	512-0-160-545	FOUNTAINWOOD-AGOURA	8383 WILSHIRE BL BEVERLY HILLS CA	11/17/78 90021 5263 023
10005	512-0-160-555	FOUNTAINWOOD-AGOURA	8383 WILSHIRE BL BEVERLY HILLS CA	11/17/78 90021 5263 023
10066	512-0-160-585	UTILITY SUPPLY GROUP INC	P O BOX 8328 WACO TX	06/02/94 76714 940094765
10066	512-0-160-595	CONSOLIDATED ROCK PROD CO	BOX 2950 TERMINAL ANNEX LOS ANGELES CALIF	03/25/70 90054 3639 494
10066	512-0-160-605	VENTURA COUNTY FL CTRL DIST ***	800 S VICTORIA AVE VENTURA CALIF	04/07/75 93009 4388 328
10005	512-0-160-611	TONAS WILLIAM	P O BOX 15256 LAS VEGAS NV	09/30/76 89114 4681 518
10005	512-0-160-612	DELURGIO DENISE N ET AL	4929 CALLE DE ARBOLES TORRANCE CA	02/16/88 90505 880019483
10005	512-0-160-613	VAIL PETER	306 S BAYFRONT BALBOA ISLAND CA	05/30/85 92662 850055861
10005	512-0-160-616	ESCALLIER BARBARA TR ET AL ATTN MOORPARK RANCH LTD	7900 W 83RD ST PLAYA DEL REY CA	07/19/82 90291 820066197
10005	512-0-160-617	HEDRICK SANGER C JR ET AL	P O BOX 789 SANTA PAULA CA	07/16/90 93060 900105249
10005	512-0-160-625	VENTURA COUNTY FL CTRL DIST ***	800 S VICTORIA AVE VENTURA CALIF	09/18/75 93009 4463 471
10067	512-0-160-635	CONEJO READY MIX INC	15203 OXNARD ST VAN NUYS CA	02/24/89 91411 893000000
10067	512-0-160-645	VENTURA COUNTY FL CTRL DIST ***	800 S VICTORIA AVE VENTURA CALIF	10/30/75 93009 4485 514
10067	512-0-160-655	RIDDLE ROBERT-SHARON TR	17304 GRACE CT GRASS VALLEY CA	06/20/95 95949 950072392
10067	512-0-160-665	VENTURA COUNTY FL CTRL DIST ***	800 S VICTORIA AVE VENTURA CALIF	10/30/75 93009 4485 514
10067	512-0-160-675	VENTURA COUNTY FL CTRL DIST ***	800 S VICTORIA AVE VENTURA CALIF	10/30/75 93009 4485 514

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TRA	PARCEL NUMBER	NAME	ADDRESS	DATE
10005	512-0-160-705	FOUNTAINWOOD-AGOURA	8383 WILSHIRE BL SUITE 1036 BEVERLY HILLS CA 90211	07/14/78 5162 541
10065	512-0-160-715	CASTRO STEVEN J-PAMELA	479 CHARLES ST MOORPARK CA 93021	04/14/89 890057596
10067	512-0-160-720 ***	SOUTHERN PACIFIC TRANS CO	65 MARKET ST RM 846 SAN FRANCISCO CALIF 94105	07/06/01 0077 114
10067	512-0-160-730	RIDDLE ROBERT-SHARON TR	17304 GRACE CT GRASS VALLEY CA 95949	06/20/95 950072392
10067	512-0-160-745	HART RICHARD T-LILLIAN M TR	17827 RIDGEWAY RD GRANADA HILLS CA 91344	04/25/90 900061658
10066	512-0-160-755	CONEJO READY MIX INC	15203 OXNARD ST VAN NUYS CA 91411	02/24/89 893000000
10007	512-0-171-165	HOROWITZ MIKE TIRE SERVICE I	996 CALLE RUIZ THOUSAND OAKS CA 91360	11/10/94 940182265
10007	512-0-171-185	SHERG JANET K LOGAN DAVID G-JOAN TRUST	3004 GRANT AV COSTA MESA CA 92626	06/18/91 910085018
10007	512-0-171-205	MVS INC	300 ESPLANADE DR FL 21 OXNARD CA 93030	10/25/89 890170644
10006	512-0-171-215	MVS INC	300 ESPLANADE DR FL 21 OXNARD CA 93030	10/25/89 890170644
10025	512-0-172-025	SCRIBNER KENNETH L-SHARON HOTCHKISS DENNIS B-DIANE	554 FLINN AV MOORPARK CA 93021	10/20/77 4972 142
10066	512-0-172-035	GRIESE DEL-JANET TRUST	8400 WATERS RD MOORPARK CA 93021	12/06/89 890193684
10066	512-0-172-045	KOROS TIBOR B-CARMEN E TR	3461 THREE SPRINGS DR WESTLAKE VILLAGE CA 91362	02/05/91 910015018
10067	512-0-172-055	SCRIBNER KENNETH L-SHARON HOTCHKISS DENNIS B-DIANE M	554 FLINN AV MOORPARK CA 93021	03/07/83 830021873
10066	512-0-172-075	SCRIBNER KENNETH L-SHARON HOTCHKISS DENNIS B-DIANE M	554 FLINN AV MOORPARK CA 93021	03/07/83 830021873
10066	512-0-173-015	BRAUN DOUGLAS J-ARLENE M	29537 BERTRAND DR OAK PARK, CA. 91301	09/27/84 840107342
10066	512-0-173-025 ***	PACIFIC TEL-TEL CO ATTN SUPERVISOR OF TAXES	140 NEW MONTGOMERY ST SAN FRANCISCO CALIF 94105	11/28/69 3585 307
10007	512-0-173-035	BRAUN DOUGLAS J-ARLENE M	29537 BERTRAND DR AGOURA HILLS CA 91301	06/09/94 940099079
10066	512-0-180-045 ***	VENTURA COUNTY FL CTRL DIST ATTN R-W AGENT	800 S VICTORIA AVE VENTURA CALIF 93009	03/12/75 4378 780
10066	512-0-180-055 ***	VENTURA COUNTY FL CTRL DIST ATTN R-W AGENT	800 S VICTORIA AVE VENTURA CALIF 93009	08/29/74 4306 935
10066	512-0-180-060	KULP CHUNG P	859 BELLAGIO CT OAK PARK, CA. 91301	05/15/89 890076108
10066	512-0-180-070	ANDERSON STEPHEN R TR	4875 MOORPARK RD MOORPARK CA 93021	08/18/92 920144888
10066	512-0-180-080	MC DONALDS CORPORATION ATTN CONNIE RONCONE	ONE MC DONALDS PLAZA OAK BROOK IL 60521	08/19/93 930152538
10066	512-0-190-015	SMITH RONNIE L-SUSAN	507 SPRING RD #4 MOORPARK CA 93021	09/19/89 890147289
10066	512-0-190-025	CASSESE EDWARD J-IRENE M	507 SPRING ROAD #2 MOORPARK CA 93021	09/18/89 890146157

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TRA	PARCEL NUMBER	NAME	ADDRESS	DATE
10066	512-0-190-035	COHEN HOWARD-JEAN H PHARR JOHN	P O BOX 1569 GUNNISON CO	06/01/90 81230 900082102
10066	512-0-190-045	CHARNAY JANE E	4039 MARINER CR WESTLAKE VILLAGE CA	11/24/78 91361 5267 911
10066	512-0-190-055	RENNA LOUIS A	511 MOORPARK RD #5 MOORPARK CA	06/24/93 93021 930115095
10066	512-0-190-065	BOYKIN JUDITH ANN	511 SPRING RD UNIT #6 MOORPARK CA	03/15/95 93021 950029947
10066	512-0-190-075	LAFARR WAYNE C-DEBORAH M	511 SPRING RD #7 MOORPARK CA	12/27/89 93021 890204634
10066	512-0-190-085	MARTIN GREGORY P-CAMILA C	511 N SPRING RD #8 MOORPARK CA	06/13/95 93021 950069291
10066	512-0-190-095	MENDOZA GLADYS V	517 SPRING RD #12 MOORPARK CA	12/29/94 93021 940205254
10066	512-0-190-105	HOLMES DOUGLAS E	829 FLYNN RD CAMARILLO CA	03/16/95 93012 950031330
10066	512-0-190-115	GIZATULLIN FARUK-TRACY C	11557 BARRANCA RD CAMARILLO CA	09/14/87 93012 870147787
10066	512-0-190-125	CREPS ROBERT A-ELSINA C TR CREPS SHARON D	24537 DRY CANYON COLD CREEK CALABASAS CA	10/01/91 91302 910145306
10066	512-0-190-135	REDDOCH JULIUS W	3893 CINCO AMIGOS SANTA BARBARA CA	08/22/90 93015 900125238
10066	512-0-190-145	LOH FAMILY TRUST	686 PIROPO CT CAMARILLO CA	07/01/88 93010 880093504
10066	512-0-190-155	TRILLING THOMAS-ELKE	3240 INGLEWOOD BL LOS ANGELES CA	12/26/79 90066 5566 696
10066	512-0-190-165	GRISWOLD CHARLES L-SYLVIA J	1646 LA JOLLA DR THOUSAND OAKS CA	05/23/80 91360 5659 029
10066	512-0-190-175	SWARENS CRAIG W-DEBBIE J SWARENS EARL W-BETTY M	137 VERDE VISTA DR THOUSAND OAKS CA	12/18/86 91360 860185288
10066	512-0-190-185	LAVIN ANITA E	527 SPRING RD #18 MOORPARK CA	05/11/93 93021 930083796
10066	512-0-190-195	BRADY AMY S	527 N SPRING RD #19 MOORPARK CA	01/26/93 93021 930015132
10066	512-0-190-205	BRUNET LAURIE J	1288 CADIZ DR SIMI VALLEY CA	05/23/80 93065 5658 920
10066	512-0-190-215	WILHELM KARL-ELIZABETH	11905 ELWIN RD MOORPARK CA	10/27/89 93021 890172291
10066	512-0-190-225	LAVERTY MICHAEL J	1860 STOW ST SIMI CA	10/05/88 93063 880147474
10066	512-0-190-235	HOFFMAN DONALD J	P O BOX 6097 THOUSAND OAKS CA	06/26/92 91359 920112674
10066	512-0-190-245	RISSE MARCEE M MOON RANDY S	526 SPRING RD #105 MOORPARK CA	03/28/95 93021 950034643
10066	512-0-190-255	BRANCATI THOMAS-PATRICIA TR	1730 SHETLAND PL WESTLAKE VILLAGE CA	07/23/91 91361 910105654
10066	512-0-190-265	GIL JOHNNY R	520 N SPRING RD #110 MOORPARK CA	12/26/89 93021 890204155
10066	512-0-190-275	TRUONG HENRY HOANG PHAM SUSAN HANH	520 MOORPARK RD #11 MOORPARK CA	03/03/93 93021 930037875

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TRA	PARCEL NUMBER	NAME	ADDRESS	DATE
10066	512-0-210-365	APOSHIAN EDWIN P-CLAUDIA TR	2844 E BARNES ST SIMI VALLEY CA	07/06/9 93063 9301218
10021	512-0-220-015	FETHER KENNETH G-JANE A	876 WARREN CR MOORPARK CA	11/25/8 93021 8701900
10021	512-0-220-025	GRUEL GEORGE W LOGAN BONNIE L	759 CHARLES ST MOORPARK CA	11/08/9 93021 9401803
10021	512-0-220-035	GARNO M VINCE-JOYCE	771 CHARLES ST MOORPARK CA	04/30/8 93021 8400471
10021	512-0-220-045	ALLEN LYLE R-GARNETT E TRUST	783 CHARLES ST MOORPARK CA	06/08/9 93021 9301034
10021	512-0-220-055	MAGALLANES NICHOLAS-MARSHA	795 CHARLES ST MOORPARK CA	02/03/9 93021 9400194
10021	512-0-220-065	JONES ANDRE P CHANNEL MICHELE A	807 CHARLES ST MOORPARK CA	03/30/9 93025 9000481
10021	512-0-220-075	WAGENBACH DONALD M-NANCY T T	821 CHARLES ST MOORPARK CA	07/02/9 93021 9201169
10021	512-0-220-085	STEINBERG SHAWN-JILL	837 CHARLES ST MOORPARK CA	12/20/9 93021 9402007
10021	512-0-220-095	JONES REX-DENISE	845 CHARLES ST MOORPARK CA	11/25/8 93021 8701899
10021	512-0-220-105	CARTON ANITA L TR	4577 BELLA VISTA DR MOORPARK CA	02/22/9 93021 9500214
10021	512-0-220-115	LE BLANC JOSEPH F-PATSY	836 CHARLES ST MOORPARK CA	12/26/8 93021 8401423
10021	512-0-220-125	CUENCO MARIA B	890 HEDYLAND CT MOORPARK CA	02/25/8 93021 8600220
10021	512-0-220-135	DOI ASAO F-ANNE R	876 HEDYLAND CT MOORPARK CA	03/09/8 93021 8400260
10021	512-0-220-145	GARCIA HECTOR-NORMA	862 HEDYLAND CT MOORPARK CA	12/18/8 93021 8702015
10021	512-0-220-155	STAYER DENNIS C-MARSHA I	848 HEDYLAND CT MOORPARK CA	03/16/8 93021 8400284
10021	512-0-220-165	MUNSON CHRISTINE M	834 HEDYLAND CT MOORPARK CA	07/26/9 93021 9001105
10021	512-0-220-175	SHIVELY DONALD J-MARY K	820 HEDYLAND CT MOORPARK CA	03/28/8 93021 8400328
10021	512-0-220-185	BURG ANDREW L-BARBARA M	800 HEDYLAND CT MOORPARK CA	05/31/8 93021 8400602
10021	512-0-220-195	ESTRADA ALEX-MARIE C	P O BOX 292 MOORPARK CA	05/09/9 93020 9400793
10021	512-0-220-205	PAGE JAMES I-MAUREEN	819 HEDYLAND CT MOORPARK CA	04/27/8 93021 8400464
10021	512-0-220-215	GOLPASHIN WILSON S-FRIEDA I	833 HEDYLAND CT MOORPARK CA	04/27/8 93021 8400463
10021	512-0-220-225	COLLINS CHARLES R-VIRGINIA A COLLINS RICHARD A	14130 BOLERI RANCH RD LOS ALTOS CA	04/24/9 94022 9000603
10021	512-0-220-235	YOUNG MICHAEL J-MARIA E	861 HEDYLAND CT MOORPARK CA	03/23/8 93021 8400312
10021	512-0-220-245	CHUN THEODORE A-TERRY K	794 CHARLES ST MOORPARK CA	05/17/9 93021 9400862

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TRA	PARCEL NUMBER	NAME	ADDRESS	DATE
10021	512-0-220-255	COOK PATRICIA C	770 CHARLES ST MOORPARK CA	07/07/94 93021 940114310
10021	512-0-220-265	WEST DAVID W-CATHERINE C	758 CHARLES ST MOORPARK CA	08/29/94 93021 940140229
10021	512-0-220-275	TRIVEDI MAYUKH-NANDINI TR	4639 PEPPER MILL ST MOORPARK CA	12/30/92 93021 920237440
10021	512-0-220-285	POSSON DOUGLAS S-LAURA	694 LUCILLE CR MOORPARK CA	04/30/84 93021 840046731
10021	512-0-220-295	KOPROWSKI THOMAS A JR-SHERI	672 LUCILLE CR MOORPARK CA	03/23/92 93021 920046777
10021	512-0-220-305	ALLOIS HECTOR H-PATRICIA M	656 LUCILLE CR MOORPARK CA	04/02/86 93021 860038922
10021	512-0-220-315	AMORELLI RICHARD A-PAULA K	634 LUCILLE CR MOORPARK CA	03/30/84 93021 840034913
10021	512-0-220-325	CARDIEL JOSE D-LETICIA M	611 LUCILLE CT MOORPARK CA	03/28/84 93021 840032823
10021	512-0-220-335	TAMAYO ROSA E	633 LUCILLE CR MOORPARK CA	06/24/93 93021 930115269
10021	512-0-220-345	PUCCIO DANIEL D PUCCIO MERRILEE J	655 LUCILLE CR MOORPARK CA	09/16/93 93021 930171217
10021	512-0-220-355	KRAMER WILLIAM G	671 LUCILLE CR MOORPARK CA	05/29/92 93021 920094255
10021	512-0-220-365	ANHALT PEGGY J HEDRICH CATHERINE T	693 LUCILLE CR MOORPARK CA	11/17/94 93021 940185286
10021	512-0-231-015	PHAN HUNG VAN-HONG THU	707 SIR GEORGE CT MOORPARK CA	09/29/88 93021 880143097
10021	512-0-231-025	STANLEY MARK S-IRMA D	721 SIR GEORGE CT MOORPARK CA	05/19/87 93021 870076615
10021	512-0-231-035	MC ALEVEY RICHARD-YOLANDE	735 SIR GEORGE CT MOORPARK CA	12/11/87 93021 870197358
10021	512-0-231-045	MARTINEZ JOSE F* KING KAREN A	749 SIR GEROGE CT MOORPARK CA	08/11/93 93021 930146748
10021	512-0-231-055	LEE RICHARD-CAROL	763 SIR GEORGE CT MOORPARK CA	06/01/83 93021 830056923
10021	512-0-231-065	VON RUEDEN CHARLES-JUDY	777 SIR GEORGE CT MOORPARK CA	10/11/85 93021 850115989
10021	512-0-231-075	RIOS EFREN ET AL	791 SIR GEORGE CT MOORPARK CA	12/24/92 93021 920234295
10021	512-0-231-085	HAILFINGER JAMES D-WENDY L	15776 SWIFT PL MOORPARK CA	12/30/83 93021 830147593
10021	512-0-231-095	DE MATTEO JOHN W TONG MONYOU	778 SIR GEORGE CT MOORPARK CA	07/06/83 93021 830072242
10021	512-0-231-105	LIEDTKE ELLEN TR	764 SIR GEORGE CT MOORPARK CA	02/14/95 93021 950018668
10021	512-0-231-115	ITURZAETA RICHARD F-NANCY A	736 SIR GEORGE CT MOORPARK CA	09/14/87 93021 870147692
10021	512-0-231-125	ABBEY LEWIS C	722 SIR GEORGE CT MOORPARK CA	09/15/93 93021 930170343
10021	512-0-231-135	SCHWARTZ DAVID A-ADDYS	609 CHARLES ST MOORPARK CA	04/14/89 93021 890057572

DATE: 11/16/95 22:20

NUMERIC INDEX

VC22507

TRA	PARCEL NUMBER	NAME	ADDRESS	DATE
-10021	512-0-250-275	YOUNG JOEL R-SAMANTHA A	580 CHARLES ST MOORPARK CA	10/20/94 93021 940171434
10007	513-0-010-054	UNION OIL COMPANY OF CALIF	PO BOX 7600 LOS ANGELES CALIF	10/20/94 90054 0000 000
10067	513-0-010-205 ***	VENTURA COUNTY FL CTRL DIST ATTN R-W AGENT	800 S VICTORIA AV VENTURA CALIF	01/04/79 93009 5299 373
10067	513-0-010-215	KAVLI FRED	14501 LOS ANGELES AV MOORPARK CA	10/18/82 93201 820097848
10007	513-0-010-225	CRAWFORD JOHN-DOROTHY	13991 LOS ANGELES AV MOORPARK CA	05/11/92 93021 920082698
10066	513-0-020-025	VELADOR ALBERT-RAUL	14221 LOS ANGELES AV MOORPARK CALIF	04/12/82 93021 820034372
10066	513-0-020-035	HINOSTRO ROBERT J-VERA A TR	1218 SOUTH G ST OXNARD CA	08/10/94 93033 940132540
10006	513-0-022-015	PATTON PATRICK S	14110 LOS ANGELES AV MOORPARK CA	03/01/89 93021 890031146
10006	513-0-022-025 ***	CALIFORNIA STATE OF-CALTRANS	1120 N STREET SACRAMENTO CALIF	11/18/71 95814 3887 091
10006	513-0-022-035 ***	CALIFORNIA STATE OF ATTN DEPT OF TRANSP	120 S SPRING ST LOS ANGELES CA	06/27/90 90012 900095252
10006	513-0-022-065 ***	CALIFORNIA STATE OF-CALTRANS	1120 N STREET SACRAMENTO CALIF	11/18/71 95814 3887 091
10006	513-0-022-075 ***	MOORPARK CITY OF	P O BOX 701 MOORPARK CA	10/28/91 93021 910158423
10006	513-0-022-085 ***	CALIFORNIA STATE OF DEPT OF TRANSPORTATION	120 S SPRING ST LOS ANGELES CA	11/12/91 90012 910166152
10066	513-0-023-015	VELADOR ALBERT-RAUL	14221 LOS ANGELES AV MOORPARK CALIF	09/14/59 93021 1777 418
10066	513-0-023-025	LOPEZ JOE B	86 HARRY ST MOORPARK CALIF	04/18/70 93021 3706 352
10066	513-0-023-035	TUCKER ROBERT N-LEONA M	P O BOX 3860 LAKE ISABELLA CA	05/10/79 93240 5387 706
10006	513-0-024-025	ROMAN ANTONIO-MARIA	14276 LOS ANGELES AV MOORPARK CA	07/16/84 93021 840077808
10006	513-0-024-035	ROMAN ANTONIO-MARIA	14276 LOS ANGELES AV MOORPARK CA	07/16/84 93021 840077808
10006	513-0-024-045	RODRIGUEZ ERNEST	14288 LOS ANGELES AV MOORPARK CA	06/08/64 93021 2555 552
10066	513-0-024-075	LOPEZ PETE R	14294 LOS ANGELES AV MOORPARK CA	02/25/91 93021 910023461
10066	513-0-024-085	LOPEZ BENNIE B-CONCHA J	751 NOGALES AVE MOORPARK CALIF	05/23/63 93021 2327 377
10006	513-0-024-105	HARTMAN DONALD L-SUSAN I TR	30055 TRIUNFO DR OAK PARK, CA.	01/19/93 91301 930009493
10006	513-0-024-115	SIMEN ANTHONY W-YOLANDA M	726 NOGALES AV MOORPARK CA	02/08/91 93021 910016394
10066	513-0-024-125	SIMEN ANTHONY W-YOLANDA M	726 NOGALES AV MOORPARK CA	02/08/91 93021 910016394
10006	513-0-024-135	CARPENTER CHARLES JR-V M TR	405 OCEAN DR OXNARD CA	02/01/91 93035 910013411

DATE: 11/16/95 22:20

NUMERIC INDEX

VC2250

TRA	PARCEL NUMBER	NAME	ADDRESS	DATE
10066	513-0-031-025	CH APOSTOLIC ASSEMBLY OF THE FAITH IN CHRIST JESUS	P O BOX 201 MOORPARK CALIF	12/15/70 93021 3763 005
10066	513-0-031-035	CH APOSTOLIC ASSEMBLY OF FAITH IN CHRIST JESUS	P O BOX 201 MOORPARK CALIF	02/02/53 93021 1114 483
10066	513-0-031-045	JOYCE RANDOLPH-JUDITH	31606 SADDLETREE DR WESTLAKE VILLAGE CA	08/19/80 91361 5709 992
10066	513-0-031-065	VILLANUEVA ROY M-NORA G	4886 MAUREEN LN MOORPARK CA	06/13/86 93021 86007347
10066	513-0-032-015	PRIETO ALBERT ET AL	14314 LOS ANGELES AV MOORPARK CA	12/04/92 93021 92022055
10066	513-0-032-025	SOTO GUADALUPE ET AL	14340 LOS ANGELES AV MOORPARK CA	04/21/93 93021 93006964
10066	513-0-032-035	LOPEZ SUSANO	736 NOGALES AV MOORPARK CA	07/18/84 93021 84007895
10066	513-0-032-055	ARTIAGA ANTONIA V	14484 COLONIA AV MOORPARK CA	10/19/88 93021 88015832
10066	513-0-032-065	LOPEZ GIL R	14352 LOS ANGELES AVE MOORPARK CALIF	02/21/67 93021 3107 402
10066	513-0-032-085	BETANCOURT OSCAR-BELINDA HATCHER LEONARD-CELIA	3851 HITCH BL MOORPARK CA	09/15/88 93021 88013411
10066	513-0-032-135 ***	CALIFORNIA STATE OF-CALTRANS	1120 N STREET SACRAMENTO CALIF	09/15/88 95814 0000 000
10066	513-0-032-145	AGUIRRE LUPE A	14452 LOS ANGELES AV MOORPARK CALIF	06/27/77 93021 4881 790
10066	513-0-032-155	HERNANDEZ MANUEL S	14474 LOS ANGELES AVE MOORPARK CALIF	05/13/71 93021 3814 540
10066	513-0-032-185	WHITE STEVEN P-LORNA M	1005 E PUTMAN AV PORTERVILLE CA	02/28/95 93257 950023138
10066	513-0-032-195	HERRERA JOSE R	191 FIRST ST MOORPARK CA	06/16/94 93021 94010259
10066	513-0-032-205	HERRERA JOSE R	191 FIRST ST MOORPARK CA	06/16/94 93021 940102598
10066	513-0-032-215	ELLETT LEE E-GILLIAN	14455 AVENIDA COLONIA MOORPARK CA	09/30/88 93021 880143901
10066	513-0-032-225 ***	VENTURA COUNTY FL CTRL DIST ATTN R-W AGENT	800 S VICTORIA AV VENTURA CA	10/12/78 93009 5231 851
10066	513-0-032-235	RANGEL JOSE V ET AL	14364 LOS ANGELES AV MOORPARK CA	07/19/88 93021 880101142
10066	513-0-032-245 ***	VENTURA COUNTY FL CTRL DIST ATTN R-W AGENT	800 S VICTORIA AV VENTURA CALIF	01/04/79 93009 5299 364
10066	513-0-032-265 ***	VENTURA COUNTY FL CTRL DIST ATTN R-W AGENT	800 S VICTORIA AV VENTURA CA	03/21/79 93009 5348 851
10066	513-0-032-285	MAIN DOUGLAS W-CAROL A	14395 AVENIDA COLONIA MOORPARK CA	12/16/77 93021 5016 848
10066	513-0-032-295	LO DOLCE DANIEL J TAMASULO-LO DOLCE JUDY	14387 AVENIDA COLONIA MOORPARK CA	12/22/94 93021 940202380
10066	513-0-032-305 ***	VENTURA COUNTY FL CTRL DIST ATTN R-W AGENT	800 S VICTORIA AV VENTURA CA	02/14/80 93009 5596 309
10066	513-0-032-335	HATCHER ESTELLA	14421 AVENIDA COLONIA MOORPARK CA	02/21/92 93021 920027483



# MOORPARK

799 Moorpark Avenue Moorpark, California 93021 (805) 529-6864

September 11, 1997

Lillian D. Jewell  
Hamner, Jewell & Associates  
Government Real Estate Services  
3639 Harbor Boulevard, Suite 210  
Ventura CA 93001

RE: Los Angeles Avenue East

Dear Ms. Jewell:

Enclosed is the information we discussed pertaining to the Los Angeles Avenue East right-of-way acquisition efforts. As we discussed, please submit a proposal for services at your earliest convenience. If you need to speak with me please call.

Sincerely,

Kenneth C. Gilbert  
Director of Public Works

PW/KCG97131/ATR/09/11/97

PATRICK HUNTER  
Mayor

BERNARDO M. PEREZ  
Mayor Pro Tem

CHRISTOPHER EVANS  
Councilmember

DEBBIE RODGERS TEASLEY  
Councilmember

JOHN E. WOZNAK  
Councilmember

Los Angeles Avenue East  
R-O-W Acquisition  
Page 1

Codes for Additional Easements Required

- 1 - Wall Only -- No Slope Easement
- 2 - Slope Easement Required
- 3 - Wall plus Slope Easement

<u>Code</u>	<u>AP Number</u>	<u>R-O-W Required</u>	<u>Take Area (S.F)</u>	<u>Additional Easements (See Codes)</u>	<u>Constr. Easemnt. Required (Width)</u>	<u>Owner / Address</u>	<u>Remarks</u>
A	512-0-160-070	Yes	??	None	?	Riddle, Robert and Sharon 17304 Grace Ct Grass Valley, CA 95949	
B	512-0-160-730	No	N/A	None	?	Riddle, Robert and Sharon 17304 Grace Ct Grass Valley, CA 95949	
C	512-0-160-655	No	N/A	None	?	Riddle, Robert and Sharon 17304 Grace Ct Grass Valley, CA 95949	
D	512-0-160-665	No	N/A	None	?	VCFC	
E	512-0-160-645	No	N/A	None	?	VCFC	
F	512-0-160-635	No	N/A	None	?	Conejo Ready Mix, Inc. 15203 Oxnard St Van Nuys CA 91411	
G	512-0-160-755	Yes	??	2	?	Conejo Ready Mix, Inc. 15203 Oxnard St Van Nuys CA 91411	
49 50 51	513-0-022-015	Yes	??	1	?	Patton, Patrick S 14110 E Los Angeles Ave, Moorpark, CA 93021	

Codes for Additional Easements Required

- 1 - Wall Only -- No Slope Easement
- 2 - Slope Easement Required
- 3 - Wall plus Slope Easement

Code	AP Number	R-O-W Required	Take Area (S.F)	Additional Easements (See Codes)	Constr. Easemnt. Required (Width)	Owner / Address	Remarks
52 53	513-0-022-100	???	??	2 (?)	?	City of Moorpark	City Parcel [93-075577] Check width of R-O-W retained by Caltrans. More Needed? Need to Vacate?
54	513-0-022-090 513-0-022-120	Yes	??	None	?	City of Moorpark	Future La Falda Ave [96-088341] Need to Vacate some R-O-W to L A Ave?
55 56 57 58 59 60 66 67	513-0-022-110 513-0-022-065 513-0-022-085 513-0-022-075* 513-0-022-075* 513-0-022-xxx 513-0-024-xxx 513-0-022-xxx	Yes	??	2	?	Caltrans	Freeway Property. La Falda under the freeway no longer exists. Need to have Assessor change AP Map.  * Assessor shows parcel City. S/B Caltrans.
69	513-0-024-135	Yes	??	2	?	Carpenter, Charles 405 Ocean Dr Oxnard, CA 93035	
71 73 75 77 79 81	513-0-024-105	Yes	??	2	?	Hartman, Donald and Susan 30055 Triunfo Ave Oak Park, CA 91301	
83	513-0-024-025	Yes	??	2	?	Roman, Antonio and Maria 14276 E Los Angeles Ave Moorpark, CA 93021	

Codes for Additional Easements Required  
 1 - Wall Only -- No Slope Easement  
 2 - Slope Easement Required  
 3 - Wall plus Slope Easement

<u>Code</u>	<u>AP Number</u>	<u>R-O-W Required</u>	<u>Take Area (S.F)</u>	<u>Additional Easements (See Codes)</u>	<u>Constr. Easemnt. Required (Width)</u>	<u>Owner / Address</u>	<u>Remarks</u>
85 86	513-0-024-035	Yes	??	2	No	Roman, Antonio and Maria 14276 E Los Angeles Ave Moorpark, CA 93021	
88	513-0-024-045	No	N/A	None	No	Rodriguez, Ernest 14288 E Los Angeles ave Moorpark, CA 93021	
89	513-0-024-075	No	N/A	None	No	Lopez, Pete 4294 E Los Angeles Ave Moorpark, CA 93021	
90 91	513-0-032-015	No	N/A	None	No	Prieto, Albert 14314 E Los Angeles Ave Moorpark, CA 93021	
92	513-0-032-025	No	N/A	None	No	Soto, Guadalupe, et al 14340 Los Angeles Ave Moorpark, CA 93021	
95	513-0-032-055	No	N/A	None	No	Artiaga, Antonia 14484 Avenida Colonia Moorpark, CA 93021	
96	513-0-032-065	No	N/A	None	No	Lopez, Gil 14352 E Los Angeles Ave Moorpark, CA 93021	

Codes for Additional Easements Required  
1 - Wall Only -- No Slope Easement  
2 - Slope Easement Required  
3 - Wall plus Slope Easement

<u>Code</u>	<u>AP Number</u>	<u>R-O-W Required</u>	<u>Take Area (S.F)</u>	<u>Additional Easements (See Codes)</u>	<u>Constr. Easemnt. Required (Width)</u>	<u>Owner / Address</u>	<u>Remarks</u>
97	513-0-032-235	No	N/A	None	No	Rangel, Jose, et al 14364 E Los Angeles Ave Moorpark, CA 93021	
101 102	513-0-032-285	No	N/A	None	No	Main, Douglas and Carol 14387 Avenida Colonia Moorpark, CA 93021	
103 104	513-0-032-265	No	N/A	None	No	VCFCO	
105	513-0-032-215	No	N/A	None	No	Ellett, Lee and Gillian 14455 Avenida Colonia Moorpark, CA 93021	
106	513-0-032-145	No	N/A	None	No	Aguirre, Lupe 14452 Los Angeles Avenue Moorpark, CA 93021	
107	513-0-032-155	No	N/A	None	No	Hernandez, Manuel 14474 E Los Angeles Ave Moorpark, CA 93021	
108	513-0-032-185	No	N/A	None	No	White, Steven and Lorna 1005 E Putnam Ave Porterville, CA 93257	
H	513-0-010-215	Yes	??	1	?	Kavli, Fred 14501 E Los Angeles Avenue Moorpark, CA 93021	

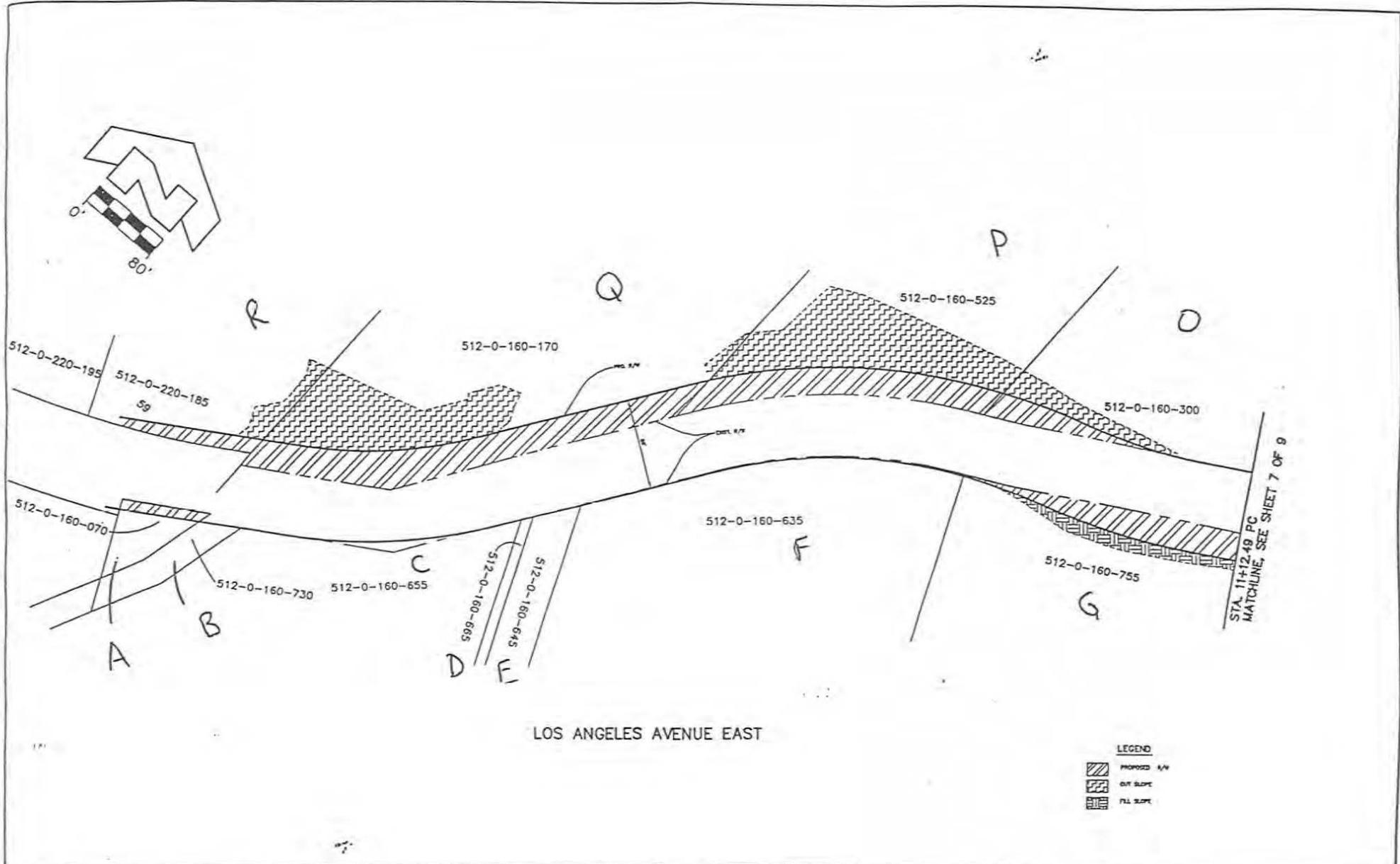
Codes for Additional Easements Required  
 1 - Wall Only -- No Slope Easement  
 2 - Slope Easement Required  
 3 - Wall plus Slope Easement

<u>Code</u>	<u>AP Number</u>	<u>R-O-W Required</u>	<u>Take Area (S.F)</u>	<u>Additional Easements (See Codes)</u>	<u>Constr. Easemnt. Required (Width)</u>	<u>Owner / Address</u>	<u>Remarks</u>
I	513-0-010-205	(?)	??	1	?	VCFCO or Kavli	38' of R-O-W conveyed to the City (see 96-069474). Is there a need to acquire more or vacate surplus?
111 112 113	513-0-031-025	Yes	??	3	?	Church, Apostolic Assembly of Faith in Christ Jesus P. O. Box 201 Moorpark, CA 93021	
114	513-0-031-045	Yes	??	3	?	Joyce, Randolf and Judith 31606 Saddeltree Drive Westlake Village, CA 91361	
115	513-0-031-065	Yes	??	3	?	Villanueva, Roy and Nora 4886 Maureen Lane Moorpark, CA 93021	Size of parcel to be vacated?
116	513-0-023-035	Yes	??	3	?	City of Moorpark	See Report re: Tax Default Acquisition dated 2-19-97. R-O-W to be severed from remaining propoerty.
117 118	513-0-023-025	Yes	??	1	?	Lopez, Joe 86 Harry Street Moorpark, CA 93021	
119	513-0-023-015	No	N/A	3	?	Velador, Albert and Raul 14221 E Los Angeles Ave Moorpark, CA 93021	
J	513-0-020-025	Yes	??	1	?	Same as Parcel 119	

Codes for Additional Easements Required  
1 - Wall Only -- No Slope Easement  
2 - Slope Easement Required  
3 - Wall plus Slope Easement

<u>Code</u>	<u>AP Number</u>	<u>R-O-W Required</u>	<u>Take Area (S.F)</u>	<u>Additional Easements (See Codes)</u>	<u>Constr. Easemnt. Required (Width)</u>	<u>Owner / Address</u>	<u>Remarks</u>
K	513-0-020-035	Yes	??	1	?	Hinostro, Robert & Vera 1218 S. "G" St Oxnard, CA 93033	
L	N/A	Yes	??	1	?	Caltrans	Ref. 90-0112055
120	N/A	Yes	??	3	?	Caltrans	Ref. 90-0177031
M	N/A	Yes	??	1	?	Caltrans	Ref. 92-0125616
N	513-0-010-225	Yes	??	3	?	Crawford, John and Dorothy 13991 E. Los Angeles Ave Moorpark, CA 93021	
O	512-0-160-300	Yes	??	3	?	Chaidez, Ismael and Victoria 13931 E. Los Angeles Avenue Moorpark, CA 93021	
P	512-0-160-525	Yes	??	3	?	Fountainwood-Agoura 8383 Wilshire Blvd, Suite 1036 Beverly Hills, CA 90211	
Q	512-0-160-170	Yes	??	3	?	May, Clifford and Christine 13853 E. Los Angeles Avenue Moorpark, CA 93021	
R	512-0-220-185	Yes	??	3	?	Burg, Andrew and Barbara 800 Hedyland Ct Moorpark, CA 93021	





LOS ANGELES AVENUE EAST

LEGEND  
 [Diagonal Hatching] PROPOSED R/W  
 [Cross-hatching] CUT SLOPE  
 [Brick Pattern] FILL SLOPE


**CAA**  
 CHARLES ABBOTT ASSOCIATES, INC.  
 REGISTERED PROFESSIONAL ENGINEERS  
 2711 W. 11th St., Suite 200, Moorpark, CA 91326  
 (818) 881-1111

APPROVED CITY OF MOORPARK

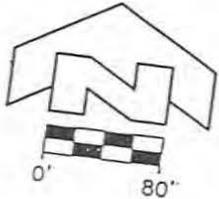
DESIGNED: J.T.	DRAWN: J.T.	CHECKED: _____
PROJ. ENG. _____	REGISTERED _____	_____

**CITY OF MOORPARK**

SPEC. NO.	
PROJ. NO.	

**LOS ANGELES AVENUE EAST**  
 STA. 0+77.19 TO STA. 11+12.49

SHEET 6 OF 9



512-0-160-300

513-0-010-225

920125616

STA. 11+29.80 TO STA. 11+74.80 SEE SHEET 8 OF 9

STA. 19+23.80  
MATCHLINE, SEE SHEET 8 OF 9

- LEGEND**
- PROPOSED FILL
  - CUT SLOPE
  - FILL SLOPE

LOS ANGELES AVENUE EAST

City Parcel

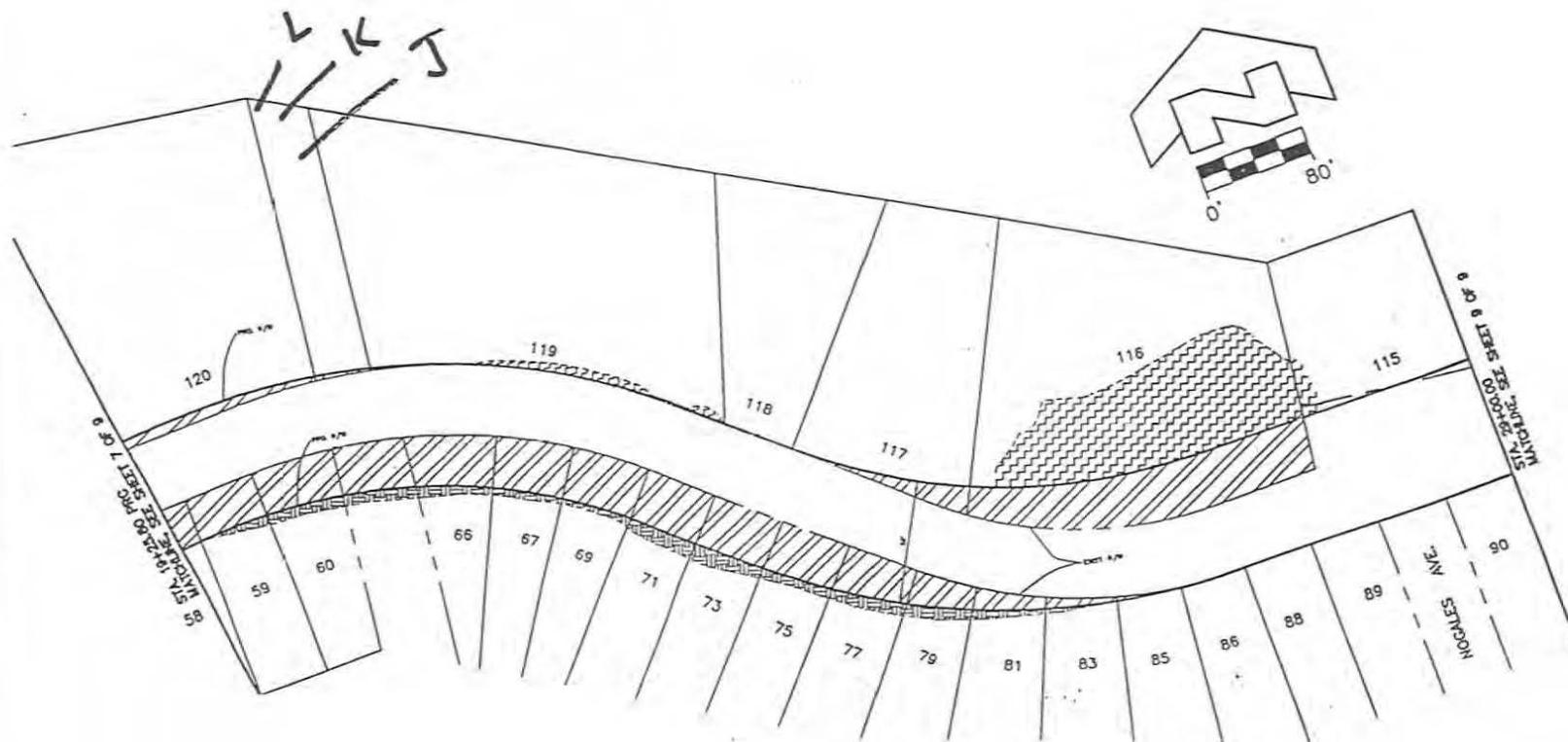
Future Street

Freeway

Freeway

Charles Albert Associates, Inc. Station 1

11/11/00 11:00 AM

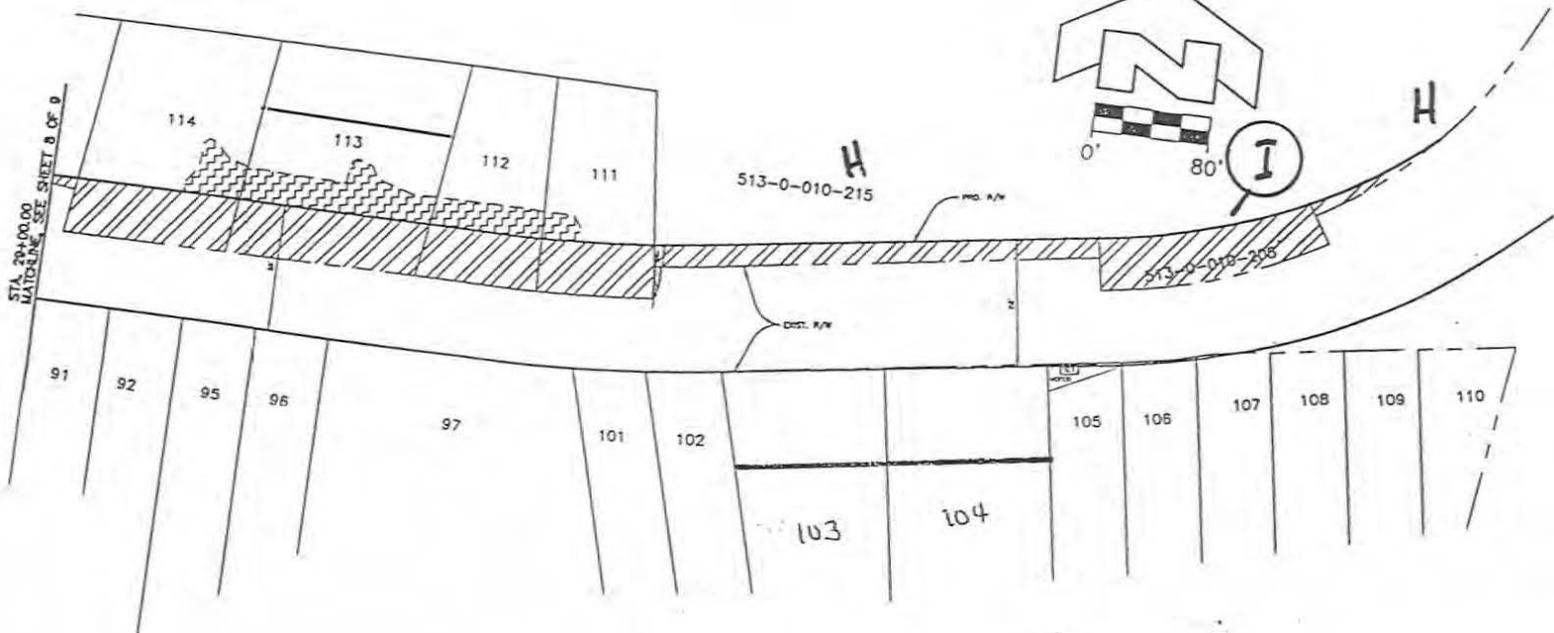


**LEGEND**

- PROPOSED PAV
- CUT SLOPE
- FILL SLOPE

LOS ANGELES AVENUE EAST

STA. 29+00.00  
MATCHLINE - SEE SHEET 8 OF 9



**LEGEND**  
 PROPOSED R/W  
 CUT SLOPE

		APPROVED CITY OF MOORPARK _____ DATE: _____	DESIGNED: J.L. DRAWN: J.L. CHECKED: _____ REVISIONS: _____ APPROVED: _____ DATE: _____	<b>CITY OF MOORPARK</b>	SPEC. NO. _____ PROJ. NO. _____	<b>LOS ANGELES AVENUE EAST</b> STA. 29+00.00 TO STA. 38+00.00 <b>RIGHT OF WAY PLANS</b>	SHEET 9 OF 9 DRAWING NO.
--	--	---	---	-------------------------	--	---	--------------------------------

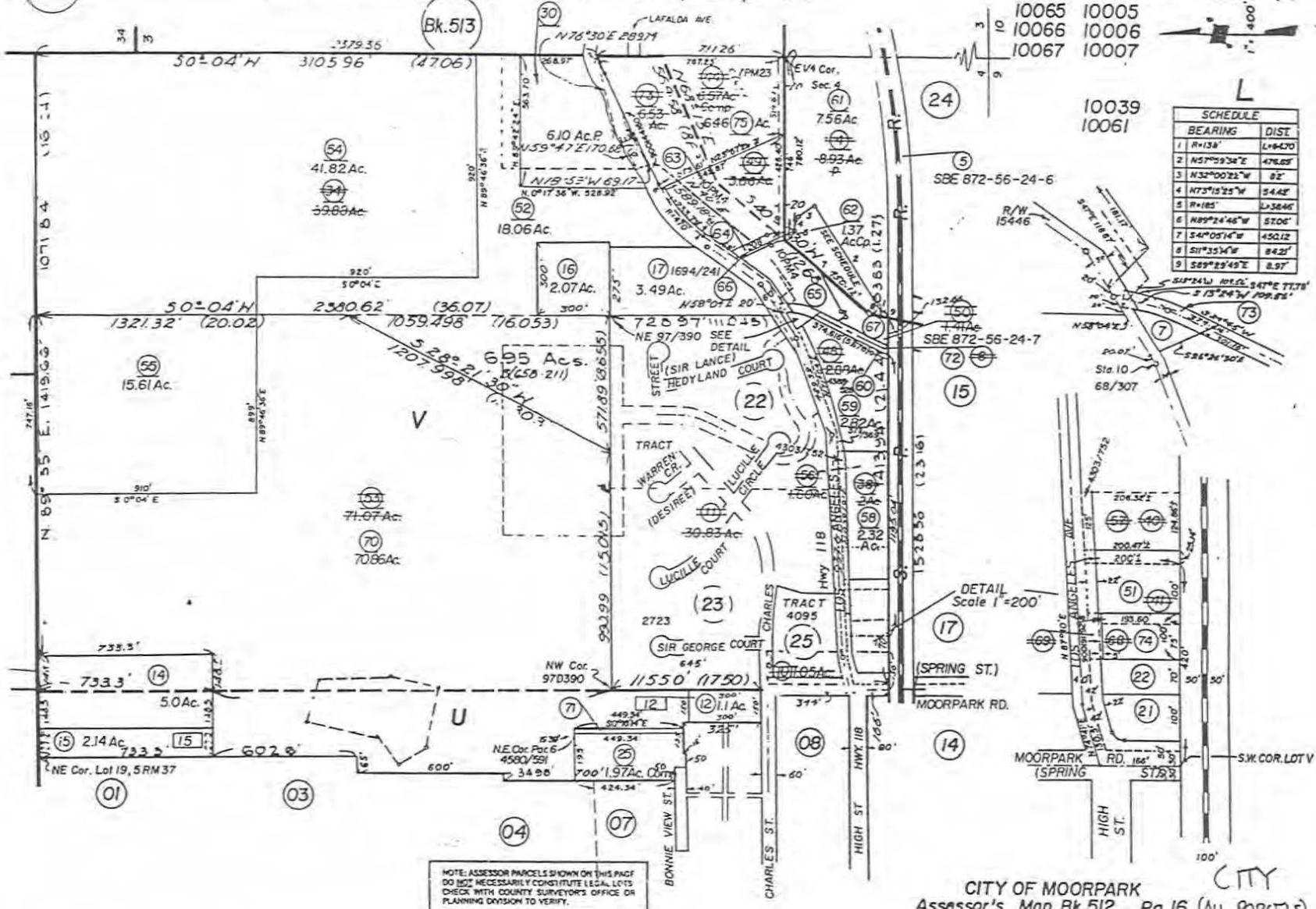
DK.500

POR. 1 TRACT L RANCHO SIMI, POR. SEC 4, T2N, R.19W.

Tax Area  
10065 10005  
10066 10006  
10067 10007

512-16

SCHEDULE	
BEARING	DIST.
1 N 13°	146.00'
2 N 57° 59' 34" E	476.65'
3 N 32° 00' 31" W	82'
4 N 73° 15' 25" W	54.42'
5 R=185	L=36.65'
6 N 89° 24' 46" W	5706'
7 S 44° 05' 14" W	450.12'
8 S 11° 35' 34" W	84.21'
9 S 89° 23' 49" E	8.97'



NOTE: ASSESSOR PARCELS SHOWN ON THIS PAGE DO NOT NECESSARILY CONSTITUTE LEGAL LOTS. CHECK WITH COUNTY SURVEYORS OFFICE OR PLANNING DIVISION TO VERIFY.

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 Rancho Simi, R.M. Bk. 3, Pg. 7

NOTE - Assessor's Block Numbers Shown in Ellipses  
 Assessor's Parcel Numbers Shown in Circles  
 Assessor's Mineral Numbers Shown in Squares

CITY OF MOORPARK  
 Assessor's Map Bk 512, Pg 16 (ALL PARCELS)  
 County of Ventura, Calif.

Bk.500

Bk.513

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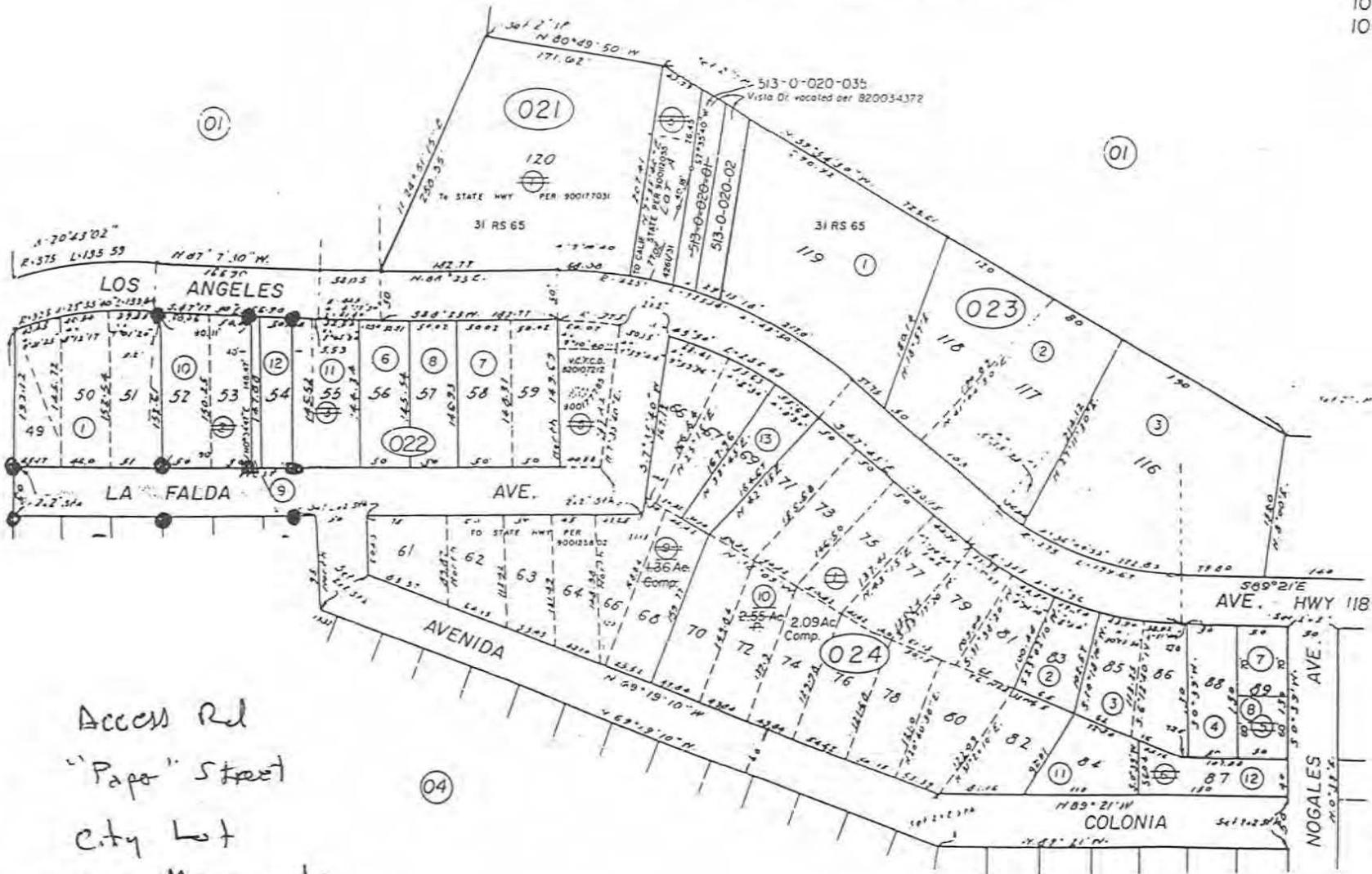
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513-02



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- Access Rd
- "Paper" Street
- City Lot
- Future Monuments

CITY (ALL PARCELS)

Rancho Simi, R.M. Bk. 3, Pg. 7  
 Colonia Virginia Tr., Re-Sub., R.M. Bk. 20, Pg. 33

NOTE: ASSESSOR PARCELS SHOWN ON THIS PAGE DO NOT NECESSARILY CONSTITUTE LEGAL LOTS. CHECK WITH COUNTY SURVEYOR'S OFFICE OR PLANNING DIVISION TO VERIFY

NOTE - Assessor's Block Numbers Shown in Ellipses  
 Assessor's Parcel Numbers Shown in Circles

CITY OF MOORPARK  
 Assessor's Map Bk 513, Pg. 02  
 County of Ventura, Calif.

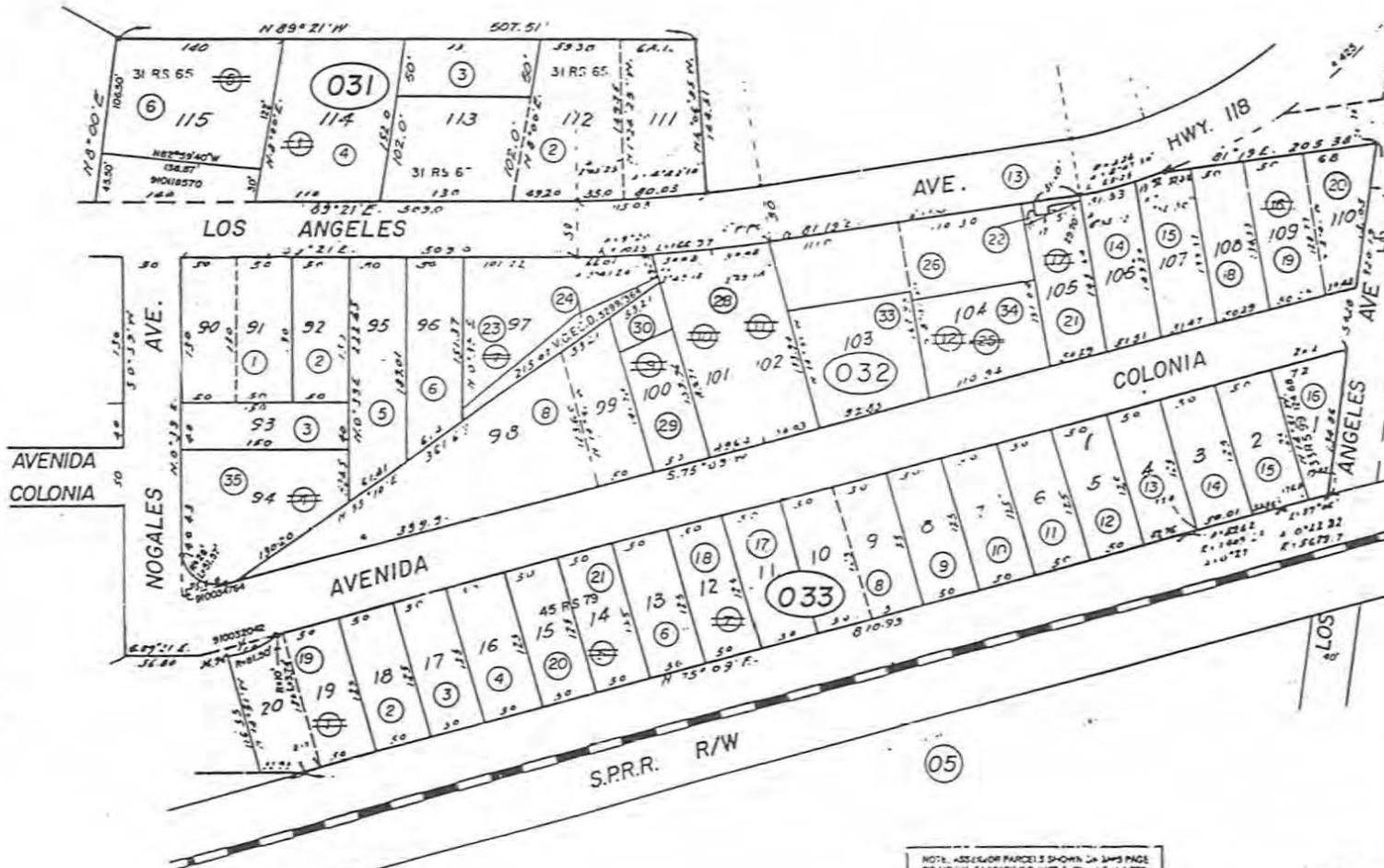
POR. TR. J, RANCHO SIMI  
 POR. SEC. 3, T. 2 N., R. 19 W. S.B.B. & M.

Tax Rate Area  
 10006  
 10066

513-03



MORNING DOVE ROAD



02

01

06

3492

04

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CITY  
 (ALL PARCELS)

NOTE: ASSessor PARCELS SHOWN ON THIS PAGE  
 DO NOT NECESSARILY QUANTIFY LOCAL LOTS.  
 CHECK WITH COUNTY SURVEYORS OFFICE OR  
 PLANNING DEPARTMENT TO VERIFY.

Rancho Simi R.M. Bk. 3, Pg. 7  
 Colonia Virginia Tr. Re-Sub., R.M. Bk. 20, Pg. 33

CITY OF MOORPARK  
 Assessor's Map Bk. 513, Pg. 03  
 County of Ventura, Calif.

MEMORANDUM

TO: Steve Kueny, City Manager  
FROM: Ken Gilbert, Director of Public Works *KOL*  
DATE: June 21, 1997  
SUBJECT: L A East

1. Final Draft Design is 99% complete.
2. I would like to take the design to the Street Committee on July 28. The purpose of the meeting would be to:
  - discuss and explain the design;
  - describe the La Falda access road construction;  
[I have asked Dirk for an ASA-CO for the cost to add the La Falda access road construction to the design]
  - describe an option which would eliminate the need to reconstruct the driveway for Iron Mt Forge by relocating their access to La Falda;
  - describe efforts required to seek and obtain Caltrans approval of the construction to occur within the freeway right-of-way (under the freeway);
  - describe the location and extend of the cut slopes and fill slopes;
  - describe the location and height of the retaining walls;
  - describe location and extent of the required right-of-way acquisition;
3. It is my plan to distribute copies of the draft design to the committee (and to Council) on July 23;
4. If all goes well at the Committee level I would hope to take this to the City Council in August for approval of the preliminary design and authorization to proceed with right-of-way acquisition.
5. In a separate Memo to you the matter of Highway relinquishment is discussed. I believe that it is necessary to complete that transaction before we can proceed with the subject project.

stv\la\_est

retain

## Appendix 2

Los Angeles Avenue East Alignment Study



**RECEIVED**

**NOV 17 1995**

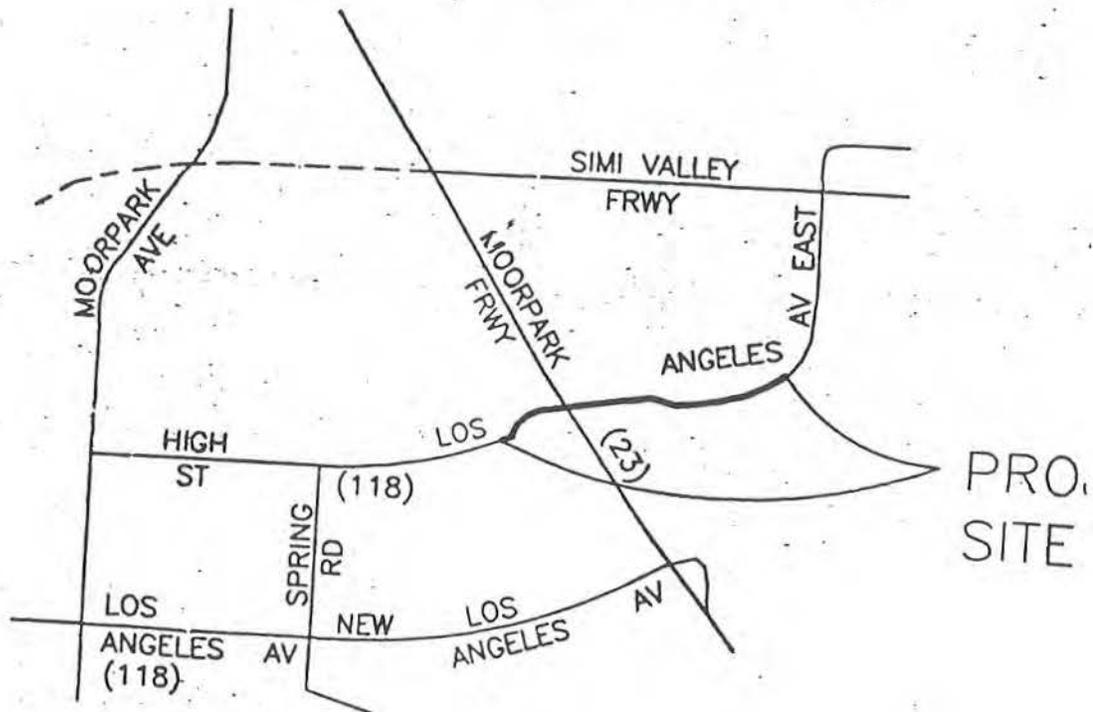
**CITY OF MOORPARK  
OFFICE OF CITY MANAGER  
LOS ANGELES AVENUE EAST**

**ALIGNMENT STUDY**

FROM STATION 0+51 TO STATION 37+67  
(FROM 1500 FEET EAST OF SPRING ROAD TO HAPPY CAMP CANYON)

FOR

**THE CITY OF MOORPARK**



August 1995

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## APPENDIX

- A. Alignment Plan (Alternative 1)  
Right-of-Way Plan (Alternative 1)  
Alignment Plan (Alternative 2)  
Right-of-Way Plan (Alternative 2)
  
- B. Preliminary Construction Cost Estimate, Ultimate (Alternative 1)  
Preliminary Construction Cost Estimate, Interim (Alternative 1)  
Preliminary Right-of-Way Cost Estimate (Alternative 1)  
Preliminary Construction Cost Estimate, Ultimate (Alternative 2)  
Preliminary Construction Cost Estimate, Interim (Alternative 2)  
Preliminary Right-of-Way Cost Estimate (Alternative 2)
  
- C. Preliminary Hydrology Study and Storm Drain Design
  
- D. Geotechnical Investigation Report

1991, with only one lane in each direction and a two way left turn lane. This portion and the remaining easterly 1,800 feet is proposed to be re-aligned and widened (see project location map).

## **B. Scope**

The objective of this study is to evaluate different alignment alternatives and recommend the most feasible one to the City, along with sufficient information so that a sound decision can be made on which course of action to take in improving the traffic flow and capacity.

The following tasks were performed to obtain information necessary for the study:

Review of available data, maps, as well as the plans and specifications approved for construction for the westerly 1,900 feet of the subject project.

For the easterly 1,800 feet, perform field survey to generate a topography and to obtain all existing features. For the westerly 1,900 feet, use available maps and plans from City and County.

For the easterly 1,800 feet, perform geotechnical investigation including sampling and laboratory testing to determine required soil properties, and make recommendations on pavement thickness; retaining wall design; and excavation and embankment requirements. For the westerly 1,900 feet, use available reports and information.

Develop an alignment which best meet the technical, economical, and environmental criteria.

Prepare a preliminary hydrology study to determine the drainage improvements required.

Develop preliminary right-of-way required including area of each parcel to be acquired and search for ownership information.

Prepare preliminary right-of-way and construction cost estimate.

## **III. DESCRIPTION OF PROJECT**

### **A. Topography**

The subject highway, which runs east and west, is located in a mountainous

area that contains a series of hills and canyons with elevation differentials reaching to approximately 100 feet between top of slopes on the north and toe of slopes on the south. Existing topography slopes steeply from the north side of the highway to the south up to about 100% (1 horizontal to 1 vertical).

Homes adjacent to the highway are built in a traditional manner. In most cases, those on the north side requires a cut into the existing slope, and those on the south side requires a fill onto the existing slope due to the steepness of the original grade and the large pad area necessary for the individual house.

## **B. Design Criteria**

In order to satisfy the agencies involved, the design criteria includes:

- An ultimate section of four lane divided roadway with 88 feet right-of-way, which includes a 14-foot median, four 12-foot lanes, two 8-foot parking lanes and two 5-foot sidewalks.
- An interim section of two lane roadway with two 12-foot lanes , a two way left turn lane and two 8-foot right shoulders.
- To meet road standards of both the City and Caltrans.
- To meet design speed and sight distance standards of Caltrans.
- To meet drainage standards of the City, Ventura County Flood Control District and Caltrans.
- To minimize impact to existing residences along the highway.
- To minimize removal and re-construction, and make full use of constructed items in all stages of improvement.

## **IV. ALTERNATIVE SOLUTIONS**

### **A. Description and Purpose**

The following is a discussion of two viable alignment alternatives for the improvement of the highway that will increase the roadway capacity and improve the ease of driving:

**1. Alignment Alternative 1**

The layout for this option, as can be seen on the map, basically follows the existing alignment of the highway. This alignment will maintain the same curve radii but will widen the roadway equally to both north and south of the existing centerline to provide a four lane roadway throughout the entire length. Design speed and sight distance will be the same as the existing highway.

**2. Alignment Alternative 2**

The layout for this option as shown on the map generally will widen from the existing southerly right-of-way to the north in some places and widen to both sides in others to provide a four lane roadway throughout the entire length. Most curve radii will be improved so as the design speed and the sight distance.

**3. Interim Roadway Section**

An interim roadway section for both alignment alternatives will provide a two lane roadway with right shoulders, and a median two way left turn lane for left turn movements into cross streets and driveways.

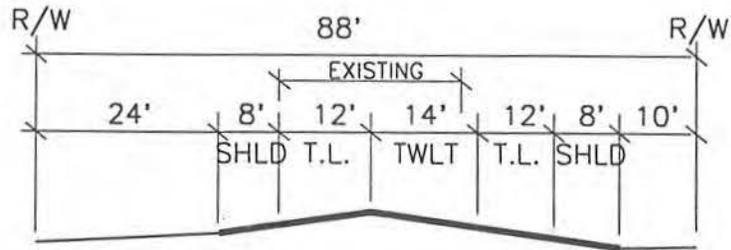
The width of the existing right-of-way of the westerly 1,400 feet (Sta 0+51 to Sta 14+50) is 60 feet which is wide enough to accommodate the interim section (54 feet), the remaining 2,300 feet (Sta 14+50 to Sta 37+67) has only a width of 50 feet, so additional right-of-way is necessary for the interim improvement.

More right-of-way is required for the ultimate improvement (88 feet), areas required from each parcel for different alignments are shown on the maps.

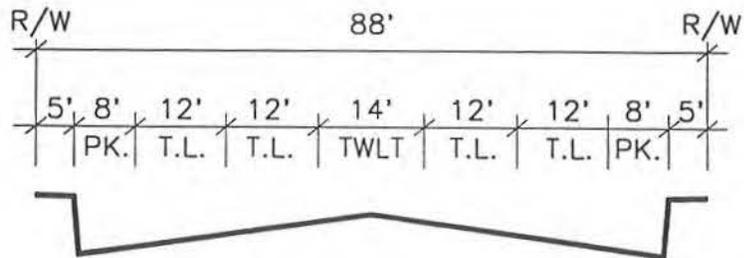
**B. Other Alignment Alternatives**

There are other alignments that were examined during the process of this study, but the extra costs, the inability to construct, extensive impact on existing homes, and other physical and environmental constraints did not warrant further review.

FIGURE 2



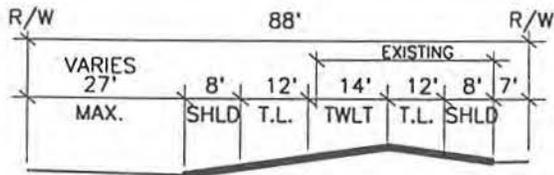
INTERIM SECTION



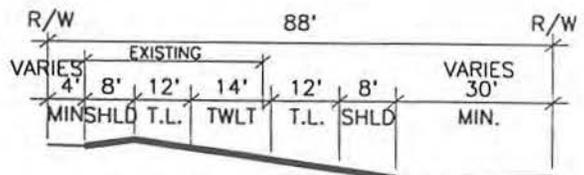
ULTIMATE SECTION

ALTERNATE 1  
TYPICAL SECTIONS  
LOS ANGELES AVE. EAST

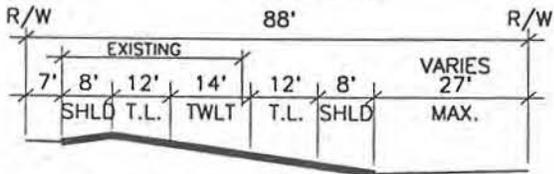
FIGURE 3



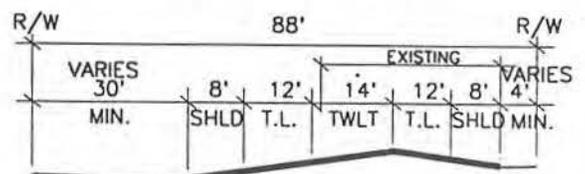
STA 0+51.03 TO 8+30.92  
INTERIM SECTION



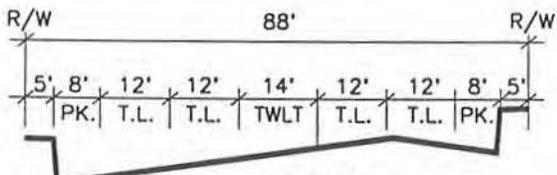
STA 19+67.65 TO 24+00  
INTERIM SECTION



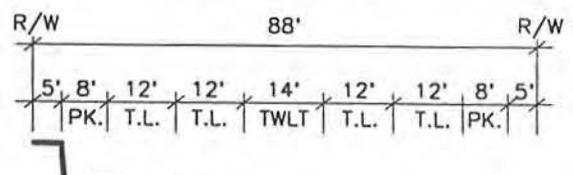
STA 10+56.83 TO 19+67.65  
INTERIM SECTION



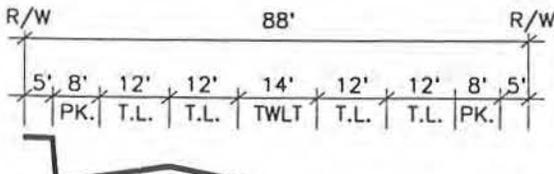
STA 26+00 TO 37+67.65  
INTERIM SECTION



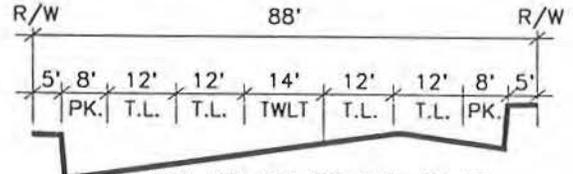
STA 0+51.03 TO 8+31.89  
ULTIMATE SECTION



STA 19+67.65 TO 24+00  
ULTIMATE SECTION



STA 10+59.70 TO 19+63.90  
ULTIMATE SECTION



STA 26+00 TO 37+67.65  
ULTIMATE SECTION

ALTERNATE 2 - TYPICAL SECTIONS  
LOS ANGELES AVE. EAST

**C. Cost Estimate**

The following table shows a comparison of the relative construction and right-of-way costs of the two alignment alternatives. Detail item costs for construction, and right-of-way cost for individual parcels are shown in the appendix.

Incidental costs, which may occur during the processing of any of these alternatives, are not included at this early stage because of the difficulty in determining exactly what costs may apply. The estimates are based strictly on tangible costs incurred by each option.

**TABLE 1  
SUMMARY PRELIMINARY COST ESTIMATE**

**Alignment Alternative 1**

Item Description	Total Cost	
	Interim	Ultimate
Construction	\$1,936,068	\$3,201,956
Right-of-way	\$2,667,725	\$2,667,725

**Total:**                      **\$4,603,793**                      **\$5,869,681**  
(Including Interim)

**Alignment Alternative 2**

Item Description	Total Cost	
	Interim	Ultimate
Construction	\$2,204,205	\$3,472,679
Right-of-way	\$1,790,248	\$1,790,248

**Total:**                      **\$3,994,453**                      **\$5,262,927**  
(Including Interim)

- Note: 1) Unit costs developed using 1994 Contract Cost Data of Caltrans.  
 2) Right-of-way unit costs are based on average real estate data.  
 3) All costs are 1995 dollar value, adjustments must be made to obtain future dollar value.

## D. Summary

There are various arguments that can be made for any of the two alternatives presented. The following summary of advantages and disadvantages gives some insight to the principal concerns and issues:

### Alternative 1:

#### Advantages:

- minimizes excavation into the existing slopes (15,499 cubic yards);
- minimizes the amount of retaining walls (1,070 linear feet);
- minimizes the average square footage of right-of-way to be acquired from privately owned properties (2,559 square feet per parcel); and
- lower construction cost.

#### Disadvantages:

- lower design speed due to smaller curve radii;
- more privately owned properties affected (48 parcels);
- seven building structures will have to be demolished, rebuilt, or relocated; and
- higher right-of-way cost.

### Alternative 2:

#### Advantages:

- higher design speed due to larger curve radii;
- less privately owned properties affected (27 parcels);
- no demolition of homes; and
- lower right-of-way cost and overall costs.

#### Disadvantages:

- more excavation into the existing slopes (21,008 cubic yards);
- more retaining walls (1,555 linear feet);
- higher average square footage of right-of-way to be acquired from privately owned properties (4,846 square feet per parcel); and
- higher construction cost.

## V. CONCLUSIONS/RECOMMENDATIONS

Through this study, the feasibility of widening the existing highway is determined, advantages and disadvantages of different alignment alternatives are compared.

It is judged that a four lane divided roadway can be constructed to better serve the area by increasing capacity, and improving the ease of driving.

Although alignment alternative 1 is a possible means of addressing the problem, it requires demolition of four existing homes, and a higher overall cost, it is, therefore, recommended that alignment alternative 2 be used to improve this stretch of highway.

It is also recommended that right-of-way be acquired to the ultimate width even for the interim improvement in order to save time and to avoid repeated effort.

Steve K.

11/17/95

MEMORANDUM

TO: The Honorable City Council  
FROM: Kenneth C. Gilbert, Director of Public Works  
DATE: November 15, 1995  
SUBJECT: Los Angeles Avenue [East]  
Alignment Study



Introduction

Attached is a copy of the draft Alignment Study for the reconstruction of Los Angeles Avenue from a point approximately 1500' east of Spring Road to a point in the vicinity of the southerly end of Condor Drive.

Discussion

A. Summary of Study Contents

1. **Prior Project:** The study area includes that portion of Los Angeles Avenue which was the subject of a prior project for the construction of a center turning lane in the vicinity of the cement batch plant. That project was never constructed due to conflicts with the freeway connector project.
2. **Limits:** The limits of the study area extend from the easterly end of the full width street improvements just east of Chuey's restaurant, easterly to the full width street improvements at the south end of Condor Drive.
3. **Alternates:** The study includes two alternate alignments summarized as follows:
  - Alternate #1: existing centerline unchanged
  - Alternate #2: ultimate centerline to be moved to the north to lessen the requirement for the taking of residential properties on the south side of the street
4. **Alignment:** Included in the study are two full plan sheets (Sheet 1 & 2) showing the alignment for Alternate #1 and two full plan sheets (Sheet 1 & 2) showing the alignment for Alternate #2.
5. **Right-of-Way:** Also included in the study are two full plan sheets (Sheet 3 & 4) showing the right-of-way required for Alternate #1 and two full plan sheets (Sheet 3 & 4) showing the right-of-way required for Alternate #2.

6. **Right-of-Way Needs:**

- The existing right-of-way in the study area is fifty and sixty feet (50' - 60') wide.
- The width of the recommended full width street improvements is eighty-eight feet (88').
- The width of interim improvements (described below) is fifty-four feet (54').

Note: Even though the width of the interim improvements is less than 60', the recommended alignment will require the acquisition of right-of-way at certain locations.

7. **Ultimate Improvements:** Each alignment plan shows the recommended location for full width improvements within an eighty-eight feet (88') wide right-of-way. The recommended street improvements are described as follows:

- four 12' wide travel lanes;
- one 14' wide center paved median;
- two 8' wide Bike Lanes;
- curb and gutter; and,
- two 5' wide sidewalks.

There are no provisions for parkways.

8. **Interim Improvements:** Each alignment plan also shows the recommended location for the construction of interim improvements within the proposed full width, eighty-eight feet (88') wide, right-of-way corridor. The recommended interim improvements are described as follows:

- two 12' wide travel lanes;
- one 14' wide center paved median; and,
- two 8' wide unpaved shoulders.

B. Right-of-Way Acquisition

The total estimated cost for right-of-way acquisition is as follows:

1. **Alternate #1:**

- Interim: \$0.3 million  
\$2,4 million
- Ultimate: \$2,7 million

2. **Alternate #2:**

- Interim: \$0.2 million  
\$1.6 million
- Ultimate: \$1.8 million

C. Construction

The total estimated cost of construction is summarized as follows:

1. Alternate #1:
  - . Interim: \$1.6 million  
\$1.6 million
  - . Ultimate: \$3.2 million
2. Alternate #2:
  - . Interim: \$1.9 million  
\$1.6 million
  - . Ultimate: \$3.5 million

D. Total Project Cost Estimate

The total estimated project cost is summarized as follows:

1. Alternate #1:	<u>R O W</u>	<u>Constr</u>	<u>Total</u>
. Interim:	0.3	\$1.6	\$1.9
	<u>\$2.4</u>	<u>1.6</u>	<u>\$4.0</u>
. Ultimate:	\$2.7	\$3.2	\$5.9 million
2. Alternate #2:	<u>R O W</u>	<u>Constr</u>	<u>Total</u>
. Interim:	0.2	\$1.9	\$2.1
	<u>\$1.6</u>	<u>1.6</u>	<u>\$3.2</u>
. Ultimate:	\$1.8	\$3.5	\$5.3 million

E. Recommended Alternate

Of the two studied alternate alignments, the City Engineer and staff recommend Alternate #2.

F. Two Lanes vs. Four Lanes

The City Traffic engineer performed an cursory analysis of future traffic needs in this area. Based on the City's traffic model, which includes the existing General Plan area plus other possible traffic generators (i. e. Hidden Creek, etc.), he has concluded that ultimate traffic volume on the street segment would result in some relatively minor traffic congestion during peak hours. When and if a second east-west arterial street is constructed (i.e. Spring Road north), that traffic congestion would no longer occur. For this reason, it is his opinion that the additional cost of four lanes is not warranted.

Los Angeles Avenue [East]  
Alignment Study  
November 1995  
Page 4

SUMMARY

This matter will be discussed by the Transportation and Streets Committee at their next meeting. The matter will then be brought forward for City Council consideration.

cc: City Manager  
Assistant City Engineer



## **Appendix 3**

Staff Reports, Agenda Reports and Prior Council Actions



**AGENDA REPORT  
CITY OF MOORPARK**

TO: The Honorable City Council

FROM: Kenneth C. Gilbert, Director of Public Works 

DATE: April 13, 1999 (Council Meeting 4-21-99)

SUBJECT: Consider Resolution No. 99 - Approving the Mitigated Negative Declaration / Environmental Assessment for the Los Angeles Avenue [East] Widening Project.

OVERVIEW

This presents for approval the Mitigated Negative Declaration / Environmental Assessment for a project to widen and improve Los Angeles Avenue from South Condor Drive Westerly to a Point East of the Intersection of Spring Road and High Street.

BACKGROUND

On March 17, 1999, the City Council opened a public hearing on the subject Mitigated Negative Declaration / Environmental Assessment. Subsequent to receipt of input at the public hearing, the City Council closed the public hearing and continued the subject matter to April 21, 1999, to discuss responses to comments received and to take action on the Mitigated Negative Declaration / Environmental Assessment.

DISCUSSION

A. Project History

The City Council has taken the following actions with respect to the subject project:

1. Approved the future roadway alignment for Los Angeles Avenue East to shift the centerline to the north (Alt. #2).
2. Approved a corridor width for this street segment of eighty-eight feet (88') -- a street width wide enough to accommodate possible ultimate street improvements to include the following:
  - four 12' wide travel lanes;
  - one 14' wide raised landscaped center median;

- two 8' wide Bike Lanes;
  - curb and gutter; and,
  - two 5' wide sidewalks.
3. Approved the conceptual design for the construction of earthwork and retaining walls for the project, sufficient to accommodate the above described ultimate improvements.
  4. Directed the City Engineer to proceed with the preparation of a preliminary design for the required earthwork and retaining walls, in order to determine the limits of the right-of-way acquisition required for the project.
  5. Directed the City Engineer to proceed with the preliminary design for the construction of street improvements within the above described corridor, which would provide for only one travel lane in each direction, said street improvements more particularly described as following:
    - two 12' wide travel lanes;
    - 8' of paved surface beyond the sideline in each direction;
    - one 14' wide center paved median (total pavement width of 38'); and,
    - two 8' wide unpaved shoulders.
  6. Considered alternative retaining wall designs (concrete retaining wall, interlocking block and crib walls) and directed the City Engineer to prepare retaining wall easements of a size sufficient to accommodate any of the design alternates presented.
  7. Directed staff to proceed with the title work, engineering work and appraisal work necessary to prepare the final Deeds for all of the right-of-way required, and to determine estimated cost of said acquisition.

B. Project Scope

This project requires the acquisition of additional street right-of-way (approximately 30 parcels) and the realignment and reconstruction of the street to provide two travel lanes, a center paved median and additional pavement width for bicycles and pedestrians. Retaining walls will be required on the north side of the street.

C. Compatibility with the Circulation Element

The subject segment is designated in the City's Circulation Element as a Rural Collector. The proposed improvements,

including the possible widening of the road to four lanes, is consistent with the description of a Rural Collector set forth in the Circulation Element of the Moorpark General Plan. The proposed project is, therefore, compatible with the General Plan.

D. Project Status

1. **Retaining Wall Design:** A survey has recently been completed to provide the engineer with information required to prepare the final draft design for the retaining walls. This information is required in order to determine the dimensions of the retaining wall easements to be acquired. It is anticipated that the limits of the retaining wall easements will be determined by April.
2. **Record of Survey:** A Record of Survey is being prepared to facilitate the preparation of legal descriptions for the street right-of-way deeds and the retaining wall easements. It is anticipated that the Record of Survey will be recorded by April.
3. **Deeds:** Upon recordation of the Record of Survey the Engineering Department will proceed with the preparation of legal descriptions for all of the deeds for the required street right-of-way and retaining wall easements. It is anticipated that the required Deeds will be prepared by May. At that time total area of the properties to be acquired will be known and a final estimate of right-of-way acquisition costs can be determined. At present right-of-way acquisition costs are estimated to be approximately \$1 million.
4. **Right-of-Way Agent:** It is the intent of staff to solicit proposals for, and ultimately recommend the selection of a firm to provide land acquisition services for this project. It is anticipated that a recommendation on this matter will be presented to the City Council by June.
5. **Title Work:** It will also be necessary to retain the services of a firm to provide preliminary title reports and ultimately Policies of Title Insurance for all of the right-of-way parcels and retaining wall easements acquired.
6. **Appraisals:** It is anticipated that services for a property appraiser will also be required.

7. **Schedule:** A tentative schedule of the anticipated dates of completion for certain tasks, is listed as follows:
- 06-01-99: Record of Survey recorded;
  - 07-01-99: legal descriptions prepared;
  - 07-01-99: right-of-way agent retained;
  - 12-01-99: final design complete;
  - 06-01-00: all rights-of-way acquired; and
  - 06-01-00: project ready to advertise for bids.

E. Negative Declaration

1. **Background:** The City retained a consultant (The Planning Corporation) to prepare a Mitigated Negative Declaration / Environmental Assessment for this project. This document was prepared and distributed in a manner consistent with the requirements of both the City and State CEQA Guidelines and NEPA regulations. The document was distributed to the public on February 17, 1999. Comments were solicited from the public, relevant local and regional agencies, and from other parties that may have an interest in this matter.
2. **Project Summary:** The City of Moorpark Public Works Department has initiated planning and design work to implement street improvements to a portion of Los Angeles Avenue from a point east of the Spring Road/High Street intersection, easterly to Condor Drive. These improvements include pavement widening, acquisition of right-of-way for possible future four lanes, construction of retaining walls, street construction and overlay, installation of curb and gutter and other improvements. The programmed improvements and estimated areas of land acquisition are described and illustrated in the Mitigated Negative Declaration and Expanded Initial Study / Environmental Assessment. Land acquisition on portions of about 30 parcels is required to implement the project.
3. **Copy of Document:** A copy of the draft Mitigated Negative Declaration / Environmental Assessment has been distributed to the City Council under separate cover.
4. **Mitigation Monitoring and Reporting Plan:** A Mitigation Monitoring and Reporting Plan has also been prepared as required by CEQA guidelines. A copy of that plan is attached as Exhibit 1.
5. **Document Review:** The proposed undertaking is not exempt from CEQA or NEPA and is considered a project for the purposes of environmental review. Therefore, a draft Mitigated Negative Declaration / Environmental Assessment was prepared and circulated for a period of 30 days.

6. **Comments Received:** All of the written comments received on the subject document are attached as Exhibit 2.
7. **Responses to Comments:** All of the proposed written responses to comments are included in Exhibit 2.
8. **Findings:** Certain *Findings* are required to be made by the City Council prior to the adoption of the Resolution approving the Mitigated Negative Declaration / Environmental Assessment. A draft list of those findings are attached as Exhibit 'A' to the approving Resolution.
9. **Resolution:** The attached Resolution (Exhibit 3) approves the subject Mitigated Negative Declaration / Environmental Assessment and adopts the attached Mitigation Monitoring Program.

F. Project Budget

The total project cost estimate for this project is \$4,000,000. The amount budgeted for this project for FY 1998/99 is \$1,028,118 [Project 8008], funded by the Los Angeles Avenue AOC Fund.

STAFF RECOMMENDATION

Subsequent to a staff presentation on the project, the Mitigated Negative Declaration / Environmental Assessment, any written comments received and any written responses thereto, it is recommended that the City Council take the following actions:

1. Review and consider the information in the Initial Study, Mitigated Negative Declaration / Environmental Assessment.
2. Review and approve the proposed Mitigation Monitoring Program (Exhibit 1).
3. Approve the list of Findings attached as Exhibit 'A' to the Resolution (see Exhibit 3).
4. Approve the written responses to comments set forth in Exhibit 2.
5. Adopt Resolution No. 99- \_\_\_\_ (Exhibit 3) approving the Mitigated Negative Declaration and Expanded Initial Study / Environmental Assessment, finding that the document is an accurate and complete representation of the environmental effects of the project.

**MITIGATION MONITORING PLAN: LOS ANGELES AVENUE/EAST WIDENING AND RECONSTRUCTION**

Mitigation Measure	Monitoring Actions	Frequency	Verification of Compliance
<p><b>I. Land Use and Planning</b></p> <p>(1) The City shall develop parcel specific mitigation plans for all properties within the right-of-way that may have access restrictions or have modifications to access as a result of the proposed construction. Restoration of access in a manner than does not interfere with the through traffic objectives of the improvement program shall be prioritized. In cases where access cannot be restored, proper compensation shall be provided to the effected landowners through eminent domain proceedings.</p>	<p>City to complete access relocation and acquisition planning consistent with state law and applicable redevelopment procedures (where relevant)</p>	<p>Continuous activity until acquisition has been completed</p>	<p>Completion of all legally required acquisition procedures resulting in City possession of needed right-of-way</p>
<p><b>II. Air Quality</b></p> <p>(1) All material excavated or graded shall be sufficiently watered to prevent excessive amounts of dust. Watering shall occur at least twice daily with complete coverage, preferably in the late morning and after work is completed for the day.</p> <p>(2) All clearing, filling, grading, earth moving, or excavation activities shall cease during period of high winds (i.e., greater than 20 mph averaged over one hour) to prevent excessive amounts of dust. Construction grading shall be discontinued on days forecasted for first stage ozone alerts (concentration of 0.20 ppm) as indicated at the County APCD air quality monitoring station closest to the City of Moorpark. Grading and excavation operations shall not resume until the first stage smog alert expires.</p>	<p>Field watering to occur during grading period</p> <p>Dust generating activity to cease during periods of high winds</p>	<p>Continuous during initial grading period</p> <p>Continuous during grading period (until asphalt completion)</p>	<p>Field verification of compliance by City Public Works/ Building Inspectors</p> <p>Same as (1) above</p>

G000017

EXHIBIT 1

Mitigation Measure	Monitoring Actions	Frequency	Verification of Compliance
<p>(3) If any soil material is transported to or from the site, this material shall be either sufficiently watered or securely covered to prevent excessive amounts of dust. Fill materials, to the degree feasible, shall be obtained from appropriate sources close to the site to minimize construction emissions. A haul plan (including routes and hours of delivery) shall be submitted to the City Engineer for review prior to commencement of any fill or disposal program.</p> <p>(4) Streets adjacent to the project site shall be swept as needed to remove silt which may have accumulated from construction activities so as to prevent excessive amounts of dust.</p> <p>(5) Construction vehicles entering and exiting unpaved roads onto paved roads during the grading period shall be washed off prior to leaving the site.</p>	<p>Dust suppression to be verified for all transported or imported soils</p> <p>Sweeping of streets to occur on an as needed basis during grading.</p> <p>Contractors to provide for vehicle clean-up during</p>	<p>Continuous during the grading period</p> <p>Continuous as necessary during the grading program</p> <p>Same as (4) above</p>	<p>Same as (1) above</p> <p>Same as (1) above</p> <p>Same as (1) above</p>
<p><b>VI. Geophysical Impacts</b></p> <p>(1) A final geotechnical report shall be prepared by the City prior to the initiation of construction. This report shall be prepared by a registered geotechnical engineer. The report shall address site preparation requirements for the design of all structures, including storm water conveyance facilities, retaining walls, planning for settlement compensation, and all other aspects of site specific engineering deemed necessary by the City Engineer. The report shall be subject to the approval of the City Engineer. The project shall be constructed in a manner consistent with the approved report.</p>	<p>Public Works Department to contract for preparation of soils and geotechnical report</p>	<p>One time activity (if deemed necessary by the City Engineer) during the planning phase prior to review of grading and construction plans</p>	<p>City Engineer to review and approve any required soils or geotechnical reports</p>

000018

Ex 1 (2)



Mitigation Measure	Monitoring Actions	Frequency	Verification of Compliance
<p>(3) If any soil material is transported to or from the site, this material shall be either sufficiently watered or securely covered to prevent excessive amounts of dust. Fill materials, to the degree feasible, shall be obtained from appropriate sources close to the site to minimize construction emissions. A haul plan (including routes and hours of delivery) shall be submitted to the City Engineer for review prior to commencement of any fill or disposal program.</p> <p>(4) Streets adjacent to the project site shall be swept as needed to remove silt which may have accumulated from construction activities so as to prevent excessive amounts of dust.</p> <p>(5) Construction vehicles entering and exiting unpaved roads onto paved roads during the grading period shall be washed off prior to leaving the site.</p>	<p>Dust suppression to be verified for all transported or imported soils</p> <p>Sweeping of streets to occur on an as needed basis during grading.</p> <p>Contractors to provide for vehicle clean-up during</p>	<p>Continuous during the grading period</p> <p>Continuous as necessary during the grading program</p> <p>Same as (4) above</p>	<p>Same as (1) above</p> <p>Same as (1) above</p> <p>Same as (1) above</p>
<p><b>VI. Geophysical Impacts</b></p> <p>(1) A final geotechnical report shall be prepared by the City prior to the initiation of construction. This report shall be prepared by a registered geotechnical engineer. The report shall address site preparation requirements for the design of all structures, including storm water conveyance facilities, retaining walls, planning for settlement compensation, and all other aspects of site specific engineering deemed necessary by the City Engineer. The report shall be subject to the approval of the City Engineer. The project shall be constructed in a manner consistent with the approved report.</p>	<p>Public Works Department to contract for preparation of soils and geotechnical report</p>	<p>One time activity (if deemed necessary by the City Engineer) during the planning phase prior to review of grading and construction plans</p>	<p>City Engineer to review and approve any required soils or geotechnical reports</p>

000018

Ex 1 (2)

Mitigation Measure	Monitoring Actions	Frequency	Verification of Compliance
<p><b>VIII. Water Resources/Hydrology</b></p> <p><u>Drainage and Water Quality</u></p> <p>(1) If determined necessary by the City Engineer (as determined by the City Engineer in his sole discretion), a drainage conveyance study shall be prepared by a California State Registered Civil Engineer for the review and acceptance by the City Engineer. Hydraulic design shall conform to the current <u>Hydraulic Design Manual</u> of the Ventura County. The study shall be subject to the approval of the City Engineer. The project shall be constructed in a manner consistent with the approved report.</p> <p>(2) The City should be required to comply with all NPDES and stormwater conveyance facility conditions deemed necessary by the Public Works Director or City Engineer.</p>	<p>City to prepare required hydrology and drainage design reports</p> <p>NPDES compliance during construction phase consistent with Best Management Practices (BMP)</p>	<p>One time activity during plan preparation</p> <p>One time activity during construction</p>	<p>Field verification of construction consistent with plans by City Public Works and/or Building</p> <p>Same as (1) above</p>
<p><b>XI. Noise</b></p> <p>(1) To minimize construction noise effects, all stationary construction noise sources shall be sheltered or enclosed to minimize adverse effects on adjacent neighborhoods. When feasible, generators and pneumatic compressors shall be placed in a manner to minimize noise inconvenience on adjacent residences. Construction shall be prohibited between 8:00 pm and 7:00 am on weekdays (including Saturday) and no construction shall occur on Sunday.</p>	<p>Enclose noise sources (if feasible) and limit construction hours</p>	<p>Continuous activity during construction program</p>	<p>Field verification by City Engineer and/or Public Works Inspectors</p>

0000019

Ex. 1 (3)

Mitigation Measure	Monitoring Actions	Frequency	Verification of Compliance
<p>(2) All contractors involved in the construction program shall provide a written noise construction effects strategy to be submitted with building permit applications. The types of suppression used will vary on a case by case basis. Dumpsters, pre-assembly construction tasks, and materials storage shall be limited to defined, prescribed areas. Materials storage and work areas shall be situated to the degree feasible, on portions of parcels that will minimize impacts on nearby commercial and residential areas. Adjacent commercial tenants shall be notified of the construction schedule for the project.</p> <p>(3) Once the final alignment of the roadway is determined, the City shall prepare an acoustical report to determine what types of noise barriers may be required for individual homes that may be impacted by the relocation of traffic closer to residential locations.</p>	<p>Contractors to prepare written noise effects reduction plan for City Public Works Department review</p> <p>City to contract for acoustical study and implement recommendations for interior and exterior noise reduction.</p>	<p>One time activity prior to initiation of construction</p> <p>One time activity prior to implementation of the project</p>	<p>City Public Works or Building Inspectors to verify compliance</p> <p>Plan check verification of acoustical mitigations; field verification by Public Works Inspectors or designee.</p>

000020

Ex. 1. (4)

Exhibit 2  
Responses to Comments  
L. A. Ave East Widening

<u>Number</u>	<u>From</u> _____ .	<u>Response:</u> <u>See Page No. .</u>
2.1		Summary
2.2	Waterworks Dist #1	2.2.1
2.3	Ven. Co. Transportation	2.3.1
2.4	Caltrans	2.4.1

**Form A: Notice of Completion**

Mail to: State Clearinghouse, 1400 Tenth Street, Sacramento, CA 95814 916/445-0613

See NOTE below  
SCH # **99021099**

**Project Title:** Los Angeles Avenue East Rehabilitation Improvement Program  
**Lead Agency:** City of Moorpark  
**Street Address:** 499 Moorpark Ave  
**City:** Moorpark, CA **Zip:** 93021  
**Contact Person:** Ken Gilbert  
**Phone:** 805/529-1684  
**County:** Los Angeles

**Project Location**  
**County:** Los Angeles **City/Nearest Community:** Moorpark  
**Cross Streets:** Los Angeles Ave., Happy Camp Canyon, Spring Rd **Zip Code:** \_\_\_\_\_ **Total Acres:** \_\_\_\_\_  
**Assessor's Parcel No.:** \_\_\_\_\_ **Section:** \_\_\_\_\_ **Twp.:** \_\_\_\_\_ **Range:** \_\_\_\_\_ **Base:** \_\_\_\_\_  
**Within 2 Miles:** **State Hwy #:** \_\_\_\_\_ **Waterways:** \_\_\_\_\_  
**Airports:** \_\_\_\_\_ **Railways:** \_\_\_\_\_ **Schools:** \_\_\_\_\_

**Document Type**  
**CEQA:**  NOP  Supplement/Subsequent  Early Cons  EIR (Prior SCH No.)  Neg Dec  Draft EIR  
**NEPA:**  NOI  EA  Draft EIS  FONSI  
**Other:**  Joint Document  Final Document  Other

**Local Action Type**  
 General Plan Update  Specific Plan  Rezone  Annexation  
 General Plan Amendment  Master Plan  Prezone  Redevelopment  
 General Plan Element  Planned Unit Development  Use Permit  Coastal Permit  
 Community Plan  Site Plan  Land Division (Subdivision, Parcel Map, Tract Map, etc.)  Other

**Development Type**  
 Residential: Units \_\_\_\_\_ Acres \_\_\_\_\_  Water Facilities: Type \_\_\_\_\_ MGD  
 Office: Sq.ft. \_\_\_\_\_ Acres \_\_\_\_\_ Employees \_\_\_\_\_  Transportation: Type \_\_\_\_\_  
 Commercial: Sq.ft. \_\_\_\_\_ Acres \_\_\_\_\_ Employees \_\_\_\_\_  Mining: Mineral \_\_\_\_\_  
 Industrial: Sq.ft. \_\_\_\_\_ Acres \_\_\_\_\_ Employees \_\_\_\_\_  Power: Type \_\_\_\_\_ Watts  
 Educational \_\_\_\_\_  Waste Treatment: Type \_\_\_\_\_  
 Recreational \_\_\_\_\_  Hazardous Waste: Type \_\_\_\_\_  
 Other: \_\_\_\_\_

**Project Issues Discussed in Document**  
 Aesthetic/Visual  Flood Plain/Flooding  Schools/Universities  Water Quality  
 Agricultural Land  Forest Land/Fire Hazard  Septic Systems  Water Supply/Groundwater  
 Air Quality  Geologic/Seismic  Sewer Capacity  Wetland/Riparian  
 Archeological/Historical  Minerals  Soil Erosion/Compaction/Grading  Wildlife  
 Coastal Zone  Noise  Solid Waste  Growth Inducing  
 Drainage/Absorption  Population/Housing Balance  Toxic/Hazardous  Landuse  
 Economic/Jobs  Public Services/Facilities  Traffic/Circulation  Cumulative Effects  
 Fiscal  Recreation/Parks  Vegetation  Other

**Present Land Use/Zoning/General Plan Use**

**Project Description** Acquisition of right-of-way to permit future development of four lanes of travel, construction of engineered retaining walls, realignment and construction of Los Angeles Ave. to include installation of two travel lanes and drainage facilities within the expanded right-of-way; install roadway traffic striping on Los Angeles Ave.

State Clearinghouse Contact: DeLicia Wynn (916) 445-0613  
 State Review Began: 2-23-99  
 Dept. Review to Agency: 3-18-11  
 Agency Rev to SCH: 3-23-11  
 SCH COMPLIANCE: 3-25-11

**Project Sent to the following State Agencies**

<input checked="" type="checkbox"/> Resources	State/Consumer Svcs
<input type="checkbox"/> Boating	General Services
<input type="checkbox"/> Coastal Comm	Cal EPA
<input type="checkbox"/> Coastal Conv	<input checked="" type="checkbox"/> ARB
<input type="checkbox"/> Colorado Rvr Bd	<input type="checkbox"/> CA Waste Mgmt Bd
<input type="checkbox"/> Conservation	<input type="checkbox"/> SWRCB: Clean Wtr Prog
<input checked="" type="checkbox"/> Fish & Game # 5	<input type="checkbox"/> SWRCB: Delta Unit
<input type="checkbox"/> Delta Protection	<input type="checkbox"/> SWRCB: Wtr Quality
<input type="checkbox"/> Forestry	<input type="checkbox"/> SWRCB: Wtr Rights
<input type="checkbox"/> Historic Preservation	<input checked="" type="checkbox"/> Reg. WQCB # 4
<input checked="" type="checkbox"/> Parks & Rec	<input type="checkbox"/> Toxic Sub Ctrl-CTC
<input type="checkbox"/> Reclamation	Yth/Adlt Corrections
<input type="checkbox"/> Bay Cons & Dev Comm	Corrections
<input type="checkbox"/> DWR	Independent Comm
<input type="checkbox"/> OES	Energy Commission
<input type="checkbox"/> Bus Transp Hous	<input checked="" type="checkbox"/> NAHC
<input type="checkbox"/> Aeronautics	Public Utilities Comm
<input checked="" type="checkbox"/> CHP	Santa Monica Mtns
<input checked="" type="checkbox"/> Caltrans # 7	<input checked="" type="checkbox"/> State Lands Comm
<input checked="" type="checkbox"/> Trans Planning	Tahoe Rgl Plan
<input type="checkbox"/> Housing & Devel	
<input type="checkbox"/> Food & Agriculture	Other: _____
<input type="checkbox"/> Health & Welfare	Other: _____

Please note State Clearinghouse Number (SCH#) on all Comments  
 SCH#: 99021099  
 Please forward late comments directly to the Lead Agency  
 AQMD/APCD 83 (Resources: 2127)

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**Comments and Responses  
Los Angeles Avenue East Improvement Program**

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Comments on the Los Angeles Avenue East Widening and Rehabilitation project were received from the following individuals, agencies, and associations:

*R. Pakala, Manager  
Water and Sanitation Services Division  
County of Ventura  
Letter dated March 8th, 1999*

*Robert Brownie, Principal Engineer  
Resource Management Agency, Planning Division  
Letter dated February 24th, 1999*

*Stephen Buswell, CEQA Program Manager  
Caltrans District 7  
Letter dated March 30th, 1999*

In addition to these written comments, testimony related to the project was presented at a public hearing on the adequacy of the environmental document. Copies of these minutes are attached. None of the comments included in these minutes addressed the adequacy of the environmental document and therefore no responses are provided.

In response to comments, minor modifications have been made in the Adopted MND; these changes are identified in the Adopted MND version in italic print. Please refer to the revised Expanded Initial Study Analysis and Mitigation Measures in the Adopted MND for revisions.



# PUBLIC WORKS AGENCY county of ventura

Director  
Arthur E. Goulet

**Representing Ex-officio:**

- Ventura County Hazard Control District
- Ventura County Waterworks District
- Northridge Fire District
- East Simi Valley Community Services District
- Los Canyon Groundwater Management Agency
- AG929 Local Task Force
- Recycling Market Development Zone

**Deputy Directors of Public Works**

- Wm B. Britt  
Transportation
- John C. Crowley  
Water Resources & Engineering
- Kay Martin  
Solid Waste Management
- Paul W. Ruffin  
Central Services
- Alex Sheydayi  
Flood Control

March 8, 1999

**Ken Gilbert**  
 Director of Public Works  
 City of Moorpark  
 799 Moorpark Avenue  
 Moorpark, CA 93021

**Subject:** Mitigated Negative Declaration  
 Los Angeles Avenue East Widening  
 Rehabilitation and Improvement

Dear Mr. Gilbert:

Thank you for including the Ventura County Waterworks District No. 1 (District) in the environmental review process for the City of Moorpark's Capital Improvement Project - Los Angeles Avenue East Widening Rehabilitation and Improvement.

Based on the information received, we have the following comments:

Page 3 of the Project Synopsis identifies the various utility providers. Please be advised that the District is the water purveyor and not Calleguas Municipal Water District. Also, sewage is the District's responsibility and not the City of Moorpark.

The District does have water and sewer lines within the project boundaries. It is conceivable that appurtenances like valves or manholes might have to be adjusted to match new grades and fire hydrants relocated. The District facilities will be impacted depending on how the rehabilitation project is implemented.

If you have any questions, please call me at (805) 584-4830.

Very truly yours,

**R. R. Pakala, Manager**  
 Water and Sanitation Services Division  
 Water Resources and Engineering Department

**RECEIVED**  
 MAR 10 1999  
 CITY OF MOORPARK  
 PUBLIC WORKS DEPARTMENT

RRP:ec  
 word/dist.1/LAAviewidening



7150 Walnut Canyon Road • P.O. Box 250 • Moorpark, CA 93020 • (805) 584-4829 • Fax: (805) 529-7542



2.2.1

*Comment:* R. Pakala, Manager  
Water and Sanitation Services Division  
County of Ventura  
Letter dated March 8th, 1999

Comments acknowledged. Changes have been made as requested clarifying the utility providers for water and sewer service. Refer to the amended text of the Adopted MND for clarification.

The location of all utilities within and immediately adjacent to the right-of-way will be identified during the design process. The City will ensure that the proposed design of the rehabilitated and widened street will comply with standard engineering practice regarding buried water and sewer transmission pipelines. All effected utility providers will be notified and consulted prior to initiating construction activities. Plans will be forwarded for Agency review prior to the initiation of construction. The proposed construction program will not modify any existing easement rights that may be exercised by the Agency.



PUBLIC WORKS AGENCY  
TRANSPORTATION DEPARTMENT  
Traffic and Planning & Administration

MEMORANDUM

February 24, 1999

TO: Resource Management Agency, Planning Division  
Attention: Joseph Eisenhut

FROM: Robert B. Brownie, Principal Engineer *RBB*

SUBJECT: Review of Document 99-026  
Draft Mitigated Negative Declaration and Expanded Initial Study  
1) Los Angeles Avenue/Beltramo Road Street Rehabilitation and Improvement  
2) Los Angeles Avenue East Widening Rehabilitation and Improvement  
Lead Agency: The City of Moorpark, Department of Public Works

The Transportation Department has reviewed the subject Draft Mitigated Negative Declaration (MND) and Expanded Initial Study for 1) Los Angeles Avenue/Beltramo Road Street Rehabilitation and Improvement and 2) Los Angeles Avenue East Widening Rehabilitation and Improvement as proposed by the City of Moorpark Department of Public Works.

We do not concur with the subject Draft MNDs and Expanded Initial Studies for those areas under our purview. The project description in the Los Angeles Avenue East document states that right-of-way will be required for the ultimate construction of a four-lane road for the Los Angeles Avenue East project. Increasing the capacity of a road creates a potentially significant growth inducing impact. Increasing the capacity of a road can also create a potentially significant air quality impact. These issues have not been addressed in the subject Draft MNDs. These projects may have a significant adverse impact on the Counties Regional Road Network. Therefore, we have no alternative but to find these projects inconsistent with the Ventura County General Plan transportation policies. Unless the City of Moorpark addresses these issues in the Final MNDs and mitigates any significant adverse impacts to less than significant levels, the County General Plan requires that the Transportation Department oppose these projects.

Please call me at 654-2080 with questions.

c: Richard Herrera  
Duane Flaten  
Carole Trigg

RBB/RH/DRF:aar  
f:\common\transport\wpwin\memos\99-026.mem

FEB 25 '99 PM 2:02

*Comment: Robert Brownie, Principal Engineer  
Resource Management Agency, Planning Division  
Letter dated February 24th, 1999*

The comments provided in this set of remarks address two separate MNDs which were released simultaneously. Presumably the growth inducement comments in the second paragraph address both projects.

#### Growth Inducement Issues

The proposed improvements which are the subject of this document have been designed to increase capacity not to generate growth. The intensity of residential growth in a City is governed by the City's General Plan Land Use Element. Making improvements which are consistent with the City's adopted Circulation Element are designed to ensure that planned growth and infrastructure are properly balanced.

Roadway improvements proposed within the vicinity of the project have been programmed to improve traffic safety, roadway capacity, and pedestrian separation from existing travel lanes. By making such improvements which are consistent with the City's General Plan Circulation Element, the City is merely implementing improvements which are required to provide adequate Levels of Service to accommodate General Plan buildout. While the City is aware of the need to consider the County's General Plan transportation policies, it is, rather, the City's General Plan Circulation Element and the long term infrastructure needs and policies envisioned in this document that govern circulation improvements within incorporated areas.

#### Air Quality Impacts

Regarding air quality concerns, primary air quality impacts within the City's boundary are attributable to poor levels of service at constrained intersections. The roadway segment proposed to be improved in this case does not involve any actions that will decrease intersection capacity. Since the affected roadway portion to be improved is not situated at or immediately adjacent to a signalized intersection, Caline modelling for carbon monoxide concentrations is not required under either State California Air Resources Board or local Air Quality Guidelines. Issues regarding air quality growth inducement related impacts have been previously addressed in the preceding comment.

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, ADVANCE PLANNING  
IGR OFFICE 1-10C  
120 SO. SPRING ST.  
LOS ANGELES, CA 90012  
TEL: (213) 897-6536 ATSS: 8- 647-6536  
FAX: (213) 897-8906  
E-mail: [NYerjanian/D07/Caltrans/Cagov@DOT](mailto:NYerjanian/D07/Caltrans/Cagov@DOT)



Mr. Ken Gilbert  
Director of P.W.  
City of Moorpark  
799 Moorpark Ave.  
Moorpark, CA. 93012

Re: IGR/CEQA 990252NY  
Los Angeles Avenue East Widening  
SCH# 98121011

March 30, 1999

Dear Mr. Gilbert:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Los Angeles Avenue East widening project. According to the facts presented in the document received, no state highway is involved in this project.

We would like to remind you that any transportation of heavy construction equipment and/or materials which requires the use of oversized-transport vehicles on State highways will require a Caltrans transportation permit. We recommend that large size truck trips be limited to off-peak commute periods.

If you have any questions, please call Mr. Yerjanian at (213) 897-6536 and refer to IGR/CEQA 990252NY.

Sincerely,

A handwritten signature in cursive script, appearing to read "Stephen J. Buswell".

STEPHEN J. BUSWELL  
IGR/CEQA Program Manager  
Transportation Planning Office  
District 7

**RECEIVED**

APR 08 1999

**CITY OF MOORPARK  
PUBLIC WORKS DEPARTMENT**

*Coment: Stephen Buswell, CEQA Program Manager  
Caltrans District 7  
Letter dated March 30th, 1999*

Comments acknowledged. These remarks do not address the adequacy of the environmental analysis. The City is aware that a transportation permit from Caltrans may be required to implement the project. The design of the street will also comply with Caltrans design standards because Los Angeles Avenue is also a State Highway (Route 118).



# MOORPARK

a

799 Moorpark Avenue Moorpark, California 93021

## MEMORANDUM

**TO:** KEN GILBERT, DIRECTOR OF PUBLIC WORKS  
**FROM:** DIRK LOVETT, ASST. CITY ENGINEER   
**DATE:** July 23, 1992  
**SUBJECT:** Los Angeles Ave. East conceptual alignment study  
ASA 92-17E.

Attached for your review is a sketch illustrating a feasible alignment for a future 88' R-O-W on Los Angeles Ave. East between the Calmat and Kavlico properties.

The criteria used in the preparation of this sketch include adequate width to meet Caltrans standards, turning lanes, and shoulders (see cross section sketch). The alignment attempts to keep the R-O-W away from the homes opposite to Kavlico and as close as possible to Conejo Ready Mix while, at the same time, protecting existing structures and topography.

The alignment will require additional R-O-W on most of the south side of Los Angeles Ave. Some additional R-O-W will be required along the north side. The alignment attempts to follow the existing toe of slope, where possible, to avoid extra grading and retaining walls.

Retaining structures or additional R-O-W may be necessary where the R-O-W will either cut into the northerly abutments or fill on to the southerly abutments as shown on the sketch.

Caltran's freeway columns will be avoided at the new interchange.

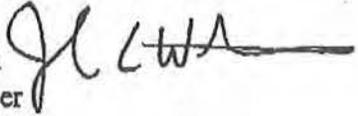
This sketch was prepared using the best information available on file. Any further details will require title reports and a right-of-way survey.

Please let me know if I can answer any questions.

cc: Steve Kueny

## MEMORANDUM

**TO:** Steve Kueny  
City Manager

**FROM:** John Whitman   
Traffic Engineer

**DATE:** October 17, 1995

**SUBJECT:** Los Angeles Avenue East - Alignment Study  
In response to your questions of 10/11/95.

During our meeting of last Wednesday, October 11, you asked two questions regarding the Los Angeles Avenue East Alignment Study. The following paragraphs restate your question with my response to each question following the respective question.

### QUESTION 1

Will the City ever need to construct the ultimate four lane facility now that SR23/118 are connected?

### RESPONSE 1

The Moorpark Area Transportation Model developed by Austin-Foust Associates, Inc. provides 1994 traffic counts and projected average daily traffic (ADT) for 2000 and 2010. ADTs are provided at the following three locations.

1. for a location just east of Spring Road;
2. a location south of SR118; and
3. a location where Los Angeles Avenue East passes under SR23.

The following table shows the traffic volumes at the three locations.

**AVERAGE DAILY TRAFFIC VOLUMES ON LOS ANGELES AVENUE EAST**

YEAR	EAST OF SPRING ROAD	AT SR 23	SOUTH OF SR118
1994	9,000	not given	7,000
2000	15,000	15,000	13,000
2010	6,000	5,000	8,000

The MATM projects peak volumes on Los Angeles Avenue East in the period prior to construction of the extension of Route 118 to a point west of Moorpark. The peak hour traffic volumes during this period are estimated to be 15,000 x .10 = 1,500 vehicles per hour. The capacity is 1,300 vehicles per hour for a two-lane roadway assuming five percent trucks and 7,400 vehicles per hour for a four-lane roadway. (The MATM used a one hour capacity of 700 vehicles per hour in each direction for a two lane, two way collector.)

Therefore, based on projected traffic volumes from MATM, Los Angeles Avenue East built as an interim two lane facility would not provide a Level of Service (LOS) = C during projected am and pm peak hours beginning within the next three to five years and continuing until SR118 is constructed to a point west of Moorpark. Los Angeles Avenue East would function at LOS = D for the peak hours and at/or above LOS = C during the remaining 22 hours each day.

In my opinion, the additional cost of the resulting benefit in the peak hours is not great enough to justify \$1.27 million to develop the ultimate four lane facility. Congestion will be relieved by any new east-west facility. For example, after construction of SR118, Los Angeles Avenue East as a two lane, two way roadway would function at a LOS = B at peak hours and LOS = A during off peak hours.

**QUESTION 2**

If the ultimate facility is not needed, which alternate alignment should the City choose?

**RESPONSE 2**

The City should choose Alternate Alignment #2 which widens the roadway from the existing south right of way limit to the north cutting into the existing slopes to avoid existing residential dwellings if the City determines that the ultimate four lane facility is not needed. Interim alignment #2 has the higher construction cost, but the lower total cost. Interim Alignment #2 is the least disruptive to existing residential dwellings and has the better horizontal alignment.

cc: Dirk Lovett  
Ken Gilbert

AGENDA REPORT  
CITY OF MOORPARK

TO: The Honorable City Council  
FROM: Kenneth C. Gilbert, Director of Public Works  
DATE: February 11, 1997 (Council Meeting 2-19-97)  
SUBJECT: Consider Approval of the Purchase of Certain Tax Default Property on the north side of Los Angeles Avenue West of Nogales Avenue [513-0-023-035]

DISCUSSION

A. Background

In June of 1996 the City Council approved the future realignment of Los Angeles Avenue east of High Street and directed the City Engineer to proceed with the preparation of the preliminary design for a project to widen and realign the street. That design will:

- determine the location of the future right-of-way lines for an eighty-eight feet (88') wide corridor;
- define the scope and nature of retaining walls to be constructed along the northerly right-of-way line; and,
- call for the construction of interim street improvements consisting of two twelve feet (12') wide travel lanes, a fourteen feet (14') wide paved median and two eight feet (8') wide unpaved shoulders.

Note: The proposed eighty-eight feet (88') wide street corridor will accommodate a future street widening project to allow:

- four twelve feet (12') wide travel lanes,
- one fourteen feet (14') paved median,
- two eight feet (8') wide bike lanes; and,
- two five feet (5') wide sidewalks.

The action taken by the City Council last June also directed staff to proceed with efforts necessary to determine right-of-way costs (preparation of deeds, title reports, appraisals, etc.) for this project and report those cost estimates to the City Council prior to proceeding with right-of-way acquisition efforts.

B. Sidewalks / Bike Lanes

At a recent Town Hall Meeting there was discussion of the possible need for sidewalks and Bike Lanes through this segment of street. As mentioned above, the approved conceptual design for interim street improvements does not include sidewalks or Bike Lanes. The City Engineer has been asked to develop a cost estimate for a change to the Interim Street Improvement plans to widen the pavement to allow for a combination eight feet (8') wide paved bike lane / walking surface beyond the limits of the painted side line. The estimated amount of additional design and construction costs for these pedestrian/bicycle improvements will be provided to the City Council within the next few weeks.

C. Right-of-Way Acquisition

The Conceptual Plan for the roadway realignment project included an estimate of the amount of right-of-way required for this project. That estimate indicated that approximately 135,000 square feet of street right-of-way, plus additional areas for slope easements, must be acquired from approximately thirty-nine (39) separate properties. Using a range of possible costs from \$2.00 to \$10.00 per square foot, the estimated cost to acquire this additional needed street right-of-way ranges from \$270,000 to \$1,350,000. This amount does not include costs for title work, appraisal, land acquisition services, etc.

D. Subject Property

The location of the subject property is shown on Exhibit 1. The approximate size of this parcel is 41,400 square feet. It will be necessary for the City to acquire approximately 9,200 square feet of street right-of-way from the south side of this property (see Exhibit 2). However, it will also be necessary to acquire an additional area for a slope easement. In that the total area required is estimated to be approximately 20,742 square feet, the City Engineer has recommended that the entire property be acquired.

E. Minimum Bid

The minimum bid required to acquire the entire parcel via tax default sale is \$9,900.

Purchase of Tax Default Property  
Los Angeles Avenue East Widening  
February 19, 1997  
Page 3

RECOMMENDATION

Staff recommends that the City Council take the following actions:

1. Direct staff to proceed with steps necessary to acquire the subject property via Tax Default sale.
2. Direct staff to prepare and present a resolution amending the FY 1996/97 Budget to fund this acquisition, when all costs are fully determined.

EXHIBIT 1

32 RS 58

TR.  
C  
95

SUBJECT  
PROPERTY

40 RS 53

VIRGINIA

LA PALMA AVE

7 PM 23

31 RS 65

AVENIDA

20 MR 33

COLONIA

COLONIA

13 RS 99

10 PM 4

ANGELES

COLONY

COLONIA

AVENIDA

CONDOR

LOS ANGELES

CONEJO CREEK FWY.  
(STATE HWY. 231)

38 PM 1

45 PM 66

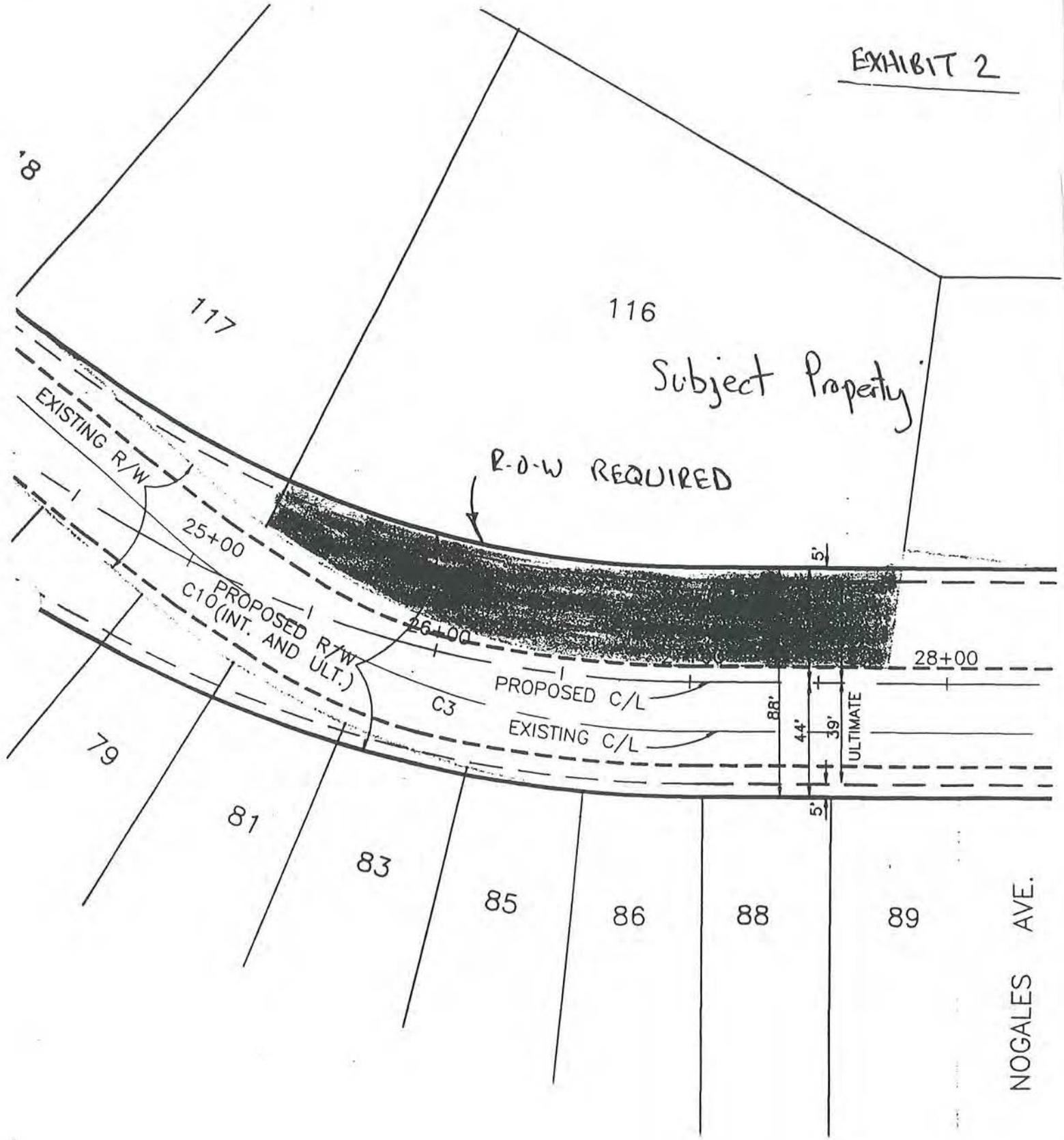
SCIENCE DR.



MOORPAR

000024

EXHIBIT 2



## MEMORANDUM

TO: Transportation and Streets Committee

Councilmember Rodgers Teasley  
Councilmember Evans

FROM: Dirk Lovett, Assistant City Engineer 

DATE: July 27, 1997 (Meeting of July 28, 1997)

SUBJECT: Los Angeles Avenue East Widening

### Introduction

A conceptual widening and realignment plan has been prepared for Los Angeles Avenue East between Spring Road and Happy Camp Canyon. The purpose of the design is to flatten the curve radii and provide a wider paved cross section. It is anticipated that 4 lanes of traffic may be necessary at some time in the future but the increased cost and current traffic volumes do not warrant full improvements now. As such, an interim plan has been developed with improvements which will meet the City's immediate needs and budget. The construction will be done within an ultimate right-of-way in such a way that the full improvements can be constructed at a later date with minimal extra costs.

### Discussion

#### **Ultimate Improvements**

The ultimate right-of-way will be 88 feet. This right-of-way will provide adequate width for 4-12 foot travel lanes, a 14 foot center median, 2-8 foot bicycle/emergency parking lanes and 2-5 foot sidewalks. Because the existing right-of-way is much narrower than the ultimate, additional right-of-way will be necessary to construct the ultimate improvements. The proposed plan attempts to protect the existing buildings along this section of road while minimizing cut, fill and retaining structures.

## Interim Improvements

The interim design provides a 14 foot median, 2-12 foot travel lanes and 2-8 foot bike/emergency parking lanes within the ultimate 88 foot right-of-way discussed above. It is proposed that the ultimate right-of-way be obtained and that the ultimate slopes and retaining structures be constructed with the interim improvements. Doing so will minimize the extra costs of the ultimate construction in the future by avoiding the need to relocate the necessary retaining structures. Seventeen foot dirt shoulders will remain on each side until the ultimate improvements are constructed.

Attached for the committee's review are the conceptual plans showing existing pavement and right-of-way, proposed ultimate right-of-way, slopes and retaining structures, and the proposed interim paved road section. For additional reference, a profile showing the elevations of the proposed retaining walls has been provided (Exhibit A). It should be noted that the retaining walls range up to 18 feet high. In addition to the design parameters discussed above, there are specific issues that will be required to be addressed in the final design as they relate to existing public and private improvements. These items are listed by location and property owner in Exhibit B.

This report is submitted to the Transportation and Streets Committee to receive the Committee's input as it relates to the conceptual interim design, proposed ultimate right-of-way needs and the items to be addressed in the final design as shown in Exhibit C. The Committee's comments will be incorporated into the final design prior to submission to the City Council for approval.

### Recommendation

Direct staff as deemed appropriate

### Attachments

CC: chron  
83.420

INTERIM AND ULTIMATE SECTION  
R/W TO BE ACQUIRED

LOT NO.	PARCEL NO.	OWNER	AREA TO BE ACQUIRED	LOT NO.	PARCEL NO.	OWNER	AREA TO BE ACQUIRED
80	NONE	WCFCD	2560 SF	83	513-0-024-025	ROMAN	230 SF
88	NONE	GALTRANS	3105 SF	86	513-0-024-035	ROMAN	57 SF
87	NONE	GALTRANS	2530 SF	111	513-0-031-025	CHURCH	3890 SF
89	513-0-024-135	CAHPPENTER	2891 SF	112	513-0-031-025	CHURCH	4422 SF
71	513-0-024-105	HARTMAN	2871 SF	113	513-0-031-025	CHURCH	7531 SF
73	513-0-024-105	HARTMAN	2819 SF	114	513-0-031-045	JOYCE	5728 SF
75	513-0-024-105	HARTMAN	2170 SF *	115	513-0-031-065	VILLANUEVA	310 SF
77	513-0-024-105	HARTMAN	2228 SF	116	513-0-023-035	TUCKER	20742 SF
79	513-0-024-105	HARTMAN	1365 SF	117	513-0-023-025	LOPEZ	841 SF
81	513-0-024-105	HARTMAN	1264 SF	NONE	513-0-010-215	KAVLI	5457 SF
				NONE	513-0-010-205	V.C.F.C.B.	000 SF



LEGEND  
113 ——— LOT NO.

LOS ANGELES AVENUE  
EAST

T-6 Backhoe will dig a trench approx. 3' wide, 10-20' long, 10' deep will be backfilled same day, probably within several hours after digging.

C-3 A truck, about the size of a small moving van, will push a 2" diam. probe approx. 30 feet into the ground, and then remove probe and backfill

SECTION	DESIGN SPEED	RADIUS TO CL INSIDE LANE	STOPPING SIGHT DISTANCE
ULTIMATE	55 MPH	412'	253'
INTERIM	40 MPH	280'	318'

	PROJECT NO. _____ SHEET NO. _____	CITY OF <b>MOORPARK</b>	L.A. AVENUE REALIGNMENT ALTERNATIVE 2 RIGHT OF WAY PLAN
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2. **Interlocking Block Wall:**
  - **Impact:** slight angle
  - **Visual Relief:** not as much relief as crib wall, but more than retaining wall;
  - **Surface:** rough interlocking block wall surface; and,
  - **Graffiti:** not an easy target
3. **Crib Wall:**
  - **Impact:** 80° angle
  - **Visual Relief:** sloped varied surface
  - **Surface:** cells may be filled with dirt, gravel, concrete or landscaping
  - **Graffiti:** not an easy target

E. Additional Width of Easement

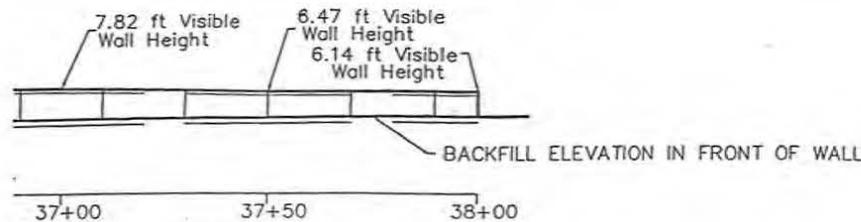
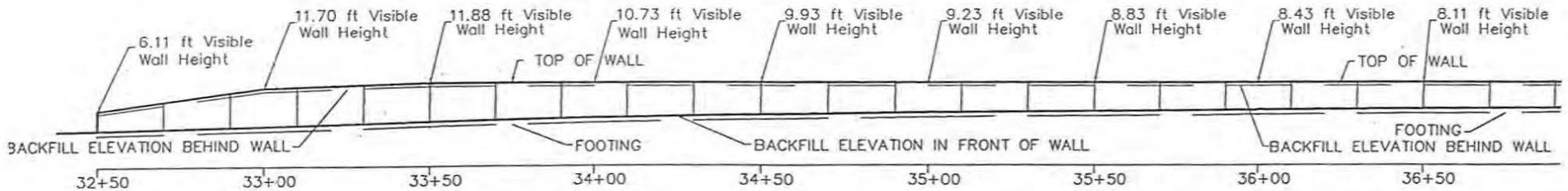
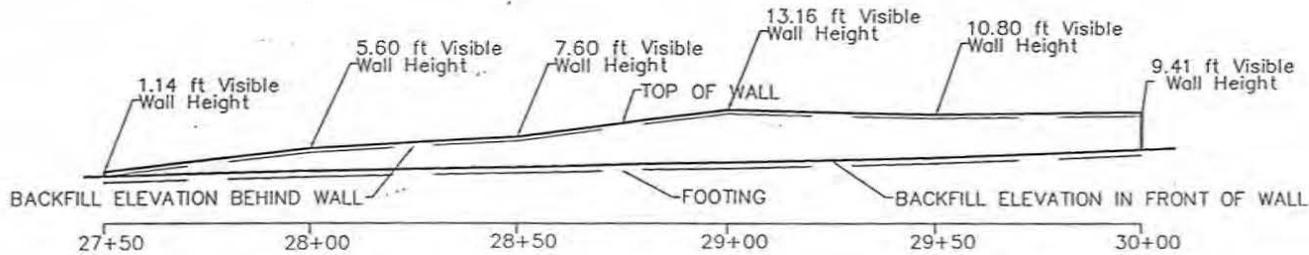
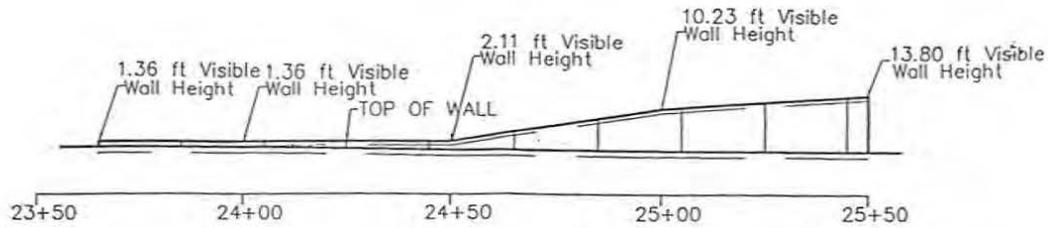
As shown on the cross section attached as Exhibit 2, the crib wall alternative may require a wider easement.

CONCLUSIONS

1. It not recommended that Type 1 concrete retaining walls be constructed for this project. It is the view of staff that the other two options discussed in this report are preferable.
2. The depth of the area required for the construction of either the crib wall or the inter-locking block wall is about the same. Either type of construction will require about the same width of an easement. Given that one of these two construction methods is to be used, there is no need to choose one over the other at this time. It may even be preferable to require bids for both of these options at the time the City is ready to proceed with construction.
3. It is necessary at this time, however, to determine the width of the easements required for the required retaining walls.

RECOMMENDATION

Staff recommends that the City Council direct staff to acquire retaining wall easements sufficient to accommodate the width of either crib wall or inter-locking block wall construction, for the retaining walls required for the subject project.

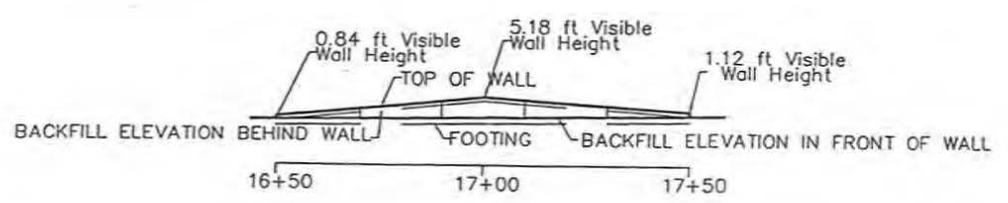
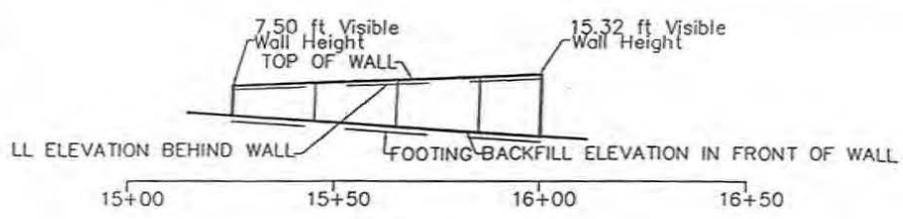
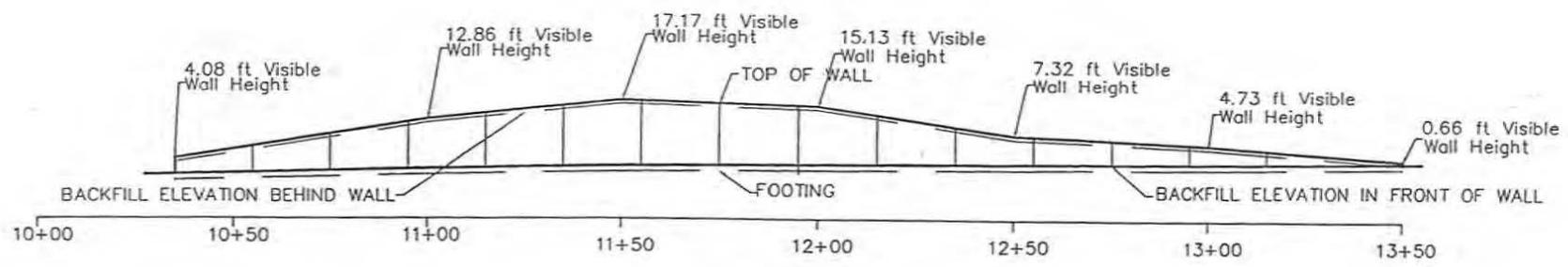
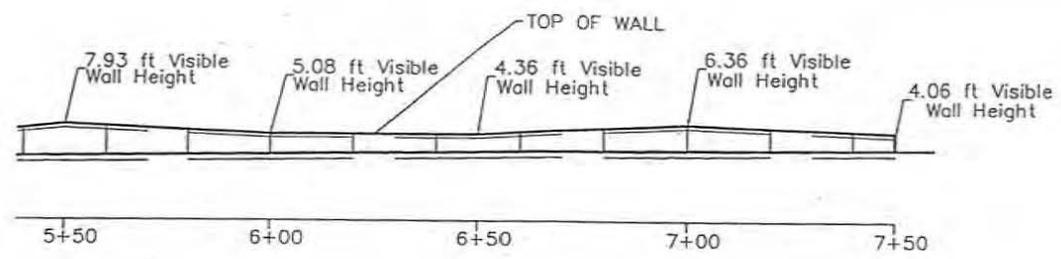
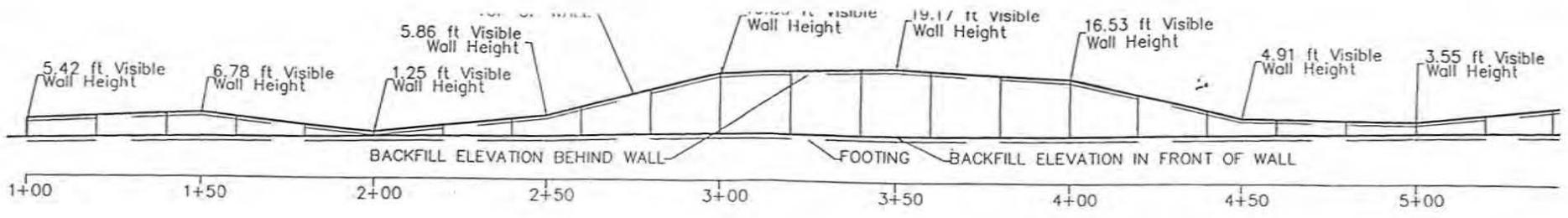


	APPROVED CITY OF MOORPARK	DESIGNED BY	DRAWN BY	CHECKED BY	<b>CITY OF MOORPARK</b>	SPEC. NO.	<b>LOS ANGELES AVENUE EAST</b> STA. 23+50.00 TO STA. 38+00.00	SHEET NO.
		PROJ. ENG.	REVISIONS			PROJ. NO.		

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Exhibit 1  
(1 of 2)

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Ex-1  
 (2 of 2)



M E M O R A N D U M

TO: The Honorable City Council  
FROM: Kenneth C. Gilbert, Director of Public Works  
DATE: January 20, 1999  
SUBJECT: Los Angeles Avenue East Improvement Project

KCG

Per the City Council's request at the January 20<sup>th</sup> meeting, the following is a brief summary of the status of the subject project.

1. **Scope of Project:** Reconstruction of Los Angeles Avenue west of Condor Drive to provide for two travel lanes, a center paved median and eight feet of paved surface beyond the side lines, within an eighty-eight foot wide right-of-way.
2. **Right-of-Way Width:** The eighty-eight feet (88') of right-of-way will accommodate, should the future need arise, the widening of the street to four lanes.
3. **Design:** The preliminary design has been completed. The engineer is finalizing construction and easement requirements for the retaining walls.
4. **Environmental Clearance:** It is anticipated that the City Council will consider the Negative Declaration for this project on March 3, 1999.
5. **Record of Survey:** The City Engineer has retained the services of a surveyor to prepare a Record of Survey to identify the design center line of the proposed street improvements, as well as existing lot lines. This document will make it easier to prepare the legal descriptions for the street right-of-way parcels to be acquired. It is anticipated that this Record of Survey will be recorded by May 1999.
6. **Legal Descriptions for Right-of-Way Deeds:** As soon as enough information is known from the preliminary (unrecorded) Record of Survey, the Engineer will prepare legal descriptions for the street rights-of-way. This task will very likely start in April 1999.
7. **Right-of-Way Agent:** It is the intent of staff to recommend retaining the services of a right-of-way Agent to assist the City in property acquisition efforts. It is anticipated that this selection will occur prior to June 1999.

8. **Acquisition Efforts:** With approximately thirty parcels to acquire, it is not known how long the right-of-way acquisition efforts will take.
9. **Appraisal Services:** It is very likely that the City will also have to retain the services of a property appraiser.
9. **Final Design:** Work on the final design will be deferred until the right-of-way acquisition efforts are near completion.
10. **Retaining Walls:** At the appropriate time, the City Council will be asked to approve the type of retaining walls (crib wall, concrete wall, etc.) to be used.
11. **Schedule:** In the opinion of staff, this project has proceeded, and is proceeding, on a schedule typical of this type of a project. No extraordinary measures have been taken, or are planned to be taken, to expedite or "fast track" any portion of the project development. City resources devoted to the development of all of the City's planned capital improvements are limited. Accordingly, work continues on several projects simultaneously. It is the view of staff that the subject project has received its fair share of attention.

cc: Steven Kueny, City Manager

rpt\caey\_plan.ntc

RECEIVED  
MAR 09 1998  
CITY OF MOORPARK

March 8, 1998

To: Mayor & City Council Members  
Re: Los Angeles Avenue

Dear Mayor & City Council Members:

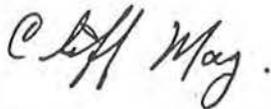
I would like to take a moment and applaud your efforts in bringing the Downtown area on to your agenda and giving it the attention it so well deserves.

In addition to this, I would also like to bring your attention to the road that brings the folks to the downtown area, Los Angeles Avenue from Princeton to Spring Road. This road is in bad shape. To get to the downtown area you must exit the Princeton offramp and travel along Los Angeles Avenue, this includes anyone coming to Downtown Moorpark from Simi Valley and the Valley. Although the council voted and appropriated the funds to widen this road over a year ago, little has been done on this project. It appears to take a back seat to other projects in this city. This is the road that connects the Campus Park area to the Downtown. (The focus of the March 11 Meeting) This road has been slated for improvement for 20 years.

Children are currently pushing their bikes up ours and our neighbors driveways and cutting through private property to reach Campus Park from Downtown. Why should these young residents of Moorpark East not have the same enjoyment of riding in safe bicycle lanes that the children living in Moorpark's west areas. There are dangers involved in cutting through these back trails especially when the weather gets warm and the snakes come out.

We urge you to include the widening and beautification of East Los Angeles Avenue as you develop plans to improve the Downtown Moorpark area. The downtown area of Moorpark has historical significance and currently it is in a fragile state. It is important that all efforts are made to preserve and enhance it as soon as possible.

Sincerely,



Cliff May  
Tina May

13853 East Los Angeles Avenue, Moorpark, CA

(805) 529-5090

cc: councilmembers; CM; Dir of CAO; file 1  
(Each councilmember rec'd an individual copy)



# MOORPARK

799 Moorpark Avenue Moorpark, California 93021 (805) 529-6864

March 13, 1997

Cliff and Tina May  
13853 East Los Angeles Avenue  
Moorpark, CA 93021

re: Los Angeles Avenue East Improvement Project

Dear Mr. & Mrs. May,

In response to your letter of March 8, 1998, the undersigned provided the City Council with the enclosed status report on the subject project. I believe this Memo gives a good explanation of the purpose of the project, the status of recent activities and a picture of the tasks remaining. However, if You have any questions which are not addressed by this Memo, please feel free to give me a call.

Sincerely,

  
Kenneth C. Gilbert,  
Director of Public Works

cc: The Honorable City Council  
Steven Kueny, City Manager



# MOORPARK

799 Moorpark Avenue Moorpark, California 93021 (805) 529-6864

January 28, 1999

Cliff May  
13853 E. Los Angeles Avenue  
Moorpark, CA 93021

**Re: Los Angeles Avenue East Widening Project**

Dear Cliff:

At the January 20, 1999, City Council Meeting, the City Council asked staff to provide them with a memorandum describing the status of the subject project. A memo on this matter was prepared, and provided to the City Council. Mayor Hunter asked that I provide you with a copy of that memo which you will find enclosed.

If you have any questions regarding this matter, please call me at 529-6864, extension 255.

Sincerely,

Kenneth C. Gilbert  
Director of Public Works

Cc: Honorable City Council  
Steven Kueny, City Manager

PW/KCO99007/LTR/01/27/99

PATRICK HUNTER  
Mayor

CHRISTOPHER EVANS  
Mayor Pro Tem

CLINT D. HARPER  
Councilmember

DEBBIE RODGERS  
Councilmember

JOHN E. WOZNIAK  
Councilmember

MEMORANDUM

TO: The Honorable City Council  
FROM: Kenneth C. Gilbert, Director of Public Works  
DATE: January 20, 1999  
SUBJECT: Los Angeles Avenue East Improvement Project

7/02

Per the City Council's request at the January 20<sup>th</sup> meeting, the following is a brief summary of the status of the subject project.

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cc: Steven Kueny, City Manager

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## Appendix 4

### Preliminary Geotechnical



**GEOTECHNICAL INVESTIGATION  
FOR  
HIGHWAY 118 WIDENING  
MOORPARK, CA**

for

Dwight French & Associates  
1470 S. Valley Vista Drive  
Suite 140  
Diamond Bar, CA 91765

March 4, 1994

93-272-01

10851 EDISON CT., RANCHO CUCAMONGA, CA 91730 : 909-989-1751 : FAX 909-989-4287

March 4, 1994

Dwight French & Associates  
1470 S. Valley Vista Drive  
Suite 140  
Diamond Bar, CA 91765

Attention: Mr. Danny Chow

Subject: Geotechnical Investigation  
Highway 118 Widening  
Moorpark, CA

Gentlemen:

In accordance with your request, a geotechnical investigation has been completed for the above-referenced site. The purpose of our investigation was to summarize the geotechnical conditions onsite and assess their potential impact on the proposed widening of Highway 118.

The accompanying report presents a description of our findings, as well as our conclusions and recommendations.

We appreciate this opportunity to be of continued service to you. If you have any questions regarding this report, please do not hesitate to contact us at your convenience.

Respectfully submitted,

RMA Group

  
Gary Wallace, CEG 1255



  
E. Duane Lyon, P.E.  
President  
GE 547



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Moorpark, CA  
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## **1.00 INTRODUCTION**

### **1.01 Purpose**

The purpose of this investigation was to evaluate the geotechnical conditions at the site, to assess their potential impact on the proposed widening of Highway 118, and to develop geotechnical design parameters.

### **1.02 Scope of the Investigation**

The general scope of this investigation included the following:

- Review of published and unpublished geologic, seismic, and geotechnical literature.
- Geologic mapping and sampling of bedrock materials exposed in a cut slope.
- Logging, sampling and backfilling of 5 exploratory borings drilled with a Mobile B-31 drill rig.
- Laboratory test of representative soil and bedrock samples.
- Geotechnical evaluation of the compiled data.
- Preparation of this report presenting our findings, conclusions and recommendations.

Our scope of work did not include a preliminary site assessment for the potential of hazardous materials onsite.

### **1.03 Site Location and Description**

The site consists of a section of Highway 118, also known as Los Angeles Avenue, located in the City of Moorpark, California. The general study area extends approximately 950 feet west, and 1000 feet east of the intersection of Highway 118 (Los Angeles Avenue) and Nogales Avenue. Our work was performed in the dirt shoulders on the north and south sides of the roadway. The approximate location of the site is illustrated on the accompanying Index Map (Plate 1).

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Highway 118 in the study area is currently a paved, two lane roadway (one lane each direction). The existing roadway was created by cut-and-fill grading. Much of the roadway appears to be near the elevation of the original grade. Locally fill was placed along the south side of the roadway. In some areas the fill is supported by low retaining walls (approximately 3 feet or less in height). Along portions of the north side of the roadway, cut slopes were excavated into hillsides exposing bedrock materials. Elevations along and adjacent to the study area range from approximately 555 to more than 600 feet above sea level.

Vegetation is absent along most of the existing shoulders. There are also trees and some brush parallel to the existing roadway, however, we were not provided with sufficient survey data to know whether or not these are in the existing right-of-way.

#### **1.04 Current Land Usage**

As discussed above, Highway 118 in the study area is currently a paved, two lane roadway. To the south of the roadway are residential properties, vacant land and a portion of the Arroyo Simi. To the north of the roadway are hillsides and ravines, and existing and abandoned residential sites.

#### **1.05 Planned Usage**

It is our understanding, based on conversations with representatives of Dwight French and Associates, that the existing roadway will be widened to allow for 2 traffic lanes in each direction and a center turning lane (a total of five lanes). At the time of our study, plans showing the locations of the additional lanes and an alignment had not yet been prepared. A 20 scale topographic map of the study area was provided for our use during the field investigation by Dwight French and Associates.

We understand that the road widening will require placement of fill (possibly supported by retaining walls) along the southern side of the existing roadway, excavation of cut slopes and construction of retaining along the northern side of the roadway, or a combination of these cuts and fills.

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### **1.06 Investigation Methods**

Our investigation consisted of office research, field exploration, laboratory testing, review of the compiled data and preparation of this report. The conclusions and recommendations presented in this report have been prepared in accordance with generally accepted engineering and geologic principles and practices. Federal, state and local laws, codes, ordinances and regulations, which in our professional opinion are applicable at this time, have been incorporated into the preparation of this report.

Appendix A, which is attached, contains a description of the methods and equipment used in performing the field exploration and logs of each boring. Appendix B contains a description of our laboratory testing and test results. Definitions of technical terms and symbols used in this report are those of the American Society for Testing And Materials (ASTM D653). The stratigraphic lines presented on our logs represent the approximate boundaries between earth units, and the transition may be gradual. The logs show subsurface conditions at the dates and locations indicated, and may not be representative of subsurface conditions at other locations and times. Should subsurface conditions be encountered during construction that appear different from those shown in this report, this office should be notified immediately so that our recommendations may be re-evaluated.

## **2.00 FINDINGS**

### **2.01 Geologic Setting**

The site is located in the Ventura Basin region of the Transverse Range geomorphic province. The basin is an east-west trending region that was down-warped and received thick deposits of marine sediments during much of the last 60 to 75 million years. The resultant sedimentary rocks have been tectonically deformed and partially uplifted to form hills and mountains in the region. Presently, sediments eroding from the hills and mountains are being deposited in intervening valleys, canyons and in the sea.

### **2.02 Earth Materials**

Our subsurface investigation, mapping and review of geologic literature revealed that the site is underlain by the following geologic units:

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- Artificial Fill (map symbol af)

Artificial fill has locally been placed on the south side of the existing roadway. Surface mapping and subsurface investigation suggest that the fill ranges from about 3 to 6 feet thick. Fill soils encountered in Boring 1 were found to consist of brown silty sand with gravel.

- Alluvium (map symbol Qal)

Alluvial soils fill ravines on the north side of the roadway, and extend beneath the roadway and fill soils to the south side of the road. In our borings we found these soils to be composed of silty sands with gravel.

- Stream Channel Deposits (map symbol Qsc)

In Boring 5 encountered stream channel deposits that originated as outwash from Camp Canyon north of the roadway. These soils were observed to be coarser grained than alluvial or fill soils and to be composed of silty sands with gravel and cobbles.

- Sedimentary Bedrock (map symbol Ts)

Exposed by roadcuts and outcrops along the hillsides north of the roadway is sandstone and conglomeratic sandstone bedrock. The bedrock has been classified as the Tertiary age Sespe formation by Weber and others (1973). This unit dips to the northwest (into slope) from about 17 to 26 degrees. Regional mapping by Weber and others indicate that bedrock is capped by a terrace deposit offsite to the north.

The above materials are described in greater detail on the logs contained in Appendix A. The approximate distribution of the mapped geologic units is graphically depicted on the accompanying Geologic Map (Plate 5).

### 2.03 Landslides

According to regional geologic mapping by Weber and others (1973), no landslides are known to exist within the site. In addition, landslides were not encountered during the course of our subsurface investigation.

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## 2.04 Faults

The site is not located within the boundaries of a special studies zone for fault rupture hazard and no faults are known to pass through the property. Consequently, the potential for surface fault rupture within the site is considered unlikely.

The nearest fault is the unnamed fault located approximately 1500 feet to the northwest. Weber and others show this fault to have a mapped length of about 3500 feet and that the faulting occurs within the sedimentary bedrock of the Sespe formation, but is concealed by younger Terrace and alluvial deposits. Of greater significance, in terms of the potential to generate large magnitude earthquakes, are the Simi, Oak Ridge, Malibu Coast and San Andreas faults, located approximately 1.5 miles to the southeast, 6.5 miles to the northwest, 18 miles to the south-southeast and 34 miles to the north-northwest, respectively. The accompanying Southern California Fault Map (Plate 2) illustrates the location of the site with respect to major faults in the region. The distance to notable faults within 100 kilometers of the site is presented on Plate 3.

## 2.05 Seismicity

The site is located in a seismically active area, as is the case throughout Southern California. At this time it is not possible to state with certainty when and where future large magnitude earthquakes will occur, or what the magnitude of these events will be. Estimates can be made, however, based on the known tectonic setting and seismic history. Large magnitude earthquakes which have occurred in the region in historical times are listed on Plate 4. Possible maximum credible earthquakes which could be associated with notable faults in the region are presented on Plate 3. The maximum credible earthquake is the largest earthquake a fault is believed capable of producing, with little regard given to its probability and without considering time as a factor.

Within the next 100 years it is expected that the most severe ground shaking at the site would occur as a result of a large magnitude earthquake along the Simi fault. Should a maximum probable earthquake of magnitude 6.5 occur along the Simi fault at a point near the site, a maximum ground acceleration of approximately 0.66g is expected at the site (Seed and Idriss, 1982). The repeatable ground acceleration from such an event is expected to be approximately 0.43g (Ploessel and Slosson, 1974). Ground shaking originating from earthquakes along other faults in the region within the next 100 years is expected to be less, due to their greater distances from the site and/or smaller maximum probable earthquake magnitudes.

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## **2.06 Secondary Earthquake Hazards**

Considering the seismic and geologic conditions as currently known, the potential for secondary seismic hazards at the site is considered to be low. There is a slight possibility that liquefaction could occur as a result of lateral spreading into Arroyo Simi, however the probability of this affecting the proposed construction appears to be low due to the distance centerline of the creek. The potential for seismically induced settlement is low due to the density of the underlying earth materials and anticipated compaction of near surface soils. Seismically induced landsliding is not expected, provided the site is properly graded and developed. Tsunamis and seiches do not pose hazards due to the inland location of the site and lack of nearby bodies of standing water.

## **2.07 Surface and Ground Water Conditions**

Ground water was not encountered in any of the borings drilled for this study. Further, no springs or areas of natural seepage were found.

Ground water was encountered in borings drilled by the California Department of Transportation in 1989 for the new Highway 118 overpass above old Highway 118 (Los Angeles Ave.) and Arroyo Simi. This overpass is located at approximately the western end of our study area. Within Arroyo Simi, ground water was encountered at a depth of 20 feet below existing grade (elevation 531). Within a ravine approximately 150 feet north of Los Angeles Avenue, another boring encountered ground water 28 feet below grade (elevation 552) at the contact between colluvial soils and bedrock.

At the time of our study, surface water was noted in Arroyo Simi south of the site.

## **2.08 Flooding Potential**

The study area is not crossed by any major drainage courses. However it borders portions of the Camp Canyon and Simi Arroyo drainages, and small ravines head towards the roadway from the hillsides to the north. Thus, control of surface runoff originating from within and outside of the site should be included in design of the project.

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### 3.00 CONCLUSIONS AND RECOMMENDATIONS

#### 3.01 General Conclusion

Based on specific data and information contained in this report, our understanding of the project and our general experience in geotechnical engineering, it is our professional judgement that the proposed road widening project is geotechnically feasible. This is provided that the recommendations presented below are fully implemented during design, grading and construction.

#### 3.02 General Earthwork and Grading

All grading should be performed in accordance with the General Earthwork and Grading Specifications outlined in Appendix B, unless specifically revised or amended below. Earthwork should also be in accordance with all applicable Caltrans and/or City of Moorpark requirements.

Onsite earth materials encountered in this investigation are suitable for placement as fill. Our recommendations for preparation of the existing soils and rough grading are presented in the attached Appendix C.

#### 3.03 Removals

Vegetation, trash and debris should be cleared from the grading area and hauled from the site.

Prior to placement of compacted fills or base materials, existing ground should be scarified to a depth of at least 12 inches, moisture conditioned and compacted to at least 90 percent of the maximum dry density. Over excavation of compressible soils could be necessary if deep fills are proposed or if adverse soil conditions are encountered in the field. Therefore, actual removal depths will need to be determined at the time of grading when field conditions can be observed and plans are available showing the nature of the grading.

If retaining structures founded on continuous or spread footings are proposed, the removal and recompaction of the soils beneath the footings will be required. The actual depth of removal would be dependant on footing types and sizes, and nature of subsurface earth materials. Thus, removals should be evaluated once formal plans have been developed. However, for planning purposes it may be anticipated that the soils beneath the footings to a depth equal to the width of the footings will require removal and recompaction.

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### **3.04 Rippability and Oversized Materials**

Borings 4 and 5 reached refusal at depths of 9 and 8 feet, respectively. However, it is expected that the materials encountered at those depths and locations can be excavated by conventional, heavy duty earthmoving equipment. Excavation into sandstone bedrock in hillside areas could be difficult.

Oversized materials (greater than 12 inches in diameter) were encountered, although cobbles were encountered in stream channel deposits in Boring 5.

### **3.05 Subdrains**

Ground water and surface water were not encountered during the course of our investigation. Consequently, installation of subdrains to accommodate natural seepage are not expected to be necessary at this time. The need for such subdrains should be reviewed when grading plans are available.

If retaining walls are used in the construction, these should be provided with suitable backdrains or weep holes.

### **3.06 Natural Slopes**

Since no landslides or adverse geologic structures are known to be present within the site, natural slopes that will remain adjacent to graded areas are expected to be grossly stable.

### **3.07 Cut Slopes**

Southerly facing cut slopes, if utilized, are expected to expose sandstone and conglomeratic sandstone with into slope bedding, and thus are anticipated to be grossly stable at inclinations of 2:1 (horizontal to vertical) or flatter.

Geologic mapping of cut slopes during grading will be necessary to verify the anticipated geologic conditions. Revision of the above recommendations could be necessary if different conditions are exposed during grading.

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### 3.08 Fill Slopes

Fill slopes constructed at inclinations of 2:1 (horizontal to vertical) or flatter are expected to be grossly and surficially stable. This is provided that the slopes are properly keyed, benched and compacted.

### 3.09 Foundations

We are providing recommendations for two alternative foundation systems for the support of retaining walls; (1) continuous wall foundations, and (2) a combination of cast-in-place drilled piers and grade beams. A geotechnical investigation for widening of Highway 118 (Los Angeles Ave.) just west of our study area recommended the use of piers, apparently because the depth to bedrock along that portion of the highway is fairly shallow (generally 1.5 to 8 feet deep). In our study area, bedrock is deeper except adjacent to existing cut slopes and was not encountered in our borings. Thus it appears that use of continuous footings is more feasible along this portion of the road. However, since grading and construction plans have not yet been prepared, and the locations of retaining walls are not yet known, recommendations for pier footings are provided for use if deemed appropriate.

Final selection of the foundation system to use should be based on economic factors which are beyond the scope of this investigation.

#### Continuous Foundations

Continuous wall footings are recommended to support the proposed retaining walls. Soils at the subject site are granular, non-plastic, and non-expansive in nature. Therefore, reinforcement of footings for expansive soil is not required.

If the recommendations in the section on grading are followed and footings are established in compacted fill materials or bedrock, footings may be designed using the following allowable soil bearing values:

Footings having a minimum width of 12 inches and established in a minimum of 12 inches below the lowest adjacent grade in compacted material - 1,500 pounds per square foot. This value may be increased by 20% for each additional foot of depth and/or width to a maximum value of 3,300 pounds per square foot.

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These values represent an allowable net increase in soil pressure over existing soil pressure and may be increased by one-third for considerations of short term wind or seismic loads. Maximum expected settlement of footings designed with the recommended allowable soil bearing values is expected to be on the order of 1/2 inch with differential settlements on the order of 1/4 inch.

#### Cast-In-Place Drilled Piers

Cast-in-place drilled piers may be used to support the proposed retaining walls. The attached chart, Plate 6, provides allowable pier capacities for various pier diameters.

### 3.10 Lateral Loads

Lateral loads may be resisted by soil friction and the passive resistance of the soil. The following parameters are recommended.

- Passive Earth Pressure - equivalent fluid weight of 380 pcf.
- Coefficient of Friction (Soil to footing) - 0.45

Retaining structures should be designed to resist the following lateral active earth pressures:

Surface Slope of Retained Material Horiz. to Vert.	Equivalent Fluid Weight (pcf)
Level	31
5 to 1	32
4 to 1	33
3 to 1	36
2 to 1	37

These active earth pressures are only applicable if the retained earth is allowed to strain sufficiently to achieve the active state. The required horizontal strain to achieve the active state is approximately 0.0025H. Retaining structures should be designed to resist an at rest lateral earth pressure if this horizontal strain can not be achieved.

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- At rest lateral earth pressure - 48 pcf

The horizontal compression required to achieve the full passive earth pressure is approximately 4 times the horizontal strain required to reach the active state. The horizontal compression required to reach 1/2 the maximum passive pressure is approximately equal to the horizontal strain required to achieve the active state. The previously recommended passive pressure should be reduced accordingly if the required horizontal compression to achieve full passive pressures can not be achieved.

If any super-imposed loads are anticipated, this office should be notified so that appropriate recommendations for earth pressures may be provided.

### **3.11 Pavement Sections**

An R-value test was performed on anticipated subgrade soils at the site in order to provide information on their soil properties for design of pavement structural sections.

Structural sections were designed using the procedures outlined in "Design Procedures for Flexible Pavements", State of California Planning Manual - Part 7. This procedure uses the principle that the pavement structural section must be of adequate thickness to distribute the load from the design traffic index (TI) to the subgrade soils in such a manner that the stresses from the applied loads do not exceed the strength of the soil (R-Value).

The design traffic index was supplied by the City of Moorpark. We have provided alternate structural sections for the traffic index. Selection of the final structural section should be based on economic considerations, which are beyond the scope of this investigation.

#### **Recommended Structural Section**

- 5.0 inches of asphaltic concrete over native or
- 3.0 inches of asphaltic concrete over 4.0 inches of aggregate base.

Prior to paving, the subgrade soils should be scarified and the moisture adjusted to within 2% of the optimum moisture content. The subgrade soils should be compacted to a minimum of 90% relative compaction if an aggregate base course is used, or 95% relative compaction if an aggregate base course is not used. All aggregate base courses should be compacted to a minimum of 95% relative compaction.

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Since considerable grading may be required to widen the existing road, we recommend that the R-value and structural pavement section design be verified at the time of grading.

### **3.12 Utility Trench Backfill**

The on-site soils are expected to be suitable as trench backfill provided they are screened of organic matter and cobbles over 4 inches in diameter. Trench backfill should be densified to at least 90% relative compaction (ASTM D1557-78). On-site granular soils may be water densified initially. Supplemental mechanical compaction methods may be required in finer ground soils to attain the required 90% relative compaction.

### **3.13 Faulting**

Since the site is not located within the boundaries of a special studies zone and no faults are known to pass through the property, surface fault rupture within the site is considered unlikely.

### **3.14 Seismic Design Parameters**

The potential damaging effects of regional earthquake activity should be considered in the design of structures. As a minimum, design should be in accordance with the latest Uniform Building Code and the recommendations of the Structural Engineers Association.

The site is located in Seismic Zone 4 of the 1991 Uniform Building Code. Accordingly, the Seismic Zone Factor (Z) is equal to 0.40. This corresponds to a 10 percent probability of exceedance in a 50 year period.

A numerical site coefficient factor for soil (S) of 1.0 is recommended. This is based on a soil profile consisting of either rock-like material, or soils that are stiff or dense but less than 200 feet thick.

Structural design should also consider other data presented in this report, local codes and any other pertinent data that may become available.

### **3.15 Secondary Earthquake Hazards**

As discussed previously in Section 2.06 of this report, aside from ground shaking, the potential for secondary seismic hazards at the site is considered to be low. Remedial measures for secondary seismic hazards other than ground shaking are therefore not expected to be necessary.

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### **3.16 Grading Plan Review**

Once a formal grading plan is prepared for the subject property, this office should review the plans from a geotechnical viewpoint, comment on changes from the plan used during preparation of this report and revise the recommendations of this report where necessary.

### **3.17 Observation and Testing During Grading**

Soils engineering observation and testing, and geologic mapping should be conducted during the following stages of rough grading:

- Upon completion of clearing and grubbing.
- During excavation and overexcavation in of compressible soils.
- During all phases of rough grading, including overexcavation, precompaction, benching and filling operations and cut slope excavation.
- During excavation of cast-in-place piers.
- When any unusual conditions are encountered during grading.

A final geotechnical report summarizing conditions encountered during grading, accompanied by an As-Graded Geotechnical Map, should be submitted upon completion of grading.

## **4.00 CLOSURE**

The findings and recommendations in this report were prepared in accordance with generally accepted engineering and geologic principles and practices. No other warranty, either express or implied, is made. This report has been prepared for Dwight French & Associates, Inc. to be used solely for design purposes. Anyone using this report for any other purpose must draw their own conclusions regarding required construction procedures subsurface soil conditions.

The geotechnical consultant should be retained during construction of the earthwork and foundation phases of the work to monitor compliance with the design concepts and recommendations, and to provide additional recommendations in the event that subsurface conditions differ from that anticipated prior to the start of construction.

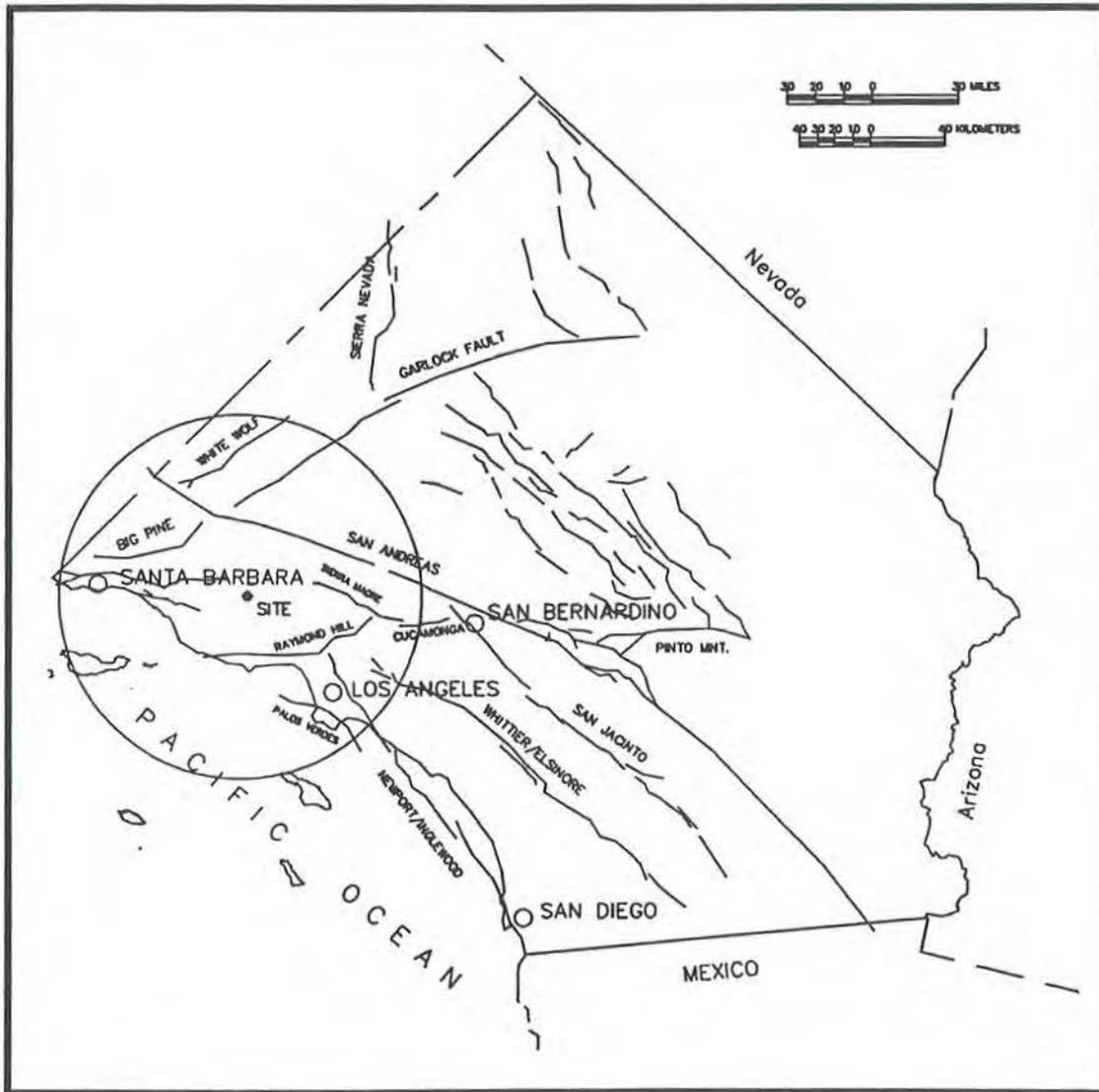
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INDEX MAP  
OF  
HIGHWAY 118 WIDENING

BASE MAP: Thomas Guide

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SOUTHERN CALIFORNIA FAULT MAP

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FAULT NAME	DISTANCE (km)	MAXIMUM CREDIBLE EARTHQUAKE
BIG PINE	59	7.50
DUARTE	96	6.50
GARLOCK EAST	74	8.00
GARLOCK WEST	58	8.00
LLANO	58	7.00
MALIBU RAYMOND HILL	29	7.50
NEWPORT INGLEWOOD	47	7.50
OAKRIDGE	10	6.50
PALOS VERDE	56	7.00
PINE MOUNTAIN	35	7.00
PITAS POINT	50	7.50
PLEITO	70	7.00
SANTA SUSANNA	13	6.50
SANTA YNEZ	38	7.50
SAN ANDREAS CENTRAL	53	8.50
SAN CAYETANO	12	7.50
SAN FRANCISQUITO	36	7.00
SAN JOSE	94	7.00
SAWPIT CANYON	79	6.50
SIERRA MADRE	32	7.50
SIMI	2	6.90
WALNUT CREEK	86	6.50
WHITE WOLF	77	8.00
WHITTIER ELSINORE	98	7.50

**NOTABLE FAULTS WITHIN 100 KM**

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- 1812 - Santa Barbara Channel - magnitude estimated at 7.1
- 1857 - Fort Tejon, Intensity X-XI - magnitude estimated at 8.3
- 1893 - Santa Susana - magnitude estimated at 5.5
- 1912 - Offshore - magnitude 5.0
- 1916 - Wheeler Ridge, Bakersfield area - magnitude 5.6
- 1919 - Wheeler Ridge, Bakersfield area - magnitude 5.0
- 1925 - Santa Barbara Channel - magnitude 6.8
- 1926 - Santa Barbara - magnitude 5.5
- 1930 - Santa Barbara Channel - magnitude 5.0
- 1930 - Santa Monica - magnitude 5.2
- 1933 - Long Beach - magnitude 6.3
- 1941 - Santa Barbara Channel - magnitude 6.0
- 1952 - Wheeler Ridge Bakersfield area - magnitude 7.7
- 1954 - Wheeler Ridge Bakersfield area - magnitude 5.9
- 1971 - San Fernando - magnitude 6.6
- 1978 - Oxnard - magnitude 5.6
- 1978 - Santa Barbara - magnitude 5.6
- 1987 - Rosemead - magnitude 5.5
- 1987 - Whittier Narrows - magnitude 5.9
- 1990 - Upland - magnitude 5.5
- 1991 - Sierra Madre - magnitude 5.8
- 1992 - Joshua Tree - magnitude 6.1
- 1992 - Landers - magnitude 7.5
- 1992 - Big Bear - magnitude 6.6
- 1994 - Northridge - magnitude 6.7

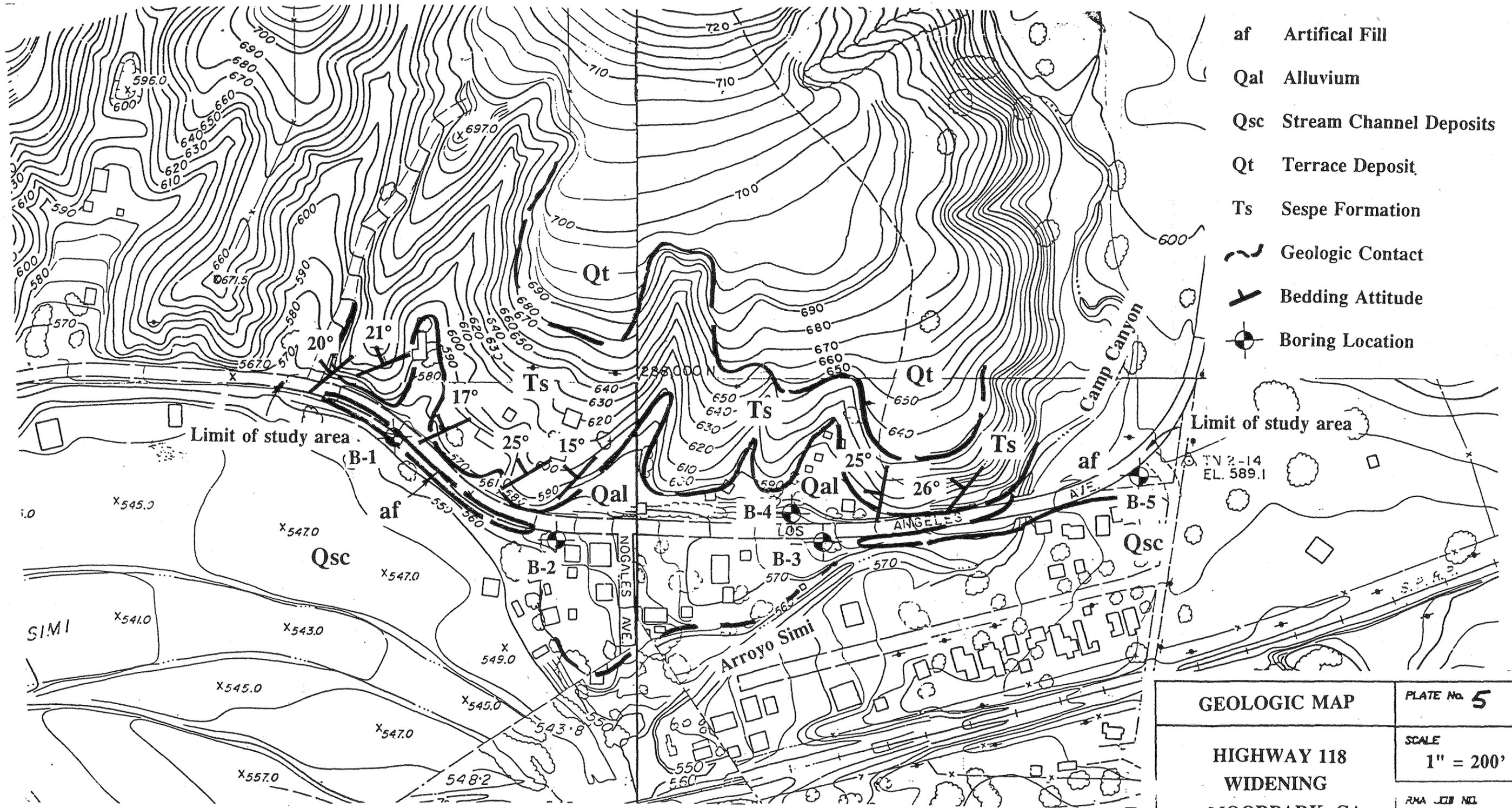
**HISTORICAL STRONG EARTHQUAKES**





**LEGEND**

- af Artificial Fill
- Qal Alluvium
- Qsc Stream Channel Deposits
- Qt Terrace Deposit
- Ts Sespe Formation
- ~ Geologic Contact
- ↘ Bedding Attitude
- ⊙ Boring Location



**GEOLOGIC MAP**

**PLATE No. 5**

**HIGHWAY 118  
WIDENING  
MOORPARK, CA**

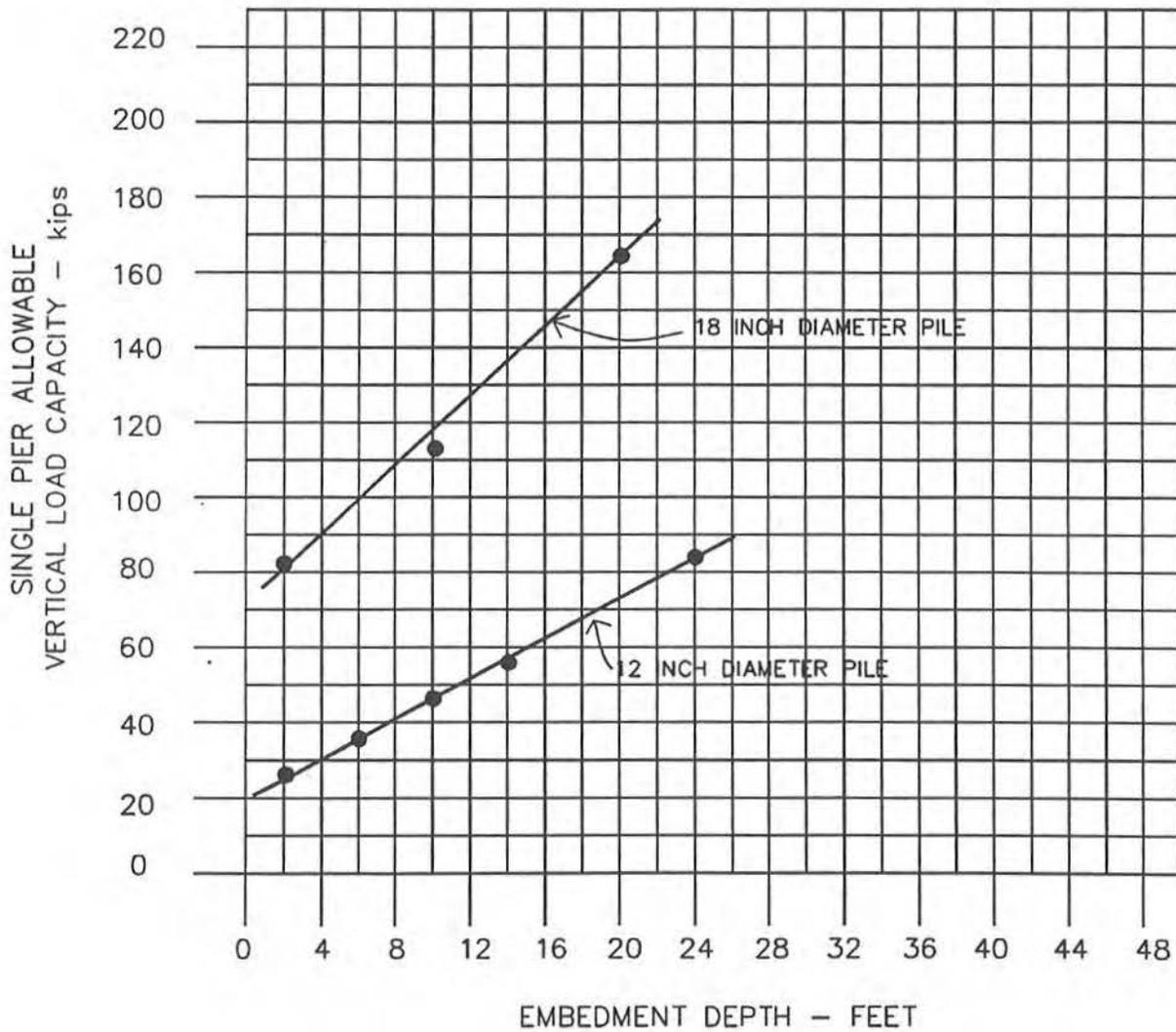
**SCALE  
1" = 200'**

**RMA JOB NO.  
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ALLOWABLE VERTICAL LOAD VS. EMBEDMENT DEPTH  
CAST IN PLACE DRILLED PIER



APPENDIX A

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Highway 118 Widening  
Moorpark, CA  
March 4, 1994

APPENDIX A

FIELD INVESTIGATION

A-1.00 FIELD EXPLORATION

**A-1.01 Number of Borings**

A total of 5 borings were drilled for this study.

**A-1.02 Location of Borings**

Exploratory borings approximately located by using the topographic features noted on the plan indicated in Section 1.05 of this report. Each location should be considered accurate only to the degree implied by the methods used. Locations and depths of borings were hindered and limited by the narrow width of existing shoulders and presence of underground utilities.

**A-1.03 Boring Logging**

A log of each boring was prepared by one of our staff. The logs contain factual information and interpretation of subsurface conditions between samples. The stratum indicated on these logs represent the approximate boundary between earth units and the transition may be gradual. The logs of the borings are attached in this appendix. A Geologic Map showing their approximate locations is presented as Plate 5.

Identification of the soils encountered during the subsurface exploration was made using the field identification procedure of the Unified Soils Classification System (ASTM D2488). A legend indicating the symbols and definitions used in this classification system and a legend defining the terms used in describing the relative compaction, consistency or firmness of the soil are attached in this appendix. Bag samples of the major earth units were obtained for laboratory inspection and testing.

**A-1.04 Field Mapping**

A geologist from our office mapped existing cut slopes along the shoulders of the roadway and plotted the geologic data on a field map. In addition, a sample of sandstone bedrock was collected from an outcrop for laboratory testing.

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DEPTH - FT.	MOISTURE CONTENT (% of dry wt.)	DRY DENSITY - pcf	BLOW COUNT (N)	BAG SAMPLE LOCATION	SYMBOL	U.S.C.S. DESIGNATION	DESCRIPTION
0	2.8		●		SM		Fill (af) - Brown silty sand with gravel, fine to coarse grained, moist, piece of glass at 2' telephone cable at 4'.
5.5					SM		
10	3.7		●				Alluvium (Qal) - Brown silty sand with gravel, contains less gravel and more sand than above unit, easy drilling at 5'.
							End of boring excavation
20							
30							
40							
50							

Boring Attitude: Vertical  
 Excavated with: 8" Auger  
 Date Excavated: 2-02-94  
 Location: See Plot Plan  
 Elevation: 559'

No Ground Water Encountered

BORING No. 1

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DEPTH - FT.	MOISTURE CONTENT (% of dry wt.)	DRY DENSITY - pcf	BLOW COUNT (N)	BAG SAMPLE LOCATION	SYMBOL	U.S.C.S. DESIGNATION	DESCRIPTION
0			●		SM		Fill (of) - Brown silty sand with medium to coarse grained sand and gravel.  End of boring excavation at 1'.  NOTE: Boring limited to a depth of 1' due to subsurface utility lines.
10							
20							
30							
40							
50							

Boring Attitude: Vertical  
 Excavated with: 8" Auger  
 Date Excavated: 2-02-94  
 Location: See Geologic Map  
 Elevation: 569'

No Ground Water Encountered

BORING No. 2

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DEPTH - FT.	MOISTURE CONTENT (% of dry wt.)	DRY DENSITY - pcf	BLOW COUNT (N)	BAG SAMPLE LOCATION	SYMBOL	U.S.C.S. DESIGNATION	DESCRIPTION
0			●		SM		Fill (af) - Brown silty sand with gravel. End of boring excavation at 1'.
10							NOTE: Boring limited to a depth of 1' due to subsurface utility lines.
20							
30							
40							
50							

Boring Attitude: Vertical  
 Excavated with: 8" Auger  
 Date Excavated: 2-02-94  
 Location: See Geologic Map  
 Elevation: 574'

No Ground Water Encountered

BORING No. 3

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 Highway 118 Widening  
 Moorpark, CA  
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DEPTH - FT.	MOISTURE CONTENT (% of dry wt.)	DRY DENSITY - pcf	BLOW COUNT (N)	BAG SAMPLE LOCATION	SYMBOL	U.S.C.S. DESIGNATION	DESCRIPTION
0							
4.4						SM	Alluvium (Qal) - Brown silty fine sand, moist, easy drilling.
10							Difficult drilling below 8'. End of boring excavation Practical refusal at 9'.
20							
30							
40							
50							

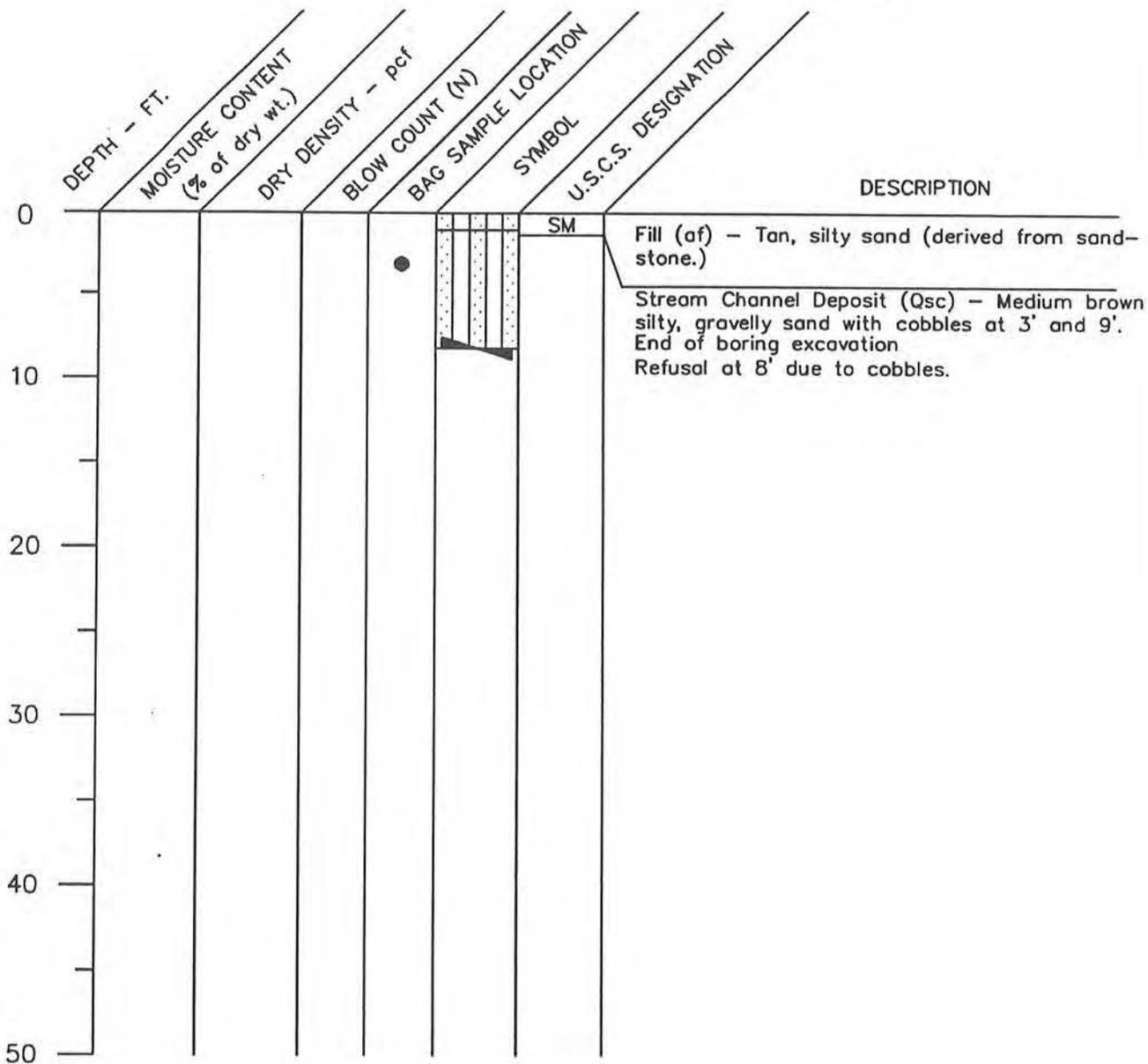
Boring Attitude: Vertical  
 Excavated with: 8" Auger  
 Date Excavated: 2-02-94  
 Location: See Plot Plan  
 Elevation: 574'

No Ground Water Encountered

BORING No. 4



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Boring Attitude: Vertical  
Excavated with: 8" Auger  
Date Excavated: 2-02-94  
Location: See Plot Plan  
Elevation: ----

No Ground Water Encountered

BORING No. 5

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MAJOR DIVISIONS		GROUP SYMBOLS	TYPICAL NAMES	
COARSE GRAINED SOILS (More than 50% of material is LARGER than No. 200 sieve size)	GRAVELS (More than 50% of coarse fraction is LARGER than the No. 4 sieve size.)	CLEAN GRAVELS (Little or no fines)	GW Well graded gravel, gravel-sand mixtures, little or no fines.	
		GP	Poorly graded gravel or gravel-sand mixtures, little or no fines.	
		GM GC	Silty gravels, gravel-sand-silt mixtures. Clayey gravels, gravel-sand-clay mixtures.	
	SANDS (More than 50% of coarse fraction is SMALLER than the No. 4 sieve size)	CLEAN SANDS (Little or no fines)	SW SP	Well graded sands, gravelly sands, little or no fines. Poorly graded sands or gravelly sands, little or no fines.
		SANDS WITH FINES (Appreciable amount of fines)	SM SC	Silty sands, sand-silt mixtures. Clayey sands, sand-clay mixtures.
		FINE GRAINED SOILS (More than 50% of material is SMALLER than No. 200 sieve size)	SILTS AND CLAYS (Liquid limit LESS than 50)	ML
CL				Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays.
OL	Organic silts and organic silty clays of low plasticity.			
SILTS AND CLAYS (Liquid limit GREATER than 50)	MH	Inorganic silts, micaceous or diatomaceous fine sandy or silty soils, elastic silts.		
	CH	Inorganic clays of high plasticity, fat clays.		
	OH	Organic clays of medium to high plasticity, organic silts.		
HIGHLY ORGANIC SOILS		Pt	Peat and other highly organic soils.	

**BOUNDARY CLASSIFICATIONS:** Soils possessing characteristics of two groups are designated by combinations of group symbols.

UNIFIED SOIL CLASSIFICATION SYSTEM

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 Highway 118 Widening  
 Moorpark, CA  
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**I. SOIL STRENGTH/DENSITY**
**BASED ON STANDARD PENETRATION TESTS**

Compactness of sand		Consistency of clay	
<u>Penetration Resistance N (blows/Ft)</u>	<u>Compactness</u>	<u>Penetration Resistance N (blows/ft)</u>	<u>Consistency</u>
0-4	Very Loose	<2	Very Soft
4-10	Loose	2-4	Soft
10-30	Medium Dense	4-8	Medium Stiff
30-50	Dense	8-15	Stiff
>50	Very Dense	13-30	Very Stiff
		>30	Hard

N = Number of blows of 140 lb. weight falling 30 in. to drive 2-in OD sampler 1 ft.

**BASED ON RELATIVE COMPACTION**

Compactness of sand		Consistency of clay	
<u>% Compaction</u>	<u>Compactness</u>	<u>% Compaction</u>	<u>Consistency</u>
<75	Loose	<80	Soft
75-83	Medium Dense	80-85	Medium Stiff
83-90	Dense	85-90	Stiff
>90	Very Dense	>90	Very Stiff

**II. SOIL MOISTURE**

Moisture of sands		Moisture of clays	
<u>% Moisture</u>	<u>Description</u>	<u>% Moisture</u>	<u>Description</u>
<5%	Dry	<12%	Dry
5-12%	Moist	12-20%	Moist
>12%	Very Moist	>20%	Very Moist, wet

**SOIL DESCRIPTION LEGEND**



**APPENDIX B**

**LABORATORY TESTS**

Dwight French & Associates  
Highway 118 Widening  
Moorpark, CA  
March 4, 1994

## **B-1.00 LABORATORY TESTS**

### **B-1.01 Particle Size Analysis**

Particle size analysis was performed on representative samples of the major soils types encountered in the test holes in accordance to the standard test methods of the American Society for Testing and Materials (ASTM D422). The hydrometer portion of the standard procedure was not performed and the material retained on the #200 screen was washed.

### **B-1.02 Maximum Density**

Maximum density - optimum moisture relationships for the major soil types encountered during the field exploration were performed in the laboratory using the standard procedures of ASTM D1557.

### **B-1.03 Direct Shear**

Direct shear tests were performed on representative samples of the major soil types encountered in the test holes using the standard test method of ASTM D3080 (consolidated and drained). Tests were performed on remolded samples. Samples were tested at a relative compaction equal to the average in-situ density in order to stimulate field conditions.

Shear test were performed on a direct shear machine of the strain controlled type. To simulate possible adverse field conditions, the samples were saturated prior to shearing. Several samples were sheared at varying normal loads and the results plotted to establish the angle of the internal friction and cohesion of the tested samples.

### **B-1.04 Moisture Determination**

Moisture content of the soil samples was performed in accordance to standard method for determination of water content of soil by drying oven, ASTM D2216. The mass of material remaining after oven drying is used as the mass of the solid particles.

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**B-1.05 Resistance Value (R-Value)**

Resistance Value tests were performed on representative samples of the major soil types encountered by the test methods outlined in California 301.

**B-1.06 Test Results**

Test results for all laboratory tests performed on the subject project are presented in this appendix.

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SAMPLE INFORMATION

Sample Number	Sample Description	Sample Test Hole #	Location Depth (Ft)
1	Brown silty sand	1	0-4'
3	Brown silty fine sand	2	0-1'
4	Brown silty fine sand	3	0-1'
6	Yellow-tan sandstone	Outcrop	

SIEVE ANALYSIS

Test Method: ASTM D422

Sample Number:	1	3	4	6
Sieve Size	Percent Passing			
1 1/2"	100	100	100	97
3/4"	100	87	98	93
3/8"	98	90	82	88
#4	93	82	69	86
#8	88	74	63	84
#16	79	62	55	80
#30	64	47	45	62
#50	45	32	32	37
#100	29	20	19	17
#200	19	16	12	10
Unified Soil Classification	SM	SM	SM	SM

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MAXIMUM DENSITY - OPTIMUM MOISTURE

Test Method: ASTM D1557 Method A

Sample Number	Optimum Moisture (Percent)	Maximum Density (Lbs./Cu. Ft.)
1	9.0	129.0
6	10.5	121.5

DIRECT SHEAR

Test Method: ASTM D3080

Sample Number	Remolded Dry Weight (pcf)	Initial Moisture %	Friction Angle(deg)	Cohesion (psf)
6	109.5	10.5	34	190

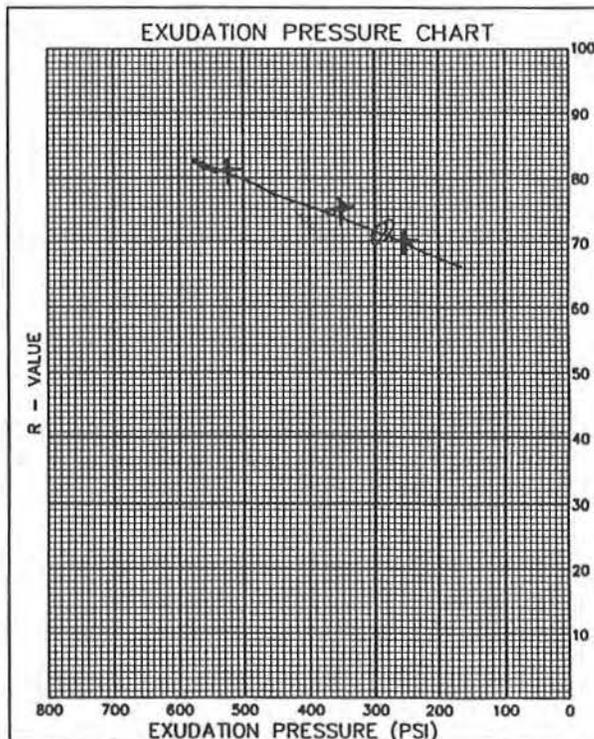
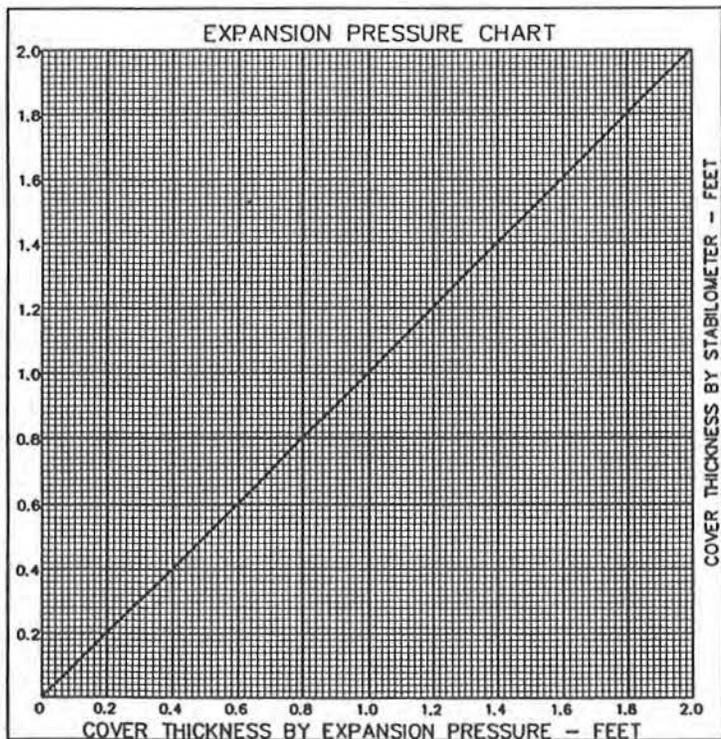
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R - VALUE

Test Method: Calif. 301  
 Sample Number: 4

Specimen No.	1	2	3
Moisture content, %	9.3	10.2	9.6
Exudation Pressure, psi	358	263	518
Dry density, pcf	132.8	131.6	132.3
Expansion Pressure, psf	0	0	0
Stabilometer "R" Value	76	70	81
Traffic Index :	8	8	8

Equivalent "R" Value  
 by Exudation : 72



APPENDIX C

GENERAL EARTHWORK AND  
GRADING RECOMMENDATIONS

Dwight French & Associates  
Highway 118 Widening  
Moorpark, CA  
March 4, 1994

## APPENDIX C

### GENERAL EARTHWORK AND GRADING SPECIFICATIONS

#### C-1.00 GENERAL DESCRIPTION

##### C-1.01 Introduction

These specifications present our general recommendations for earthwork and grading as shown on the approved grading plans for the subject project. These specifications shall cover all clearing and grubbing, removal of existing structures, preparation of land to be filled, filling of the land, spreading, compaction and control of the fill, and all subsidiary work necessary to complete the grading of the filled areas to conform with the lines, grades and slopes as shown on the approved plans.

The recommendations contained in the geotechnical report of which these general specifications are a part of shall supersede the provisions contained hereinafter in case of conflict.

##### C-1.02 Laboratory Standard

The laboratory standard used to establish the maximum density and optimum moisture shall be ASTM D1557. Method D shall be used if the amount of material passing the 3/4 inch size exceeds 10% by weight; otherwise, method C shall be used.

The in-situ density of earth materials (field compaction tests) shall be determined by the sand cone method, ASTM D1556 or other test method as considered appropriate by the geotechnical consultant.

Relative compaction is defined, for purposes of these specifications, as the ratio of the in-place density to the maximum density as determined in the previously mentioned laboratory standard.

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## **C-2.00 CLEARING**

### **C-2.01 Surface Clearing**

All structures marked for removal, timber, logs, trees, brush and other rubbish shall be removed and disposed of off the site. Any trees to be removed shall be pulled in such a manner so as to remove as much of the root system as possible.

### **C-2.02 Sub-Surface Removals**

A thorough search should be made for possible underground storage tanks and/or septic tanks and cesspools. If found, tanks should be removed and cesspools pumped dry.

Any concrete irrigation lines shall be crushed in place and all metal underground lines shall be removed from the site.

### **C-2.03 Backfill of Cavities**

All cavities created or exposed during clearing and grubbing operations or by previous use of the site shall be cleared of deleterious material and backfilled with native soils or other materials approved by the soil engineer. Said backfill shall be compacted to a minimum of 90% relative compaction.

## **C-3.00 ORIGINAL GROUND PREPARATION**

### **C-3.01 Stripping of Vegetation**

After the site has been properly cleared, all vegetation and topsoil containing the root systems of former vegetation shall be stripped from areas to be graded. Materials removed in this stripping process may be used as fill in areas designated by the soils engineer, provided the vegetation is mixed with a sufficient amount of soil to assure that no appreciable settlement or other detriment will occur due to decaying of the organic matter. Soil materials containing more than 3% organics shall not be used as structural fill.

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### **C-3.02 Removals of Non-Engineered Fills**

Any non-engineered fills encountered during grading shall be completely removed and the underlying ground shall be prepared in accordance to the recommendations for original ground preparation contained in this section. After cleansing of any organic matter the fill material may be used for engineered fill.

### **C-3.03 Overexcavation of Fill Areas**

The existing ground in all areas determined to be satisfactory for the support of fills shall be scarified to a minimum depth of 6 inches. Scarification shall continue until the soils are broken down and free from lumps or clods and until the scarified zone is uniform. The moisture content of the scarified zone shall be adjusted to within 2% of optimum moisture. The scarified zone shall then be uniformly compacted to 90% relative compaction.

Where fill material is to be placed on ground with slopes steeper than 5 (horizontal) to 1 (vertical) the sloping ground shall be benched. The lowermost bench shall be a minimum of 15 feet wide, shall be a minimum of 2 feet deep, shall expose firm material as determined by the geotechnical consultant. Other benches shall be excavated to firm material as determined by the geotechnical consultant and shall have a minimum width of 4 feet.

Existing ground that is determined to be unsatisfactory for the support of fills shall be overexcavated in accordance to the recommendations contained in the geotechnical report of which these general specifications are a part.

## **C-4.00 FILL MATERIALS**

### **C-4.01 General**

Materials for the fill shall be free from vegetable matter and other deleterious substances, shall not contain rocks or lumps of a greater dimension than is recommended by the geotechnical consultant, and shall be approved by the geotechnical consultant. Soils of poor gradation, expansion, or strength properties shall be placed in areas designated by the geotechnical consultant or shall be mixed with other soils providing satisfactory fill material.

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#### **C-4.02 Oversize Material**

Oversize material, rock or other irreducible material with a maximum dimension greater than 12 inches, shall not be placed in fills, unless the location, materials, and disposal methods are specifically approved by the geotechnical consultant. Oversize material shall be placed in such a manner that nesting of oversize material does not occur and in such a manner that the oversize material is completely surrounded by fill material compacted to a minimum of 90% relative compaction. Oversize material shall not be placed within 10 feet of finished grade without the approval of the geotechnical consultant.

#### **C-4.03 Import**

Material imported to the site shall conform to the requirements of section 4.01 of these specifications. Potential import material shall be approved by the geotechnical consultant prior to importation to the subject site.

### **C-5.00 PLACING AND SPREADING OF FILL**

#### **C-5.01 Fill Lifts**

The selected fill material shall be placed in nearly horizontal layers which when compacted will not exceed approximately 6 inches in thickness. Thicker lifts may be placed if testing indicates the compaction procedures are such that the required compaction is being achieved and the geotechnical consultant approves their use.

Each layer shall be spread evenly and shall be thoroughly blade mixed during the spreading to insure uniformity of material in each layer.

#### **C-5.02 Fill Moisture**

When the moisture content of the fill material is below that recommended by the soils engineer, water shall then be added until the moisture content is as specified to assure thorough bonding during the compacting process.

When the moisture content of the fill material is above that recommended by the soils engineer, the fill material shall be aerated by blading or other satisfactory methods until the moisture content is as specified.

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### **C-5.03 Fill Compaction**

After each layer has been placed, mixed, and spread evenly, it shall be thoroughly compacted to not less than 90% relative compaction. Compaction shall be by sheepsfoot rollers, multiple-wheel pneumatic tired rollers, or other types approved by the soils engineer.

Rolling shall be accomplished while the fill material is at the specified moisture content. Rolling of each layer shall be continuous over its entire area and the roller shall make sufficient trips to insure that the desired density has been obtained.

### **C-5.04 Fill Slopes**

Fill slopes shall be compacted by means of sheepsfoot rollers or other suitable equipment. Compacting of the slopes may be done progressively in increments of 3 to 4 feet in fill height. At the completion of grading the slope face shall be compacted to a minimum of 90% relative compaction. This may require track rolling or rolling with a grid roller attached to a tractor mounted side-boom.

Slopes may be over filled and cut back in such a manner that the exposed slope faces are compacted to a minimum of 90% relative compaction.

The fill operation shall be continued in six inch (6") compacted layers, or as specified above, until the fill has been brought to the finished slopes and grades as shown on the accepted plans.

### **C-5.05 Compaction Testing**

Field density tests shall be made by the geotechnical consultant of the compaction of each layer of fill. Density tests shall be made at locations selected by the geotechnical consultant.

Frequency of field density tests shall be not less than one test for each 2.0 feet of fill height and at least every one thousand cubic yards of fill. Where fill slopes exceed four feet in height their finished faces shall be tested at a frequency of one test for each 1000 square feet of slope face.

Where sheepsfoot rollers are used, the soil may be disturbed to a depth of several inches. Density reading shall be taken in the compacted material below the disturbed surface. When these readings indicate that the density of any layer or fill or portion thereof is below the required density, the particular layer or portion shall be reworked until the required density has been obtained.

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## C-6.00 SUBDRAINS

### C-6.01 Subdrain Material

Subdrains shall be constructed of a minimum 4-inch diameter pipe encased in a suitable filter material. The subdrain pipe shall be ASTM C508 Asbestos Cement Pipe (ACD) or ASTM D2751, SDR 23.5 or ASTM D1527, Schedule 40 Acrylonitrile Butadiene Styrene (ABS) or Schedule 40 Polyvinyl Chloride Plastic (PVC) pipe or approved equivalent. Subdrain pipe shall be installed with perforations down. Filter material shall consist of 3/4" to 1 1/2" clean gravel wrapped in an envelope of filter fabric consisting of Mirafi 140N or approved equivalent.

### C-6.02 Subdrain Installation

Subdrain systems, if required, shall be installed in approved ground to conform the approximate alignment and details shown on the plans or herein. The subdrain locations shall not be changed or modified without the approval of the geotechnical consultant. The geotechnical consultant may recommend and direct changes in the subdrain line, grade or material upon approval by the design civil engineer and the appropriate governmental agencies.

## C-7.00 EXCAVATIONS

### C-7.01 General

Excavations and cut slopes shall be examined by the geotechnical consultant. If determined necessary by the geotechnical consultant, further excavation or overexcavation and refilling of overexcavated areas shall be performed, and/or remedial grading of cut slopes shall be performed.

### C-7.02 Fill-Over-Cut Slopes

Where fill-over-cut slopes are to be graded the cut portion of the slope shall be made and approved by the geotechnical consultant prior to placement of materials for construction of the fill portion of the slope.

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### **C-8.00 TRENCH BACKFILL**

#### **C-8.01 General**

Trench backfill within street right of ways shall be compacted to 90% relative compaction as determined by the ASTM D1557 test method. Backfill may be jetted as a means of initial compaction, however, mechanical compaction will be required to obtain the required percentage of relative compaction. If trenches are jetted, there must be a suitable delay for drainage of excess water before mechanical compaction is applied.

### **C-9.00 SEASONAL LIMITS**

#### **C-9.01 General**

No fill material shall be placed, spread or rolled while it is frozen or thawing or during unfavorable weather conditions. When the work is interrupted by heavy rain, fill operations shall not be resumed until field tests by the soils engineer indicate that the moisture content and density of the fill are as previously specified.

### **C-10.00 SUPERVISION**

#### **C-10.01 Prior to Grading**

The site shall be observed by the geotechnical consultant upon completion of clearing and grubbing, prior to the preparation of any original ground for preparation of fill.

The supervisor of the grading contractor and the field representative of the geotechnical consultant shall have a meeting and discuss the geotechnical aspects of the earthwork prior to commencement of grading.

#### **C-10.02 During Grading**

Site preparation of all areas to receive fill shall be tested and approved by the geotechnical consultant prior to the placement of any fill.

The geotechnical consultant or his representative shall observe the fill and compacting operations so that he can provide an opinion regarding the conformance of the work to the recommendations contained in this report.

**APPENDIX D**

**REFERENCES**

Dwight French & Associates  
Highway 118 Widening  
Moorpark, CA  
March 4, 1994

**REFERENCES**

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**LOS ANGELES AVENUE EAST**  
**PRELIMINARY HYDROLOGY STUDY & STORM DRAIN DESIGN**

FROM STATION 0+51 TO STATION 37+67  
(FROM 1500 FEET EAST OF SPRING ROAD TO HAPPY CAMP CANYON)

FOR

**THE CITY OF MOORPARK**

Prepared by

Dwight French & Associates

August 1995



## Appendix 5

Preliminary Hydrological Report



**LOS ANGELES AVENUE EAST**

**PRELIMINARY HYDROLOGY STUDY & STORM DRAIN DESIGN**

FROM STATION 19+67 TO STATION 37+67  
(APPROXIMATELY FROM FREEWAY 23 TO HAPPY CAMP CANYON)

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Q<sub>25</sub> Quantities  
Q<sub>50</sub> Quantities



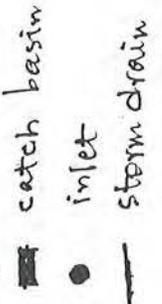
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 Apple Valley (619) 240-3336

LA Ave East Alignment

JOB \_\_\_\_\_  
 SHEET NO. \_\_\_\_\_ OF \_\_\_\_\_  
 CALCULATED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 SCALE \_\_\_\_\_

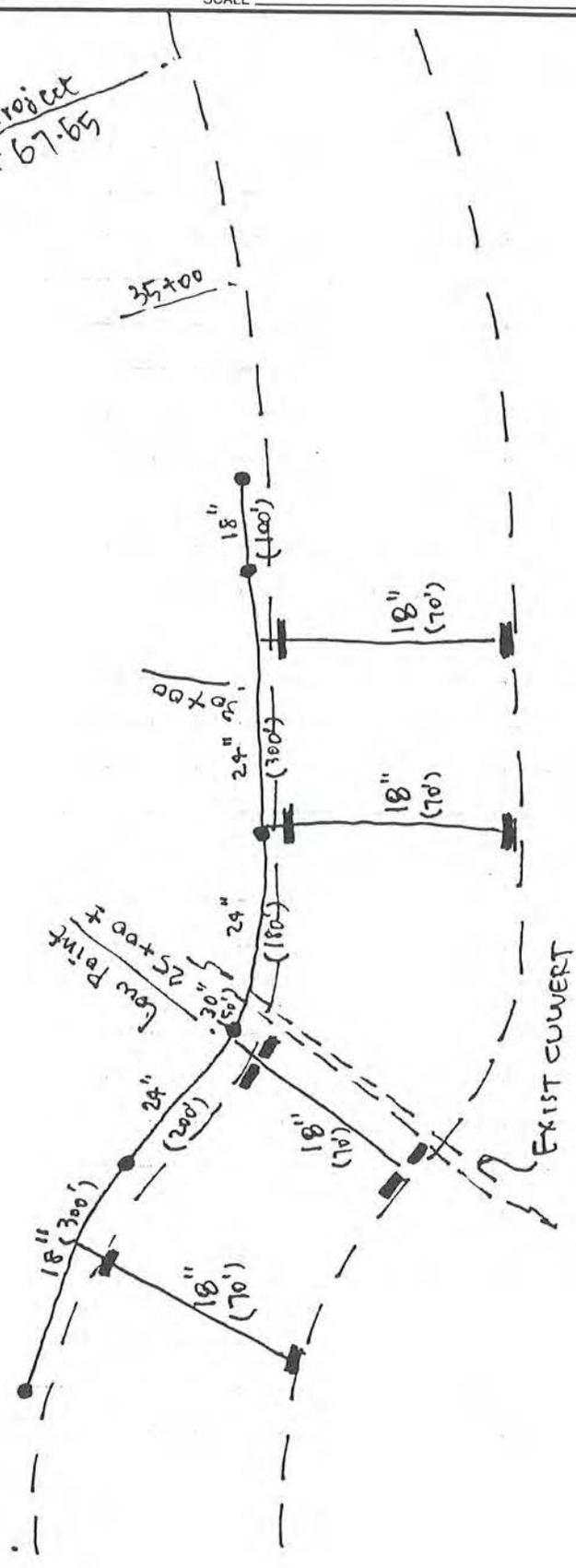
LA Ave East Alignment, Storm Drain Layout: (R25)

Combined On-Site & Off-Site Layout

Legend:  
  
 catch basin  
 inlet  
 storm drain

Begin Project  
 19+67.65

End Project  
 37+67.65



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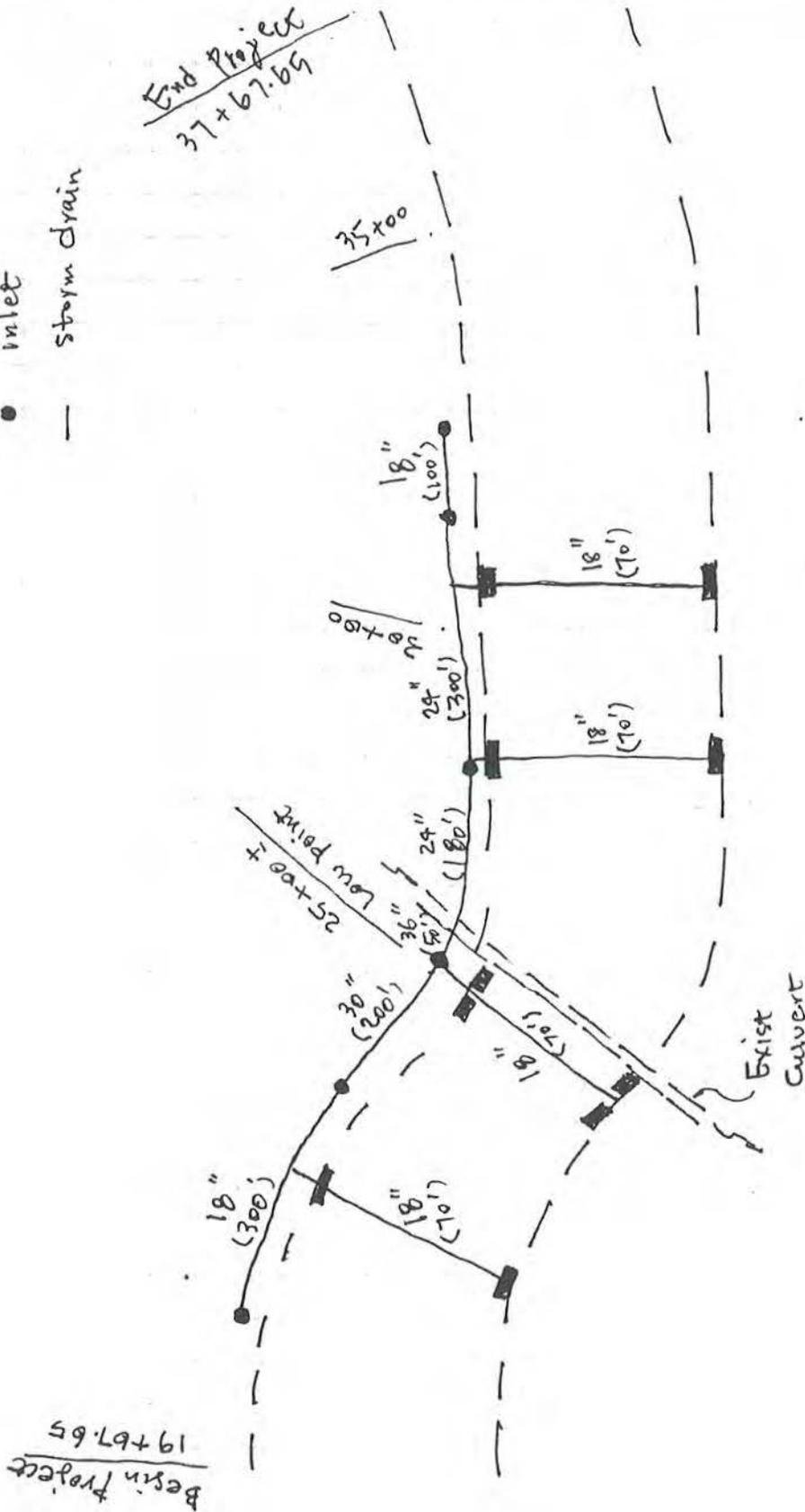
JOB LA Ave East Alignment  
 SHEET NO. \_\_\_\_\_ OF \_\_\_\_\_  
 CALCULATED BY DC DATE \_\_\_\_\_  
 CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 SCALE \_\_\_\_\_

LA Ave East Alignment, Storm Drain Layout: (Q.50)

Combined on-site & off-site layout

Legend:

- catch basin
- inlet
- storm drain



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JOB LA Ave East Alignment  
 SHEET NO. \_\_\_\_\_ OF \_\_\_\_\_  
 CALCULATED BY DC DATE \_\_\_\_\_  
 CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 SCALE \_\_\_\_\_

LA Ave East Alignment, Storm Drain Layout: (Q10)

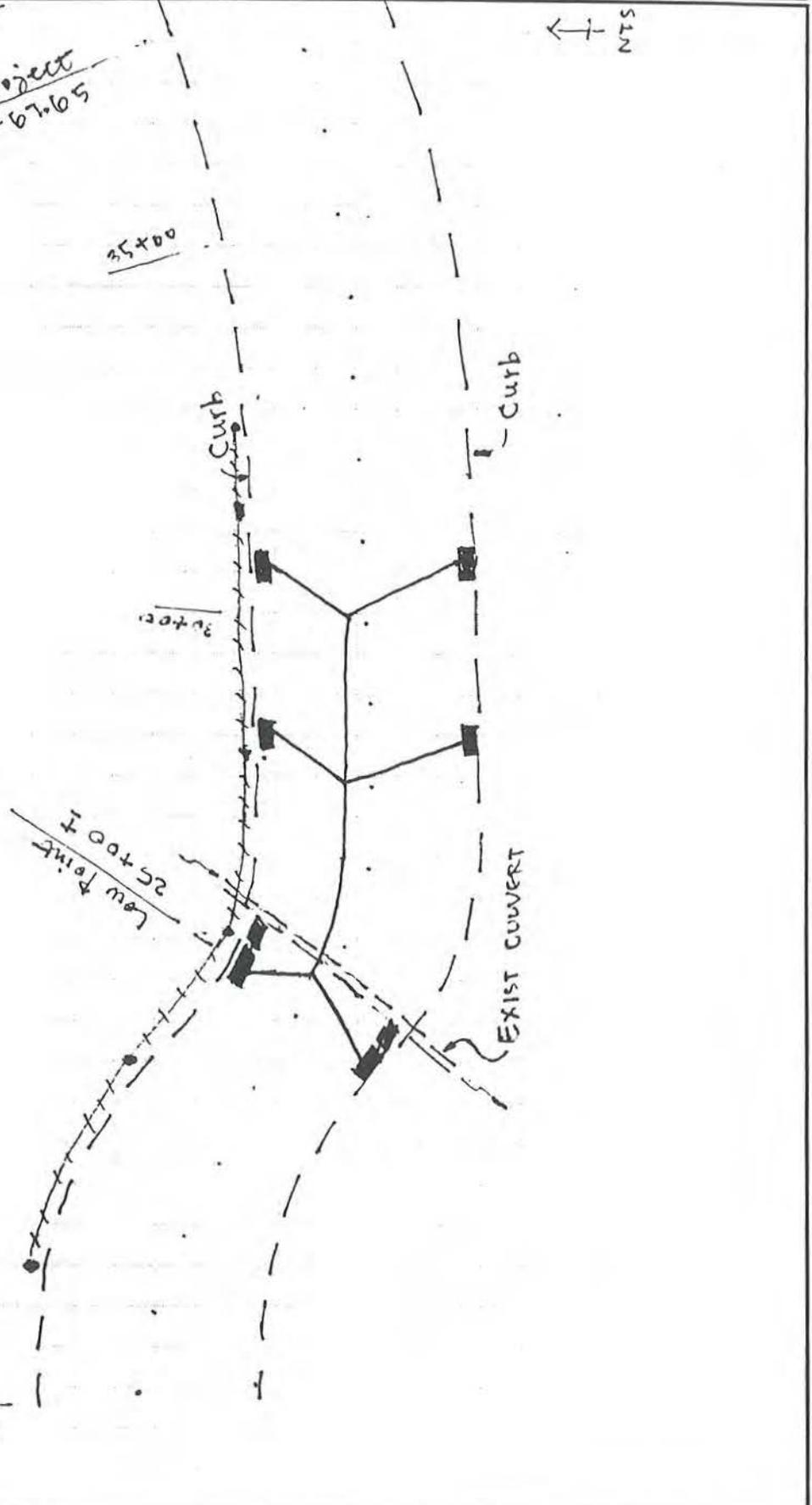
Legend:

-  catch basin
-  storm drain
-  open channel

On-Side Layout

Remain Project  
 19+67.65

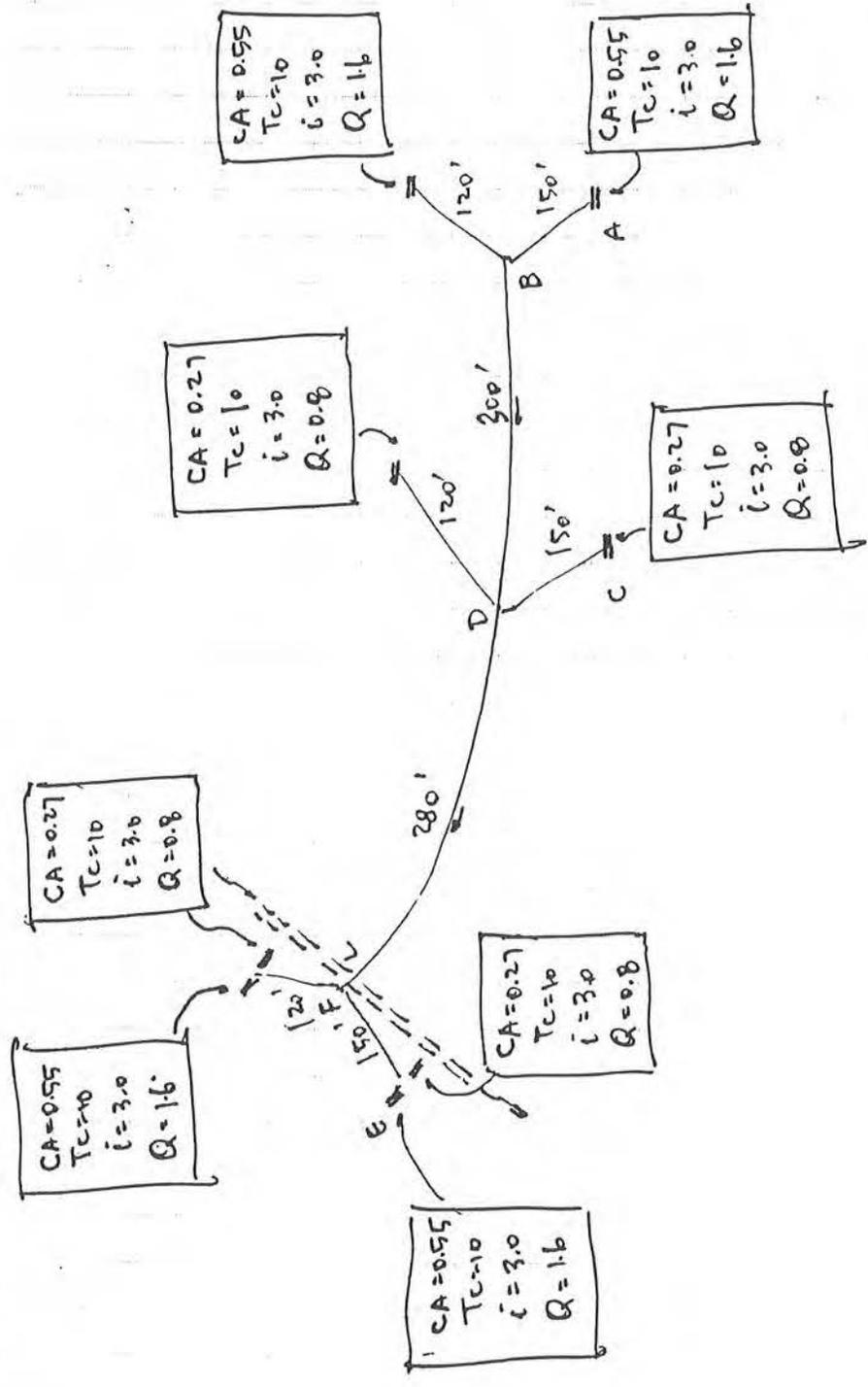
End Project  
 37+67.65



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JOB LA Ave East Alignment  
 SHEET NO. \_\_\_\_\_ OF \_\_\_\_\_  
 CALCULATED BY DC DATE \_\_\_\_\_  
 CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 SCALE \_\_\_\_\_

LA Ave East Alignment, Storm Drain: (R10)  
On-Site Drainage System



↑ +  
NTS

Work sketch of pipe channeled system  
 All 18" dia pipe



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SHEET NO. \_\_\_\_\_ OF \_\_\_\_\_

CALCULATED BY DC DATE \_\_\_\_\_

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_

SCALE \_\_\_\_\_

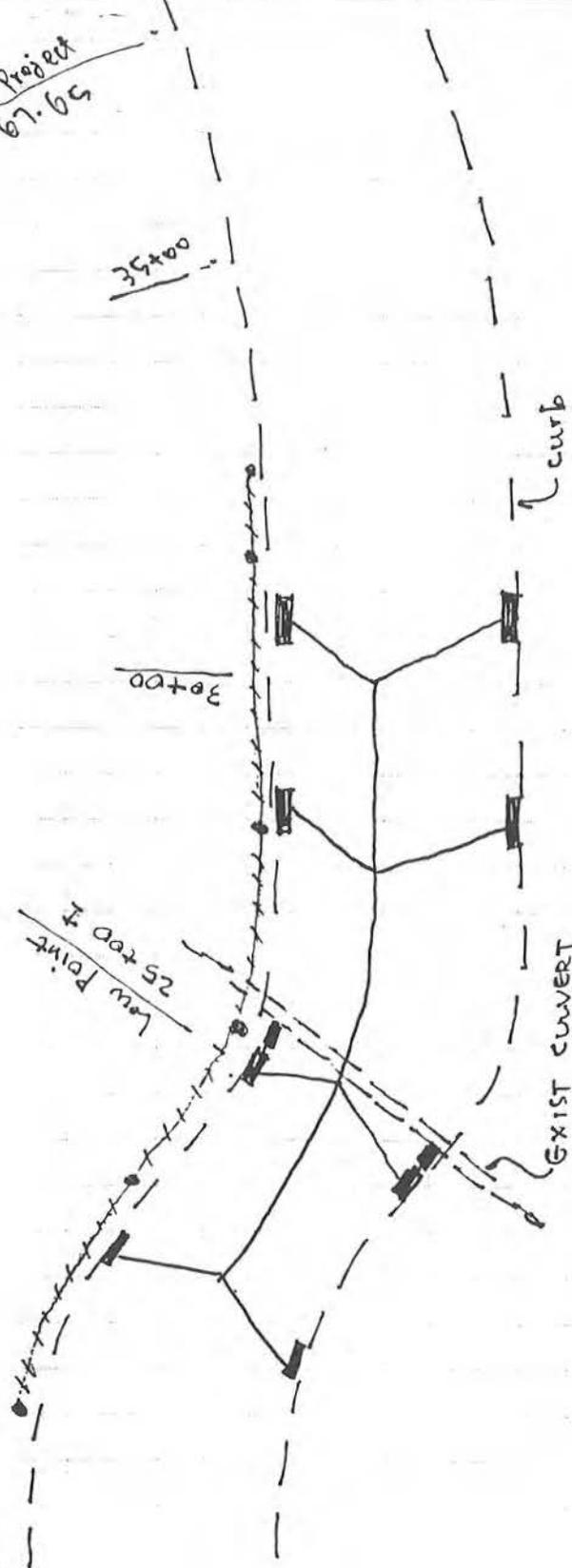
LA Ave East Alignment, Storm Drain Layout : (Q25)

On - Site layout

- Legend:
- catch basin
  - storm drain
  - open channel

Begin Project  
 19+67.65

End Project  
 27+67.65



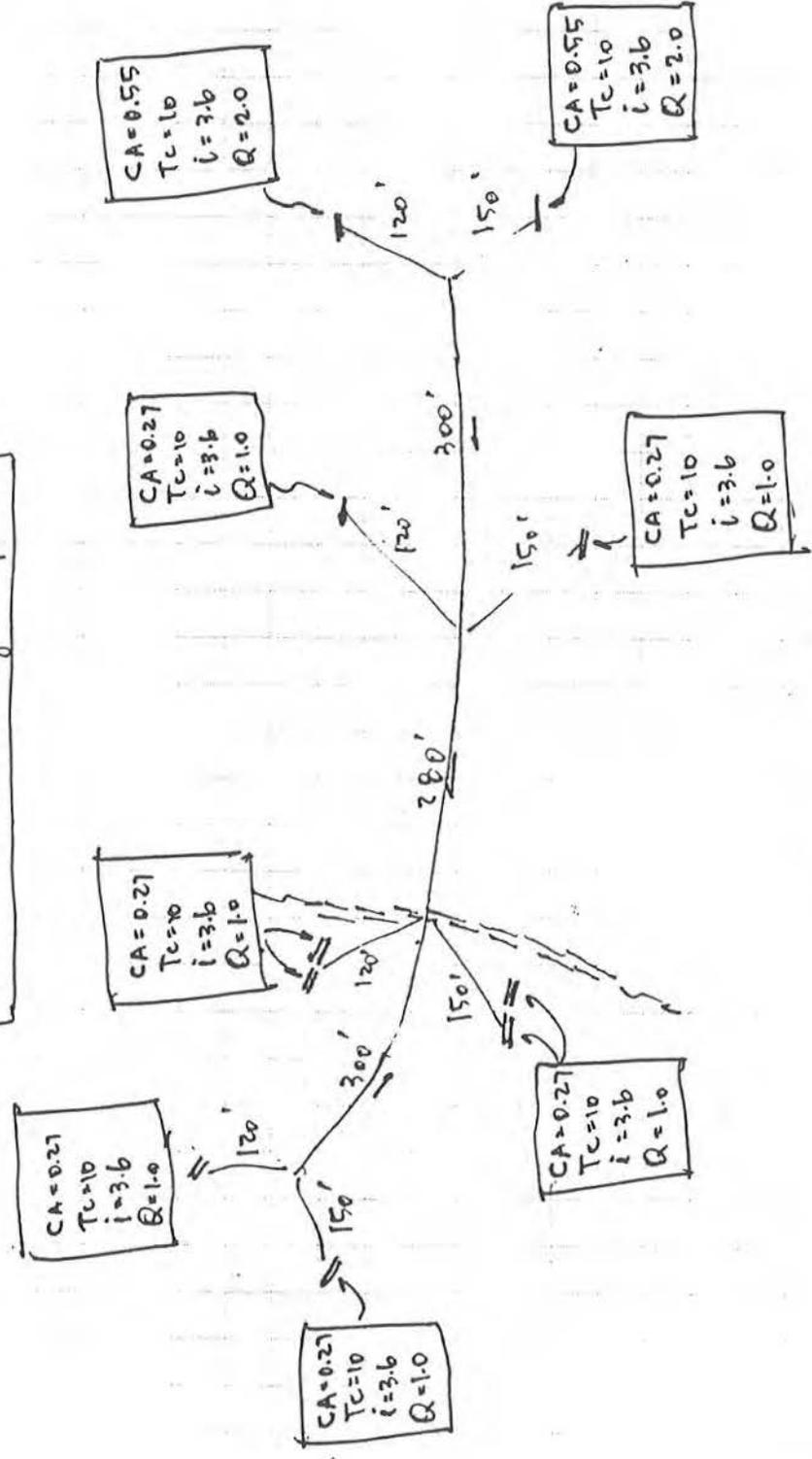
NTS

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JOB L A Ave East Alignment  
 SHEET NO. \_\_\_\_\_ OF \_\_\_\_\_  
 CALCULATED BY DC DATE \_\_\_\_\_  
 CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 SCALE \_\_\_\_\_

L A Ave East Alignment, storm drain layout: (Q.25)

On-Site Drainage System



Work sketch of pipe system  
 AW 18" pipe

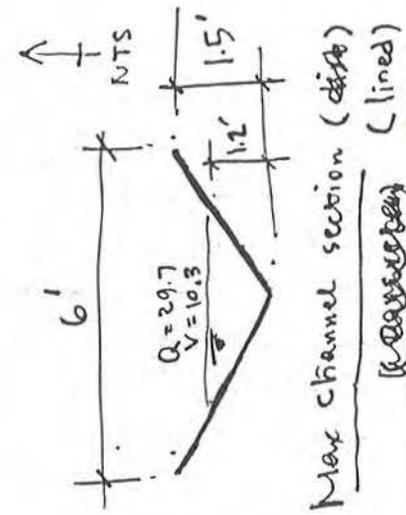
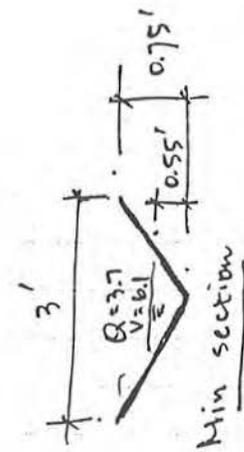
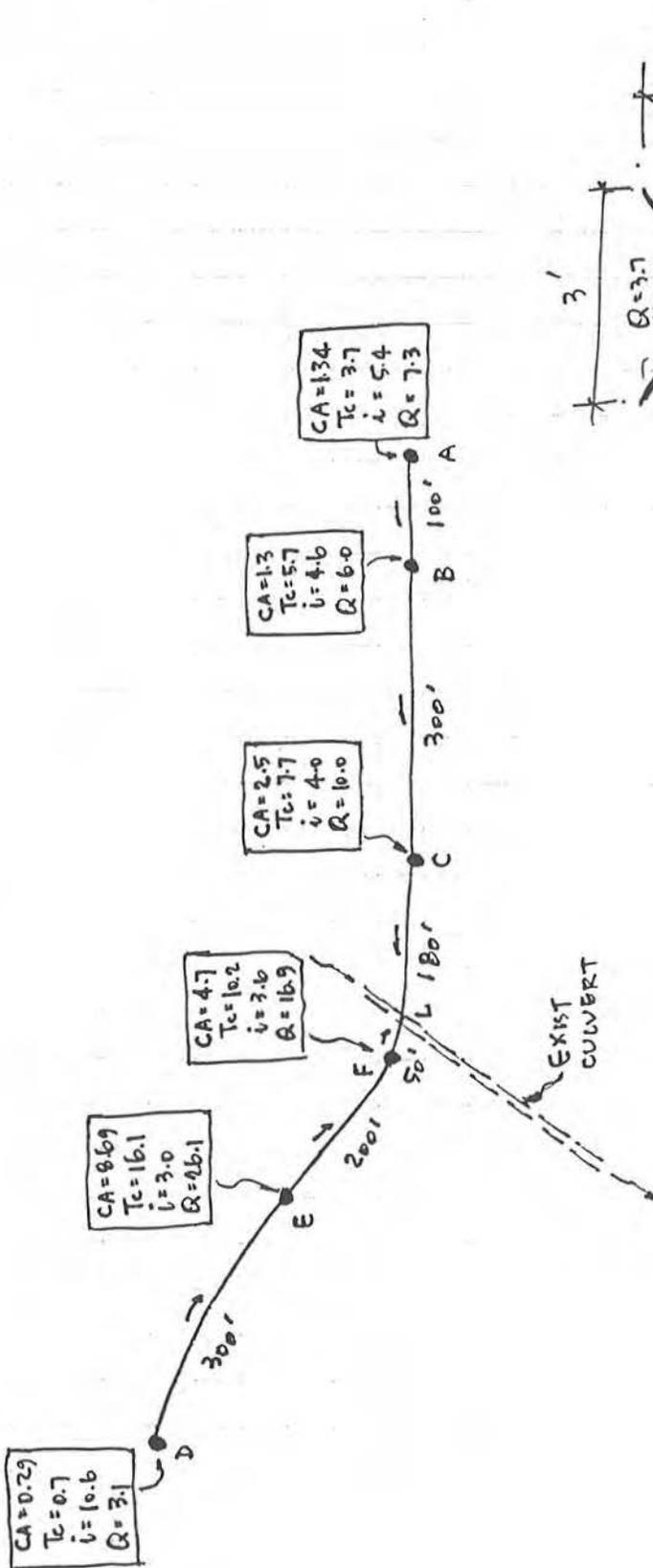
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JOB LA Ave East Alignment  
 SHEET NO. \_\_\_\_\_ OF \_\_\_\_\_  
 CALCULATED BY RF DATE \_\_\_\_\_  
 CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 SCALE \_\_\_\_\_

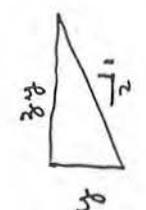
LA Ave East Alignment, Open channel: (R25)

Off-Site Drainage System



Work sketch of channel system

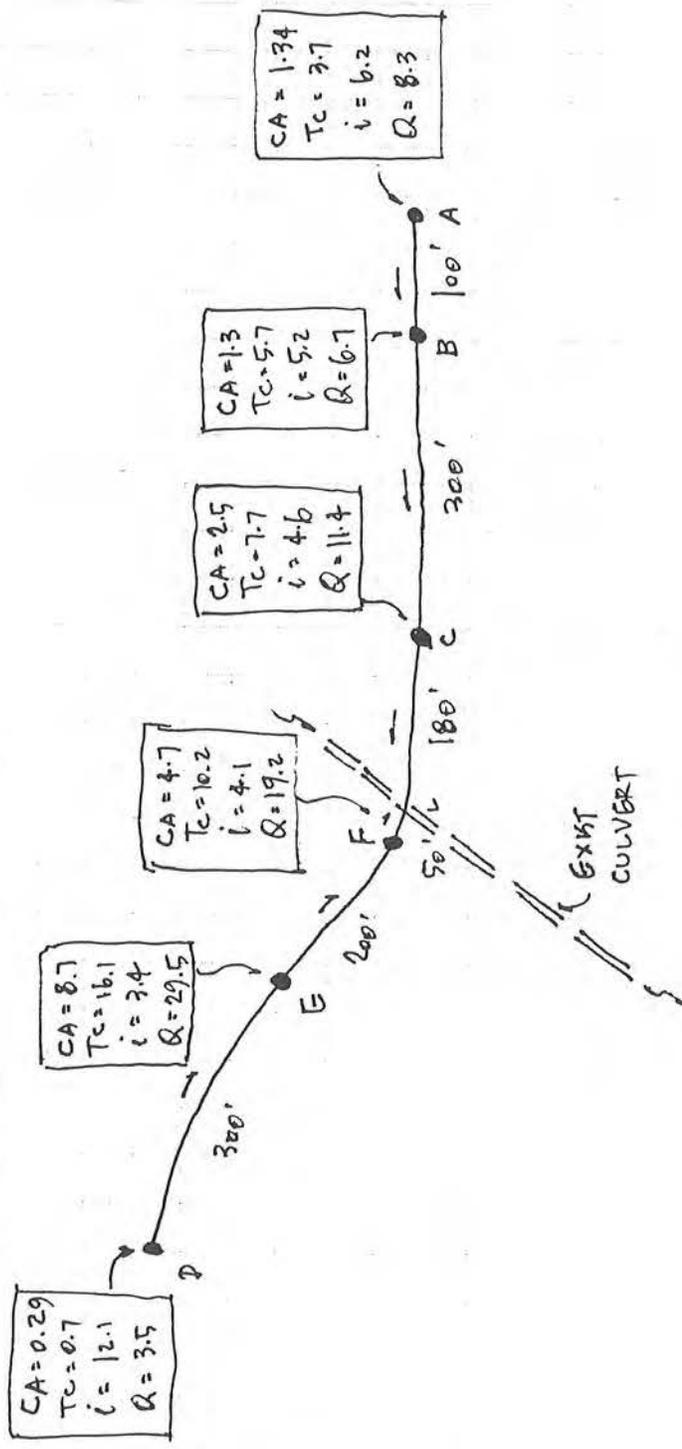
$$Q = 2 \left[ 0.56 \left( \frac{2}{0.016} \right)^{1/2} S^{8/3} y^3 \right]$$





LA Ave East Alignment: (Q50)

Off-Site Drainage System



pipe  
 Work sketch of channel system

Pipe sizes:  
 A-B 18"  
 B-C 18"  
 C-L 21"  
 D-E 18"  
 E-F 27"  
 F-L 33"



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JOB L.A. Ave. East

SHEET NO. \_\_\_\_\_ OF \_\_\_\_\_

CALCULATED BY        DATE 12-13-12

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_

SCALE \_\_\_\_\_

Runoff coefficient:

Relief: 0.28  
 Soil infiltration: 0.06  
 Vegetal cover: 0.06  
 Surface storage: 0.08  
 C = 0.48

<u>Area</u> (Ac)	<u>slope</u> (ft/ft)	<u>velocity</u> (ft/sec)	<u>length</u> (ft)	<u>t<sub>c</sub></u> (min)	<u>I 10<sup>th</sup></u> (in/hr)	<u>C</u>	<u>Q<sub>10</sub></u> (cfs)
2.8	0.27	2.5	560	3.7	4.4	0.48	5.9
2.7	0.26	2.5	860	5.7	3.7	0.48	4.8
5.2	0.25	2.5	1150	7.7	3.3	0.48	8.2
2.8	0.15	2.0	1220	10.2	2.9	0.48	13.6
18.1	0.11	1.5	1450	16.1	2.5	0.48	21.7
0.6	0.64	4.0	170	0.7	8.7	0.48	2.5

\*  $I = 1.44 D^{-0.404}$

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JOB LA Ave East  
 SHEET NO. \_\_\_\_\_ OF \_\_\_\_\_  
 CALCULATED BY DC DATE 12-13-93  
 CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 SCALE \_\_\_\_\_

Area (Ac)	slope (ft/ft)	velocity (ft/sec)	length (ft)	tc (min)	$I_{15}^*$ (in/hr)	C	$Q_{25}$ (cfs)
2.8	0.27	2.5	960	3.7	5.4	0.48	7.3
2.7	0.26	2.5	860	5.7	4.6	0.48	6.0
5.2	0.25	2.5	1150	7.7	4.0	0.48	10.0
9.8	0.15	2.0	1220	10.2	3.6	0.48	16.9
18.1	0.11	1.5	1450	16.1	3.0	0.48	26.1
0.6	0.64	4.0	170	0.7	10.6	0.48	3.1

\*  $I = 1.76 D^{-0.404}$

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JOB LA Hve East  
 SHEET NO. \_\_\_\_\_ OF \_\_\_\_\_  
 CALCULATED BY DC DATE 2-28-94  
 CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 SCALE \_\_\_\_\_

<u>Area</u> (Ac)	<u>slope</u> (ft/ft)	<u>velocity</u> (ft/sec)	<u>length</u> (ft)	<u>tc</u> (min)	<u>I<sub>50</sub></u> <sup>*</sup> (in/hr)	<u>C</u>	<u>Q<sub>50</sub></u> (cfs)
2.8	0.27	2.5	560	3.7	6.16	0.48	8.3
2.7	0.26	2.5	860	5.7	5.18	0.48	6.7
5.2	0.25	2.5	1150	7.7	4.58	0.48	11.4
9.8	0.15	2.0	1220	10.2	4.09	0.48	19.2
18.1	0.11	1.5	1450	16.1	3.40	0.48	29.5
0.6	0.64	4.0	170	0.7	12.1	0.48	3.5

\*  $I = 2D^{-0.404}$





