

Public Review Draft

# ARROYO VILLA APARTMENTS EXPANSION PROJECT

## Initial Study/Negative Declaration

Prepared for  
City of Thousand Oaks

September 2022





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City of Thousand Oaks

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770 Paseo Camarillo  
Suite 310  
Camarillo, CA 93010  
805 914-1500  
esassoc.com



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# ENVIRONMENTAL CHECKLIST

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## Initial Study/Negative Declaration

1. **Project Title:** Arroyo Villa Apartments Expansion Project
2. **Lead Agency Name and Address:** City of Thousand Oaks, Community Development Department, 2100 Thousand Oaks Boulevard Thousand Oaks, CA 91362
3. **Contact Person and Phone Number:** Nizar Slim, Senior Planner, (805) 449-2302
4. **Project Location:** Rancho Conejo Boulevard and Corporate Center Drive, Thousand Oaks
5. **Project Sponsor's Name and Address:** Shapell Properties, 1990 South Bundy Drive, Suite 500, Los Angeles, CA 90025
6. **General Plan Designation(s):** Industrial
7. **Zoning:** M-1 (Rancho Conejo Specific Plan No. 7)
8. **Description of Project:**

The proposed project would include the expansion of the existing Arroyo Villa Apartments directly adjacent to and north of the project site for the development of three two-story buildings that would consist of a total of 27 residential units, of which 4 would be affordable housing units. Unit sizes would range from 866 square feet (one-bed units) to 1,353 square feet (three-bed units) for a total of 31,707 square feet of residential development on the project site.
9. **Surrounding Land Uses and Setting:**

The approximately 1.6 acres project site is located adjacent to the Arroyo Villa Apartments, an existing multi-family residential community (Villa Apartments Phase I and II), to the north, single-family residential to the east, and a light industrial use to the south. Business parks are located to the west of the project site along Corporate Center Drive, across Rancho Conejo Boulevard.
10. **Other public agencies whose approval is required:**

Not applicable.

**11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**

The City has received no requests for Tribal Consultation under Senate Bill (SB) 18. Note that no California Native American tribes have requested to be notified by the City through formal notification of proposed projects within the geographic area in which the tribe is traditionally and culturally affiliated, pursuant to Assembly Bill (AB) 52.



# ARROYO VILLA APARTMENTS EXPANSION PROJECT

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## Initial Study/Negative Declaration

### 1.0 Project Description

#### 1.1 Introduction

Shapell Properties (the Applicant) is proposing to implement the Arroyo Villa Apartments Expansion Project (proposed project), an expansion of the existing Arroyo Villa Apartments, directly adjacent to and north of the project site for the development of three two-story buildings that would consist of 27 residential units within the City of Thousand Oaks (City). The City of Thousand Oaks, as Lead Agency, has determined that the proposed project is subject to the California Environmental Quality Act (CEQA), and that the preparation of this Initial Study/Negative Declaration (IS/ND) is required. This section describes the proposed project's location and a description of the project components, including a brief description of the proposed construction schedule.

#### 1.2 Project Location and Surrounding Uses

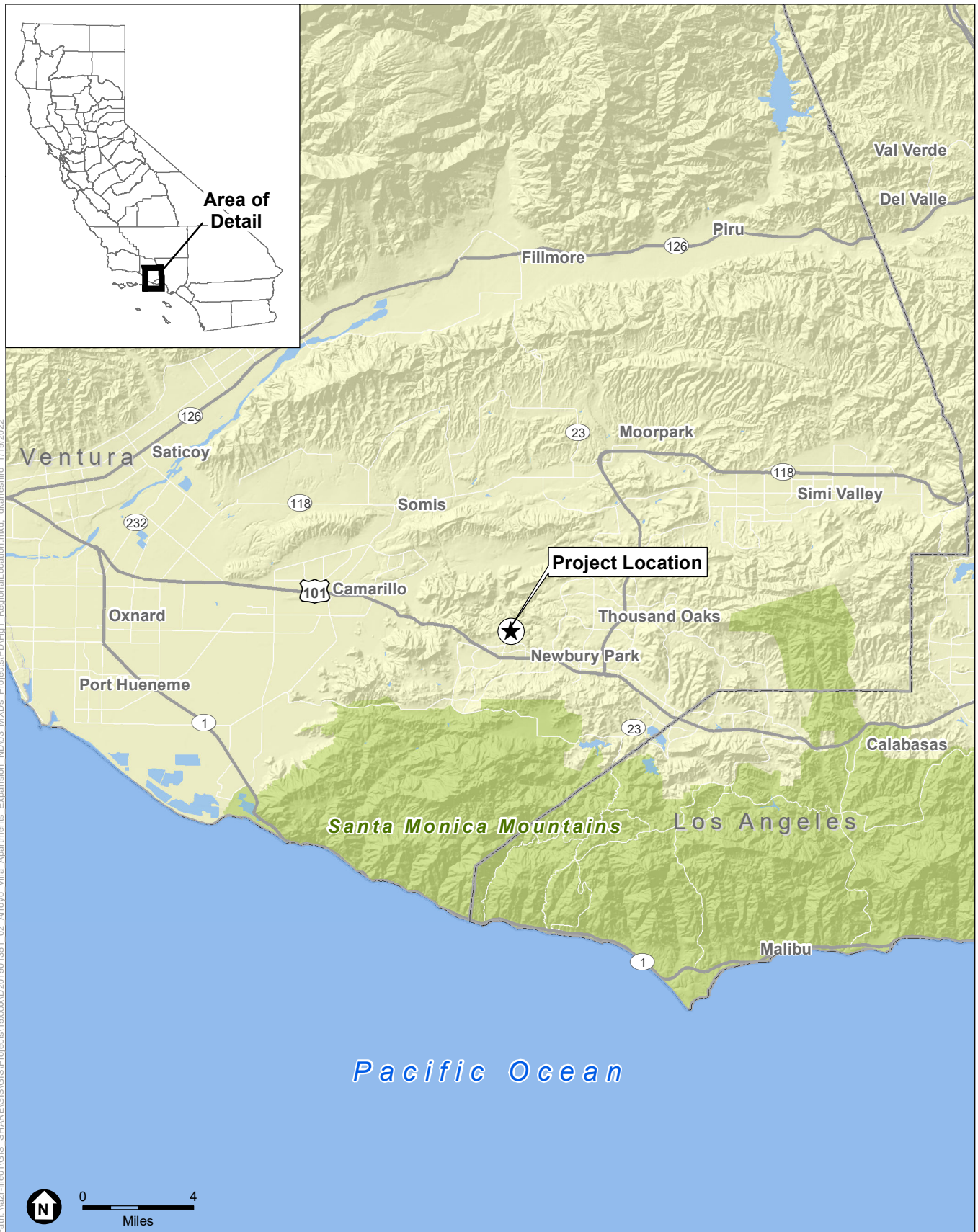
The project site, which consists of approximately 1.6 acres (Assessor's Parcel Number [APN] 6670173025), is located in Ventura County, within the City of Thousand Oaks (**Figure 1, Regional Location**). More specifically, the project site is located at the corner of Rancho Conejo Boulevard and Corporate Center Drive, approximately a mile south of U.S. Highway 101 (US 101).

The project site is located entirely within the City's Rancho Conejo Specific Plan No. 7 (SP 7) planning area and borders the Rancho Conejo Industrial Park Specific Plan No. 15 (SP 15). SP 7, which was originally adopted in 1983, covers approximately 1,862 acres of land (City of Thousand Oaks Resolution No. 83-326). SP 7 has been amended multiple time, most recently in January 2015 and again in October 2015. The proposed project would be located within Planning Unit U identified in SP 7. The development standards provided in SP 7 are applicable to the proposed project. SP 7 designates the parcels as Industrial and is zoned Industrial Park (M-1).

The project site is located adjacent to the Arroyo Villa Apartments, an existing multi-family residential community (Villa Apartments Phase I and II), to the north, single-family residential to the east, and a light industrial use to the south. Business parks are located to the west of the project site along Corporate Center Drive, across Rancho Conejo Boulevard.

#### 1.3 Existing Conditions

The project site is currently vacant and undeveloped with minimal vegetation (**Figure 2, Project Site and Surrounding Area**). According to historical sources, the project site has been vacant land since 1900 (see Appendix G for details). The project site undergoes routine vegetation clearing.

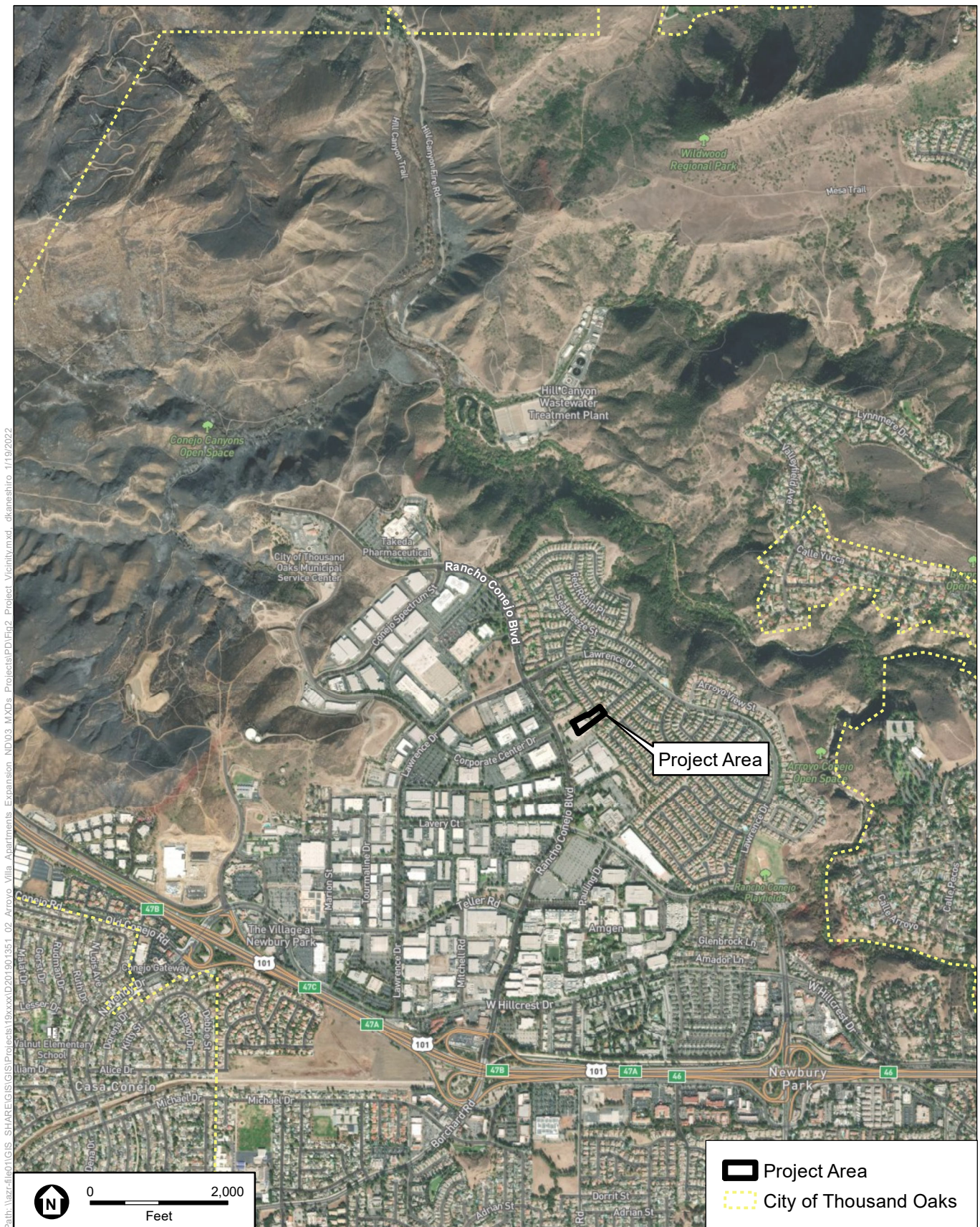


SOURCE: ESRI

Arroyo Villa Apartments Expansion Project

**Figure 1**  
Regional Location





Source: Mapbox, 2022.

Arroyo Villa Apartments Expansion Project

**Figure 2**  
Project Site and Surrounding Area



## 1.4 Project Description

The project site, which encompasses approximately 1.6 acres (approximately 69,696 square feet) of land, would be developed with an expansion of the existing Arroyo Villa Apartments, directly adjacent to and north of the project site. The proposed project would include the development of three, two-story buildings that would consist of 27 residential units, of which 4 would be affordable housing units, within the City of Thousand Oaks (City) (**Figure 3, Conceptual Site Plan**). Unit sizes would range from 866 square feet (one-bed units) to 1,353 square feet (three-bed units) for a total of 31,707 square feet of residential development on the project site.

The exterior aesthetic of the proposed residential buildings is Mediterranean in nature and would have a light and warm color palette with exterior plaster finish with dark brown foam trim and an orange and brown blended manufactured concrete roof tile. The design of the proposed building would be compatible with the architectural design of the existing Arroyo Villa Apartments.

The proposed residential development would be accessed through an existing driveway that provides access to the Arroyo Villa Apartments that is provided from Rancho Conejo Boulevard. In order to provide access to the project site, the proposed project would expand an internal roadway within the Arroyo Villa Apartments which would connect to with the adjacent proposed project. Vehicle parking would be provided within tuck under garages that would accommodate 35 vehicle parking spaces as well as surface parking that would accommodate 16 vehicle parking spaces. In addition, 3 replacement vehicle parking spaces would be provided to replace the vehicle parking spaces lost with the expansion of the internal roadway, as described above. A total of 54 vehicle parking spaces would be provided on the project site. A total of 10 bicycle parking spaces would also be provided on the project site. Pedestrian access to the project site would be provided from a pedestrian pathway connecting to the existing sidewalk along Rancho Conejo Boulevard.

As the proposed project would be connected to the existing Arroyo Villa Apartments, existing amenities within the existing Arroyo Villa Apartments such as a pool and other open space areas would be available to residents of the proposed project. Other communal outdoor spaces are proposed on the project site as well. The proposed project includes an open turf area and an outdoor dining area with BBQs, umbrellas, tables, and chairs. Approximately 0.33 acres of landscaping would be provided along the perimeter of the project site and around portions of the proposed buildings. Landscaping would include various drought tolerant trees, palms, and shrubs. Four water quality basins would be proposed as part of the landscaping provided on the project site. While no trees exist on the project site, an existing Coast Live Oak (*Quercus agrifolia*) is located near the northwest corner of the project site on an adjacent parcel to the north. In addition, two California Sycamores (*Platanus racemosa*) are located just outside of the property line to the east of the project site. As proposed under the Project, setback landscaping would abut the rootzones of these trees. While no buildings would be constructed near the existing off-site trees, due to the proximity of these existing protected trees, grading for the project site may encroach 5 feet into the tree dripline. Best management practices (BMPs) would be implemented during construction to protect the tree roots preemptively through root pruning during the fall months with an experienced Certified Arborist monitoring on site. The project would also comply with the Thousand Oaks Oak Tree Preservation and Protection Ordinance (Ordinance No. 1610-NS) and the Landmark Tree Preservation and Protection Ordinance (Ordinance No. 1610-NS), which requires obtaining a permit and adherence to oak and landmark tree preservation and protection guidelines.



SOURCE: SITESCAPES, 2020

Arroyo Villa Apartments Expansion Project

**Figure 3**  
Conceptual Site Plan

Site signage would be used for project identity, pedestrian wayfinding, and security markings. It would be designed and located in compliance with applicable City of Thousand Oak Municipal Sign Ordinances and compatible with the architecture and landscaping of the proposed project and the existing Arroyo Villa Apartments. No off-site signage is proposed.

Pedestrian areas would be well lit for security. Light sources would be exclusively LED, with the possible exceptions of some individual decorative fixtures. The lighting system would be designed to comply with local and federal codes, including 2019 California Title 24, Part 6 Building Energy Efficiency Standards. As well as meet the Thousand Oaks Municipal Code Title 9, Section 9-4.2405 lighting standards.

Related to site security, the proposed project includes the installation of a fence that would connect with the existing Arroyo Villa Apartments. With regard to fire suppression, the proposed buildings would include automatic fire alarm sprinkler system.

## 1.5 Construction Schedule and Activities

It is anticipated that construction activities would commence as early as the second quarter of 2023 with full build-out occurring in the first quarter of 2024, for a total of 13 months of construction. Construction phasing would include grading and excavation, building construction, architectural coating, and paving. While no deep excavation is required for this proposed project, surficial grading would be required as well as minor trenching to connect to existing water and sewer lines that surround the project site. As such, 525 cubic yards of soils is expected to be imported.

## 1.6 Cumulative Impacts

CEQA Guidelines Section 15130(a) requires analysis of a project's cumulative impacts when a project's incremental effects are "cumulatively considerable." Impacts that are "cumulatively considerable" are those impacts where the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of current projects, and the effects of probable future projects (CEQA Guidelines Section 15065(a)(3)).

The discussion of cumulative impacts is to "be guided by the standards of practicality and reasonableness and should focus on the cumulative impact to which the identified other projects contribute." CEQA Section 15130(b)(1) further states that complying with one of the following elements is necessary for an adequate discussion of significant cumulative impacts, either:

- A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or
- A summary of projects contained in an adopted local, regional, or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect.

For the purposes of this IS/ND, the City has followed the first approach, evaluating the proposed project's potential environmental impact with the potential environmental impacts associated with like projects in the immediate vicinity. **Table 1, *Cumulative Projects***, describes the cumulative projects considered.

**TABLE 1**  
**CUMULATIVE PROJECTS**

<b>Project Location</b>	<b>Project Type</b>	<b>Project Description</b>
1100 Rancho Conejo Boulevard	Industrial	The demolition of four existing buildings and the construction of a Bio-tech campus for Office, Lab and subordinate Café and Fitness center uses consisting of four buildings, one amenity building (25,850 square feet), and three lab/office with a total of 351,186 square feet for all structures; as well as associated surface parking lots (six) for 883 parking stalls and campus landscaping. Proposal would require the removal of 65 protected trees and a comprehensive landscape layout with on-site water detention.
1300 Rancho Conejo Boulevard	Commercial	The demolition 5,600 square feet of existing industrial building and the construction of a 7,700 square foot addition, including an interior and exterior remodel, hardscape, drainage, parking lot improvements, and removal and replacement of existing landscaping to accommodate proposed building modifications, site improvements, and onsite bio-retention basins.
1515 Rancho Conejo Boulevard	Industrial	Construction of two new 181,958-square-foot, one-story industrial buildings, 35 feet in height, including grading, hardscape, landscape, and encroachment into the protected zone of various oaks trees and encroachment and removal of various sycamore trees.

## 1.7 Project Approvals

A preliminary list of discretionary entitlements, reviews, and approvals required or requested for the proposed project may include, but would not necessarily be limited to, the following:

- General Plan Land Use Amendment (LU) 2020-70026
- Parcel Map Waiver (PMW) 2022-70627
- Development Agreement (DAGR) 2022-70511
- Residential Planned Development Permit (RPD) 2021-70019
- Specific Plan Amendment (SPA) 2020-70027
- Protected Tree Permit (PTP) 2022-70626
- Negative Declaration (ND) 2021-70893
- Construction Permits, including building, grading, foundation, and associated permits
- Encroachment and Haul Route Permit, as may be required by the City of Thousand Oaks

## Environmental Factors Potentially Affected

The environmental factors checked 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.

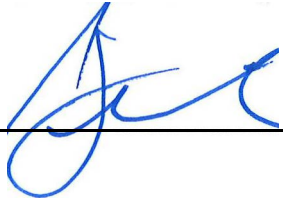
- |  |   |   |
|--|---|---|
| <input type="checkbox"/> Aesthetics                | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality                        |
| <input type="checkbox"/> Biological Resources      | <input type="checkbox"/> Cultural Resources                 | <input type="checkbox"/> Energy                             |
| <input type="checkbox"/> Geology/Soils             | <input type="checkbox"/> Greenhouse Gas Emissions           | <input type="checkbox"/> Hazards & Hazardous Materials      |
| <input type="checkbox"/> Hydrology/Water Quality   | <input type="checkbox"/> Land Use/Planning                  | <input type="checkbox"/> Mineral Resources                  |
| <input type="checkbox"/> Noise                     | <input type="checkbox"/> Population/Housing                 | <input type="checkbox"/> Public Services                    |
| <input type="checkbox"/> Recreation                | <input type="checkbox"/> Transportation                     | <input type="checkbox"/> Tribal Cultural Resources          |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Wildfire                           | <input type="checkbox"/> Mandatory Findings of Significance |

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

On the basis of this initial study:

- ☒ 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 “potentially 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 adequately in an earlier EIR or NEGATIVE DECLARATION 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.

Signature



Date

9/21/2022



## 2.0 Environmental Checklist

### Aesthetics

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>I. AESTHETICS</b> — Except as provided in Public Resources Code Section 21099, would the project				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Discussion

- a) **No Impact.** As described above, the project site is currently vacant and undeveloped with minimal vegetation. The proposed project would include the development of three two-story buildings that would consist of 27 residential units. Proposed buildings would reach a maximum height of approximately 29 feet to the top of the roof. The exterior aesthetic of the proposed residential buildings is Mediterranean in nature and would have a light and warm color palette with exterior plaster finish with dark brown foam trim and an orange and brown blended manufactured concrete roof tile. The design of the proposed building would be compatible with the architectural design of the existing Arroyo Villa Apartments. In addition, the project site is within an established neighborhood characterized by a mix of residential, light industrial and business park uses. While the proposed project would develop a currently vacant site, the proposed project would develop similar uses to the those in the surrounding area. As such, the proposed project would not have an adverse effect on scenic vistas. Therefore, no impacts would occur.
- b) **No Impact.** US 101 is identified as an eligible scenic highway, per Caltrans California State Scenic Highway System Map (Caltrans, 2022). Although US 101 is not an officially state designated scenic highway, the City of Thousand Oaks has developed guidelines for development within the corridor of US 101. The Guidelines for Development within the Corridors of the Route 101 and Route 23 Freeways (Guidelines) apply “to all property which is located wholly or partially within 1,000 feet of the centerlines of the 101 and 23 Freeways.” The Guidelines do not pertain to the proposed project, as the project site is not within 1,000 feet of the centerline of US 101. As the project site is not located within 1,000 feet of US 101 and may not have a potential to impact views from the US 101. As a result, the proposed project would not substantially damage scenic resources, including, but not limited to, trees,

rock outcroppings, and historic buildings within a state scenic highway. Therefore, no impacts would occur.

- c) **Less Than Significant Impact.** The project site is located within an urbanized area of the City. The project area and its vicinity consist of residential uses and an industrial park. The project site is located entirely within SP 7 planning area, which designates the parcels as Industrial and is zoned Industrial Park (M-1). The proposed project would require discretionary entitlements, including a General Plan Amendment, Specific Plan Amendment, Development Agreement, Parcel Map Waiver (lot consolidation), protected tree encroachment permit, and Residential Planned Development permit. Such entitlements would require review from the City and associated permitting agencies prior to project approval. However, with implementation of the requested entitlements, as well as adherence to the development requirements governing scenic quality under the SP 7, the proposed project would not conflict with applicable zoning and land use regulations governing scenic quality. Specifically, the proposed project would adhere to the development regulation under SP 7 which requires landscape treatment and irrigation systems to reduce erosion and improve aesthetic appearance. Based on the above, the proposed project would not conflict with applicable zoning and other regulations governing scenic quality. Therefore, less than significant impacts would occur.
- d) **Less Than Significant Impact.** The project site is located within an urbanized area where typical sources from glare are caused by the reflection of sunlight or artificial light by highly polished surfaces such as window glass or reflective materials. In addition, existing residential, light industrial and business park uses surrounding the project site typically include nighttime security and wayfinding lighting such that typically emanate from building interiors, passes through windows, and light from outdoor sources, such as street lighting, parking lot lighting, building illumination, and vehicles. Light-sensitive residential uses are located north and east of and directly adjacent to the project site. As described above, the project site is currently vacant and undeveloped with minimal vegetation. Implementation of the proposed project would introduce new sources of nighttime lighting onto the project site as a result of installation of new exterior light fixtures that are generally required for security, wayfinding, and aesthetic purposes. As further discussed above, light sources would be exclusively LED, with the possible exceptions of some individual decorative fixtures. The lighting system would be designed to comply with local and federal codes, including 2019 California Title 24, Part 6 Building Energy Efficiency Standards and with Thousand Oaks standards, which currently require lighting to be shielded to prevent excessive light and glare. Based on the above, the proposed project would not create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area. Therefore, less than significant impacts would occur.
-

## Agriculture and Forestry Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>II. AGRICULTURE AND FORESTRY RESOURCES —</b>				
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 Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Discussion

- a) **No Impact.** The proposed project would be constructed on land designated by the California Department of Conservation's (DOC) Farmland Mapping and Monitoring Program (FMMP) as Urban/Built Up Land (DOC, 2022). Construction and operation of the proposed project would not result in a change to the designation nor would the proposed project result in the conversion of any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses. Therefore, no impacts would occur.
- b) **No Impact.** The project site is located in an urbanized area designated as Industrial and zoned Industrial Park (M-1). Agricultural uses are not permitted within either land use or zoning designation. No Williamson Act contract exists on site. For these reasons, the proposed project would not conflict with existing zoning for agricultural uses or a Williamson Act contract. Therefore, no impacts would occur.
- c) **No Impact.** As described above, the project site is located in an urbanized area designated as Industrial and zoned Industrial Park (M-1). As such, the project site is not within areas zoned for Forest Land, Timberland, or Timberland Production. The project site is within an urbanized area, and there are no areas zoned for agricultural or forest land uses within

the vicinity of the project site. As such, the proposed would not conflict with existing zoning, or cause the rezoning of Forest Land, Timberland, or Timberland Production land. Therefore, no impacts would occur.

- d) **No Impact.** As discussed above, the project site is located in an urbanized area designated as Industrial and zoned Industrial Park (M-1). No forestland or timberland uses are located at the project site or within the vicinity. As such, development of the proposed project would not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impacts would occur.
  - e) **No Impact.** As discussed above, the proposed project would not involve changes to the existing environment which could result in the conversion of farmland or forestland and there are no farmland uses on or in the vicinity of the project site. As such, the proposed project would not result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use. Therefore, no impacts would occur.
-

## Air Quality

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>III. AIR QUALITY —</b>				
Where available, the significance criteria established by the applicable air quality management district 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Discussion

- a) **Less Than Significant Impact.** Ventura County Air Pollution Control District (VCAPCD) is responsible for attaining and maintaining air quality standards in the Ventura County portion of the South Central Coast Air Basin (SCCAB) through a comprehensive program of planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues. The clean air strategy of VCAPCD includes preparation of plans for attainment of ambient air quality standards, adoption and enforcement of rules and regulations concerning sources of air pollution, and issuance of permits for stationary sources of air pollution. VCAPCD and the Ventura Council Association of Governments (VCOG) are responsible for preparing the air quality management plan (AQMP), which addresses federal and state Clean Air Act (CAA) requirements. The VCAPCD has adopted Air Quality Management Plans (AQMPs) to meet the CAAQS and NAAQS. The VCAPCD Governing Board adopted the 2016 AQMP on February 14, 2017 (VCAPCD, 2017).

The proposed project would be located within the Ventura County portion of the SCCAB, which is under the jurisdiction of the VCAPCD for air quality planning and control. As such, VCAPCD's 2016 AQMP is the applicable air quality plan for the proposed project. Projects that are consistent with the regional population, housing, and employment forecasts identified by VCOG are considered to be consistent with the AQMP growth projections, since the forecast assumptions by VCOG forms the basis of the land use and transportation control portions of the AQMP. Additionally, because VCOG's regional growth forecasts are based upon, among other things, land uses designated in general plans, a project that is consistent with the land use designated in a general plan would also be consistent with the VCOG's regional forecast projections, and thus also with the AQMP growth projections.

The proposed project would construct three two-story residential buildings and associated parking. The proposed project would be developed as an expansion of the existing Arroyo Villa Apartments, directly adjacent to and north of the project site. The 2016 AQMP is based on Southern California Association of Governments' (SCAG's) 2016–2040 Regional

Transportation Plan/Sustainable Communities Strategy (RTP/SCS). As such, the following analysis is based on the assumptions provided in the 2016–2020 RTP/SCS. In 2012, SCAG estimated that the City had 45,900 housing units and in 2040 would have 47,200 units. The proposed project would provide 27 units, or 0.1 percent of the growth projection. The 2016 RTP/SCS also showed that the 2012 population in the City was 127,800 and the 2040 projection is 131,700 persons (SCAG, 2016). As discussed in Section XIV, *Population and Housing*, the proposed project would house up to 73 persons,<sup>1</sup> which would result in an 0.1 percent increase in the City’s projected population. Therefore, the proposed project is within the growth assumptions that underlie the emissions forecasts in the 2016 AQMP. As a result, the proposed project would not conflict with or obstruct implementation of the AQMP.

Additionally, the proposed project construction would comply with VCAPCD’s Rule 55 requirements and the Airborne Toxic Control Measures (ATCM) to limit heavy duty diesel motor vehicle idling to no more than 5 minutes at any given time. These measures would also be imposed on other construction projects in SCCAB as required, which would include each of the cumulative projects in the project area. Compliance with these applicable requirements is consistent with and meets or exceeds the AQMP requirements for control strategies intended to reduce emissions from construction equipment and activities. Furthermore, as detailed in Checklist Question III b) below, the projected construction emissions for criteria pollutants would not exceed the VCAPCD’s regional significance thresholds for construction activities. In addition, operational activities would not exceed regional significance thresholds. This provides further evidence that the proposed project would not conflict with or obstruct implementation of the AQMP, and this impact would be less than significant.

- b) **Less Than Significant Impact.** The City of Thousand Oaks has not developed specific air quality thresholds for air quality impacts. However, as stated in Appendix G of the CEQA Guidelines, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the above determinations. As such, the significance thresholds and analysis methodologies in VCAPCD’s CEQA Air Quality Handbook are used in evaluating project impacts. The VCAPCD’s CEQA Air Quality Handbook focuses on reducing ozone precursor emissions, which includes ROGs (also referred to as volatile organic compounds [VOCs]) and NO<sub>x</sub> because these pollutants could jeopardize attainment of the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) for ozone in Ventura County (VCAPCD, 2003). The other criteria pollutants of concern include: carbon monoxide (CO), which is a colorless and odorless gas and can cause dizziness, confusion, unconsciousness or even death at high levels; sulfur dioxide (SO<sub>2</sub>), which is also colorless and can cause asthma exacerbation, including bronchoconstriction accompanied by symptoms of respiratory irritation, such as wheezing, shortness of breath and chest tightness; and respirable and fine particulate matter 10 microns or less in diameter (PM<sub>10</sub>) and 2.5 microns or less in diameter (PM<sub>2.5</sub>), which can worsen respiratory diseases, including asthma and chronic obstructive pulmonary disease, leading to hospitalization and emergency department visits and respiratory mortality.

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<sup>1</sup> The anticipated number of new residents was estimated using the U.S. Census Bureau results, which indicates that there are approximately 2.71 persons per household in the City (see Section XIV, *Population and Housing*, for additional information).

However, VCAPCD indicates that a project that may be reasonably expected to generate fugitive dust emissions in such quantities as to cause injury, detriment, nuisance, or annoyance to any considerable number of people or to the public, or which may endanger the comfort, repose, health, or safety of any such person or the public, or which may cause, or have a natural tendency to cause, injury or damage to business or property, would have a significant adverse air quality impact (VCAPCD, 2003). Although, the VCAPCD does not require quantifying fugitive dust emissions, particulate matter emissions are calculated during construction and all earth moving activities and presented for disclosure purposes only. Neither CO nor SO<sub>x</sub> have established quantitative thresholds but are presented for disclosure purposes only.

### **Construction**

Construction activities associated with the proposed project would generate pollutant emissions from the following construction activities: (1) grading and site preparation; (2) building construction; (3) finishing and painting; and (4) paving activities. These construction activities would temporarily create emissions of dust, fumes, equipment exhaust, and other air contaminants. The amount of emissions generated on a daily basis would vary, depending on the intensity and types of construction activities occurring simultaneously.

Construction of the proposed project was modeled to occur over one phase for approximately 13 months beginning in 2023 and ending in 2024. For the purposes of the air quality analysis, construction activities were modeled for the earliest potential time frame to provide for a conservative analysis. If construction is delayed and begins subsequent to 2023, the emissions presented in this IS/ND would be conservative, as emissions occurring in future years would be lower than those analyzed herein due to the use of a more energy-efficient and cleaner burning construction vehicle fleet mix, pursuant to State regulations that require vehicle fleet operators to phase-in less polluting heavy-duty equipment. Construction activity would be limited to Monday through Saturday except on federal holidays. Assumptions, including detailed phasing, and modeling output are included in Appendix A.

Construction emissions are considered short term and temporary, but have the potential to represent a significant impact with respect to air quality. Emissions of ozone precursors and particulate matter tend to be of potential concern given that the Ventura County portion of the SCCAB is designated as nonattainment for ozone (NAAQS and CAAQA) and PM<sub>10</sub> (CAAQS). Emissions of ozone precursors ROG and NO<sub>x</sub> are primarily generated from heavy-duty equipment and motor vehicle exhaust and vary as a function of vehicle trips per day associated with debris hauling, delivery of construction materials, vendor trips, and worker commute trips, and the types and number of heavy-duty, off-road equipment used and the intensity and frequency of their operation. In addition, construction-related ROG emissions also result from the application of architectural coatings and vary depending on the amount of coatings applied each day. Particulate matter (i.e., PM<sub>10</sub> and PM<sub>2.5</sub>) is among the pollutants of greatest localized concern with respect to construction activities given that particulate concentrations tend to be higher near the source of the emissions. Particulate emissions from construction activities can lead to adverse health effects and nuisance concerns, such as reduced visibility and soiling of exposed surfaces. Particulate emissions can result from a variety of construction activities, including excavation,

grading, demolition, vehicle travel on paved and unpaved surfaces, and vehicle and equipment exhaust. Construction emissions of PM can vary greatly depending on the level of activity, the specific operations taking place, the number and types of equipment operated, local soil conditions, weather conditions, and the amount of earth disturbance.

It is mandatory for all construction projects in the SCCAB to comply with VCAPCD's Rule 55 for controlling fugitive dust. Incorporating Rule 55 into the proposed project reduces regional PM<sub>10</sub> and PM<sub>2.5</sub> emissions from construction activities. Specific Rule 55 control requirements may include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site, covering all trucks hauling soil with a fabric cover and maintaining a freeboard height of 12 inches, and maintaining effective cover over exposed areas. Compliance with Rule 55 was accounted for in the approved construction emissions modeling software, California Emissions Estimator Model (CalEEMod) (CAPCOA, 2021).

**Table 2, *Maximum Daily Unmitigated Regional Construction Emissions***, summarizes the modeled peak daily emissions of criteria air pollutants and ozone precursors associated with the proposed project for each individual construction phase as well as for overlaps where construction of different phases occurs at the same time. As shown in Table 2, the maximum daily construction emissions generated by the proposed project's worst-case construction scenario would not exceed VCAPCD's daily significance threshold for ROG and NO<sub>x</sub>. Therefore, the proposed project would result in less than significant construction emission impacts.

**TABLE 2**  
**MAXIMUM DAILY UNMITIGATED REGIONAL CONSTRUCTION EMISSIONS**

	Maximum Regional Emissions (lbs/day)					
	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Grading and Excavation - 2023	1	19	9	<1	2	1
Building Construction - 2023	<1	4	7	<1	1	<1
Building Construction - 2024	<1	4	7	<1	1	<1
Finishing/Painting - 2024	5	3	4	<1	<1	<1
Paving - 2024	<1	5	7	<1	<1	<1
<b>Overlapping Phases</b>						
Paving 2024 + Finishing/Painting 2024	5	7	11	<1	2	<1
<b>Maximum Daily Emissions</b>	<b>5</b>	<b>19</b>	<b>11</b>	<b>&lt;1</b>	<b>2</b>	<b>1</b>
<i>Significance Thresholds / Screening Levels</i>	25	25	-	-	-	-
Significant Impact?	No	No	No	No	No	No

<sup>a</sup> Maximum daily emissions are the sum of the overlapping construction phases that result in the greatest emissions on a peak day of construction.

NOTE: All emissions shown above include VCAPCD Rule 55 fugitive dust reduction measures.

SOURCE: Appendix A.



## Operation

Proposed operational activities associated with the proposed project would generate criteria pollutant and ozone precursor emissions from the following: (1) building energy consumption; (2) building maintenance; and (3) resident/worker vehicle trips. Project operations are anticipated to begin in 2024. As shown in **Table 3, Maximum Daily Regional Operational Emissions**, emissions would be below significance thresholds for the full buildout year of 2024. Therefore, emissions from the implementation of the proposed project would be less than significant.

**TABLE 3**  
**MAXIMUM DAILY REGIONAL OPERATIONAL EMISSIONS**

	Maximum Regional Emissions (lbs/day)					
	ROG	NOx	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Initial Operational Year 2024</b>						
Area Source	1	<1	2	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Mobile	1	1	6	<1	1	<1
Total	2	1	8	<1	1	<1
<b>Maximum Daily Emissions <sup>a</sup></b>						
Significance Thresholds / Screening Levels	25	25	-	-	-	-
Significant Impact?	No	No	No	No	No	No

<sup>a</sup> VCAPCD Significance Threshold.

SOURCE: Appendix A.

## Cumulative

With respect to the proposed project's short-term construction-related air quality emissions and cumulative conditions, VCAPCD has developed strategies to reduce criteria pollutant emissions outlined in the AQMP pursuant to the federal CAA mandates. Construction of the proposed project would comply with VCAPCD Rule 55 fugitive dust control requirements and the ATCM to limit heavy duty diesel motor vehicle idling to no more than 5 minutes at any location. These measures would also be imposed on construction projects in SCCAB, which would include the cumulative projects in the project area. Additionally, with respect to operational emissions, the proposed project's emissions would be less than the significance thresholds as shown in Table 3, and as detailed in Checklist Question III a) above is consistent with the AQMP. Since the proposed project's construction and operational emissions do not exceed the VCAPCD's regional significance thresholds, and the proposed project is consistent with the AQMP, cumulative construction impacts would be less than significant.

- c) **Less Than Significant Impact.** Separate discussions are provided below analyzing the potential for sensitive receptors to be exposed to localized air quality impacts from toxic

air contaminants (TACs) from on-site sources during project construction and operations, and CO hotspots during operation from the increase in vehicle operation in the local area.

Sensitive receptors are individuals who are considered more sensitive to air pollutants than others. The reasons for greater than average sensitivity may include pre-existing health problems, proximity to emissions sources, or duration of exposure to air pollutants. Schools, hospitals, and convalescent homes are considered to be relatively sensitive to poor air quality because children, elderly people, and the infirm are more susceptible to respiratory distress and other air quality-related health problems than the general public. Residential areas are considered sensitive to poor air quality because people usually stay home for extended periods of time, with associated greater exposure to ambient air quality. The nearest sensitive receptors are located directly adjacent to the north and east of the project site.

### ***CO Hotspots***

Emissions of CO are generated in greatest quantities from motor vehicle combustion of fossil fuels and are usually concentrated at or near ground level because they do not readily disperse into the atmosphere, particularly under cool, stable (i.e., low or no wind) atmospheric conditions. Localized areas where ambient concentrations exceed State and/or federal standards are termed CO hotspots. The VCAPCD uses a screening analysis to determine the potential for CO Hotspots for any project with indirect emissions greater than the applicable ozone project significance levels as analyzed under Checklist Question III b) above. As indicated in Table 3 above, the proposed project would not exceed regulatory thresholds for ROG or NO<sub>x</sub>. As the proposed project would not exceed regulatory thresholds, a refined CO hotspot analysis is not warranted. As such, the proposed project would not result in CO Hot Spot impacts. Therefore, impacts would be less than significant.

### ***Localized Construction Air Quality Impacts – TACs***

Project construction would result in short-term emissions of diesel PM, a TAC. According to the Office of Environmental Health Hazard Assessment (OEHHA), health effects from TACs should be based on a 70-year exposure period for a lifetime exposure or 30 years for a residential exposure. The exhaust of off-road heavy-duty diesel equipment would emit diesel PM during construction activities including (i.e., grading, building construction, paving, and other miscellaneous construction activities). The dose to which receptors are exposed is the primary factor used to determine health risk (i.e., the potential exposure to TACs to be compared to applicable standards). Given the temporary and short-term construction schedule (approximately 13 months), the proposed project would not result in a long-term (i.e., lifetime or 70-year) exposure as a result of construction activities.

As discussed in Checklist Question III a) above the proposed project would be consistent with the applicable 2016 AQMP requirements for control strategies intended to reduce emissions from construction equipment and activities. The proposed project would comply with regulatory control measures including the CARB Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than 5 minutes at a location,

and the CARB In-Use Off-Road Diesel Vehicle Regulation that requires fleets to retire, replace, or repower of older, dirtier engines with newer emission-controlled models; compliance with these would minimize emissions of TACs during construction. Additionally, the construction equipment would not be stationary but rather would operate throughout the project site and, at times, at distances away from the adjacent residential uses. While the nearest sensitive receptors are located adjacent to the project site, the emissions are minimal where a health risk would not be warranted for the proposed project. Therefore, based on the short-term duration of project construction and compliance with regulations that would minimize emissions, construction of the proposed project would not expose sensitive receptors to substantial TAC concentrations.

With regard to operation, typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes, automotive repair facilities, and dry-cleaning facilities. The proposed project would not include any of these potential sources, although minimal emissions may result from the use of consumer products.

Based on the above, the proposed project would not result in substantial risk for the nearby residents. Therefore, the proposed project would not expose sensitive receptors to substantial pollutant concentrations during construction or operation and impacts would be less than significant.

- d) **Less Than Significant Impact.** Potential activities that may emit odors during construction include the use of architectural coatings and solvents, as well as the combustion of diesel fuel in on-and off-road equipment. In addition, the proposed project would comply with the applicable provisions of the CARB Air Toxics Control Measure regarding idling limitations for diesel trucks. Through mandatory compliance with VCAPCD Rules, no construction activities or materials are expected to create objectionable odors affecting a substantial number of people. Furthermore, as shown in Table 2, construction emissions would not exceed the screening levels for attainment, maintenance, or unclassifiable criteria air pollutants (i.e., CO, SO<sub>2</sub>, and PM<sub>2.5</sub>).

During construction of the proposed project, exhaust from equipment and activities associated with the application of architectural coatings and other interior and exterior finishes may produce discernible odors typical of most construction sites. Such odors would be a temporary source of nuisance to adjacent uses, but would not affect a substantial number of people. As odors associated with project construction would be temporary and intermittent in nature, the odors would not be considered to be a significant environmental impact. Therefore, construction activities would result in less than significant impacts with respect to other emissions, including those leading to odors.

Proposed project operations in the residential buildings would be similar to operational activities in other nearby residential uses. The proposed project would not introduce operations that the VCAPCD CEQA Air Quality Handbook considers to be potential sources of substantial odors, such as wastewater treatment facilities; sanitary landfills; transfer stations; composting facilities; asphalt batch plants; painting and coating

operations; fiberglass operations; food processing facilities; feed lots/ dairies; petroleum extraction, transfer, processing, and refining operations and facilities; chemical manufacturing operations and facilities; or rendering plants. As such, the proposed project would not introduce noise sources of substantial emissions, such as those leading to odors, to the area. Operational activities would result in less than significant impacts with respect to other emissions, including those leading to odors.

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## Biological Resources

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IV. BIOLOGICAL RESOURCES —</b> 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial 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. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Discussion

- a) **No Impact.** The project site is located within the City of Thousand Oaks in an urbanized area and is currently vacant and undeveloped with minimal vegetation. As further described in Appendix G of this IS/ND, the project site is covered with dirt and sparse vegetation. While the project site is vacant, given that uses surrounding the project site to the north, south, east, and west are developed, it is not anticipated that the project site contains suitable habitat for 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 Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS). In addition, a California Natural Diversity Database (CNDDDB), California Native Plant Society (CNPS) Online Inventory of Rare and Endangered Plants, and USFWS Critical Habitat Portal records search were conducted for the project site (CDFW 2022; CNPS 2022; USFWS 2022a). As shown, no records are recorded on the project site. As such, development of the proposed project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species. Therefore, no impacts would occur.

- b) **No Impact.** The project site and surrounding area are located in an urbanized setting. There are no drainage channels on the project site. In addition, the project site does not contain riparian habitat and there are no other sensitive natural communities as indicated in the City or regional plans or in regulations by CDFW or USFWS. As such, development of the proposed project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community. Therefore, no impacts would occur.
- c) **No Impact.** As discussed above, in Checklist Question IV a), the project site is located in an urbanized area and is currently vacant and undeveloped with minimal vegetation. The surrounding area has been fully developed with urban uses and associated infrastructure. The project site does not contain any wetlands as defined by Clean Water Act Section 404 (USFWS, 2022b). As such, development of the proposed project would not have a substantial adverse effect on State or federally protected wetlands. Therefore, no impacts would occur.
- d) **No Impact.** As discussed above, in Checklist Question IV a), the project site is located in an urbanized area and is currently vacant and undeveloped with minimal vegetation. The project site undergoes routine vegetation clearing. The surrounding area has been fully developed with urban uses and associated infrastructure. Given that the project site, while undeveloped, is located surrounded by area, the project site does not function as a “pinch point” nor does it provide resources that are necessary for the survival of a particular species. As such, development of the proposed project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites. Therefore, no impacts would occur.
- e) **Less Than Significant Impact.** No Oak or Landmark trees were observed within the project site during the site visit conducted for the Tree Report, provided in Appendix B of this IS/ND. The Tree Report did note one protected Coast Live Oak (*Quercus agrifolia*) situated just outside the property line, approximately 5 feet from the northwest corner of the project site on an adjacent parcel to the north. In addition, the Tree Report noted two California Sycamores (*Platanus racemosa*) located just outside of the property line to the east of the project site. As proposed under the Project, setback landscaping would abut the rootzones of these trees. While no buildings would be constructed near the existing off-site trees, due to the proximity of these existing protected trees, grading for the project site may encroach 5 feet into the tree dripline. The removal or encroachment within the dripline of the Coast Live Oak or California Sycamores would result in a significant impact. As discussed above in Chapter 1, Project Description, BMPs would be implemented during construction to protect the tree roots preemptively through root pruning during the fall months with an experienced Certified Arborist monitoring on site. The project would also comply with the Thousand Oaks Oak Tree Preservation and Protection Ordinance (Ordinance No. 1610-NS) and the Landmark Tree Preservation and Protection Ordinance (Ordinance No. 1610-NS), which requires obtaining a permit and adherence to oak and landmark tree preservation and protection guidelines. Implementation of BMPs and compliance with the City’s tree protection ordinances would ensure that impacts to protected trees are reduced. As such, development of the proposed project would not conflict with any local policies or ordinances protecting biological resources. Therefore, impacts would be less than significant.

- f) **No Impact.** Based on a review of the CDFW, California Regional Conservation Plans, and existing conditions reports for the City of Thousand Oaks, there are no Habitat Conservation Plans or other approved habitat conservation plans located on the project site. Therefore, no impacts would occur.
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## Cultural Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>V. CULTURAL RESOURCES</b> — Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Discussion

The analysis of impacts to cultural resources is based on the following report: *Arroyo Villa Apartments Expansion Project, City of Thousand Oaks, California – Phase I Archaeological Resources Survey Report* (Cultural Resources Report) prepared by ESA in March 2022. The report includes a summary of the methods and results of a records search conducted at the California Historical Resources Inventory System (CHRIS) South Central Coastal Information Center (SCCIC), a historic map and aerial photograph review, a geoarchaeological assessment, and a cultural resources survey. The report is included as Appendix C of this IS/ND.

- a) **No Impact.** The project site is currently vacant and undeveloped with minimal vegetation. As such, no built historical resources are located on the project site. The SCCIC records search results and cultural resources survey did not identify the presence of cultural resources within or immediately adjacent to the project area. Similarly, the archaeological survey did not identify any evidence of archaeological materials at surface; the surface having been disturbed as a result of the project area having been previously used for construction staging. Furthermore, a geoarchaeological review and the results of the surface survey indicate the landform within the project area dates to the Late Pleistocene, prior to human habitation of the area and has a low likelihood of containing archaeological materials at depth. As such, the proposed would not result in impacts to known or unknown historical resources. Therefore, no impacts would occur.
- b) **No Impact.** As noted above under Checklist Question V a), no known archaeological resources were identified within the project area as a result of the archaeological resources assessment prepared for the proposed project. Furthermore, the project area has a low likelihood to contain subsurface archaeological deposits. As such, development of the proposed project would not result in impacts to known or unknown archaeological resources. Therefore, no impacts would occur.
- c) **No Impact.** No known formal or informal cemeteries or other burial places are known to exist within the project area and the proposed project is unlikely to disturb human remains. However, because the proposed project would involve earthmoving activities, there is the possibility, albeit low, that such actions could unearth, expose, or disturb previously



unknown human remains. Compliance with State Health and Safety Code Section 7050.5 and Public Resources Code (PRC) Section 5097.98, would reduce any impacts to any human remains. Therefore, no impacts would occur.

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## Energy

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>VI. ENERGY</b> — Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Discussion

### a) **Less Than Significant Impact.**

#### **Construction**

Construction of the proposed project would result in energy consumption from the use of heavy-duty construction equipment, on-road trucks, and construction workers commuting to and from the project site. Electricity would be used during construction to provide temporary power for lighting and electronic equipment (e.g., computers) and to power certain construction equipment (e.g., hand tools or other electric equipment). Energy use during construction would generally not result in a substantial increase in on-site electricity consumption. Electricity use during construction would be variable depending on lighting needs and the use of electric-powered equipment and would be temporary for the duration of construction activities. It is expected that construction electricity use would be temporary and negligible over the long-term. Natural gas is not anticipated to be used during construction activities.

Heavy-duty construction equipment would be primarily diesel fueled. The assumption that diesel fuel would be used for most equipment represents the most conservative scenario for maximum potential energy use during construction. The estimated total diesel fuel that would be consumed by heavy-duty construction equipment approximately 8,659 gallons over the entire construction period. This results in annual consumption of 8,022 gallons over a 13-month construction period. Calculation details are provided in Appendix D of this IS/ND. Based on CARB's on-road vehicle emissions model, EMFAC2021, heavy-duty haul trucks and vendor trucks operating in SCCAB would have an estimated average fuel economy of approximately 6.0 and 7.2 miles per gallon respectively in 2023.

The number of construction workers that would be required would vary based on the phase of construction and activity taking place. The transportation fuel required by construction workers to travel to and from the project site would depend on the total number of worker trips estimated for the duration of construction activity. The total gasoline fuel was estimated for workers and is 9,056 gallons over the total construction period or an annual average of 8,390 gallons per year, as shown in Appendix D of this IS/ND.

For comparison purposes only, and not for the purpose of determining significance, the annual average fuel usage would represent approximately 0.025 percent of the 2020 annual on-road gasoline-related energy consumption and 0.06 percent of the 2020 annual diesel fuel-related energy consumption in Ventura County (CEC, 2020), as shown in Appendix D of this IS/ND.

Transportation fuels (gasoline and diesel) are produced from crude oil, which can be domestic or imported from various regions around the world. Based on current proven reserves, crude oil production would be sufficient to meet over 50 years of worldwide consumption (BP Global, 2021). Vehicles that would be used by construction workers would comply with Corporate Average Fuel Economy fuel economy standards, which would result in more efficient use of transportation fuels (lower consumption). Vehicles that would be used by construction workers would also comply with Pavley and Low Carbon Fuel Standards which are designed to reduce vehicle greenhouse gas (GHG) emissions but would also result in fuel savings in addition to compliance with Corporate Average Fuel Economy standards.<sup>2</sup>

Construction of the proposed project would utilize fuel-efficient equipment and vehicles consistent with State and federal regulations, such as fuel efficiency regulations in accordance with the CARB Pavley Phase II standards, the anti-idling regulation in accordance with Section 2485 in Title 13 of the California Code of Regulations (CCR), and fuel requirements in accordance with Section 93115 in Title 17 of the CCR, and would comply with State measures to reduce the inefficient, wasteful, and unnecessary consumption of energy, such as petroleum-based transportation fuels. While these regulations are intended to reduce construction emissions, compliance with the anti-idling and emissions regulations discussed above would also result in fuel savings from the use of more fuel-efficient engines.

Based on the above, construction of the proposed project would not result in the wasteful, inefficient, and unnecessary consumption of energy. Therefore, impacts would be less than significant.

### **Operation**

Operational energy consumption would occur as a result of the building's energy needs and the use of transportation fuels (e.g., diesel and gasoline) associated with vehicles traveling to and from the project site. This analysis estimates the maximum operational energy consumption to evaluate the proposed project's associated impacts on energy resources.

Daily operation of the proposed project would consume energy in the form of electricity. Natural gas would be consumed from area sources such as combustion from water heaters,

<sup>2</sup> In September 2019, the USEPA published the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule in the federal register (Federal Register, Vol. 84, No. 188, Friday, September 27, 2019, Rules and Regulations, 51310-51363) that maintains the vehicle miles per gallon standards applicable in model year 2020 for model years 2021 through 2026. California and 23 other states and environmental groups in November 2019 in U.S. District Court in Washington, filed a petition for the EPA to reconsider the published rule. The Court has not yet ruled on these lawsuits.

boilers, and cooking stoves, landscaping equipment, and use of consumer products. Additionally, energy would be consumed off-site for the conveyance and treatment of water, wastewater, and the disposal of solid waste. Building energy use factors and water demand factors from CalEEMod, consistent with the project analyses conducted for air quality and greenhouse emissions, are used to estimate building energy use (CAPCOA, 2021). The proposed project's estimated net operational energy demand is provided in **Table 4, Summary of Annual Net New Energy Use During Project Operation**. The proposed project would install solar electric photovoltaic (PV) systems and would be designed to meet the applicable standards of the 2019 Title 24 standards<sup>3</sup> and CALGreen requirements such as, energy-efficient appliances, water efficient plumbing fixtures and fittings, and water-efficient landscaping. These energy saving features are included in the electricity estimates in Table 4.<sup>4</sup>

**TABLE 4**  
**SUMMARY OF ANNUAL NET NEW ENERGY USE DURING PROJECT OPERATION**

Energy Type <sup>a,b</sup>	Annual Quantity
<b>Electricity</b>	
Proposed Project	206 MWh
<u>Percent Utility Company Use</u>	0.0002 %
<b>Natural Gas</b>	
Proposed Project	323,978 cf
<u>Percent Utility Company Use</u>	0.00004 %
<b>Transportation</b>	
<u>Proposed Project</u>	
Gasoline	19,929 gallons
Diesel	2,524 gallons
<u>Percent County Use</u>	
Gasoline	0.008 %
Diesel	0.004 %
NOTES: MWh = Megawatt-hours; cf = cubic feet	
<sup>a</sup> Detailed calculations are provided in Appendix D.	
<sup>b</sup> Project electricity and natural gas estimates assume compliance with applicable 2019 Title 24 and CALGreen Code requirements.	
SOURCE: Appendix D.	

## Electricity

As shown in Table 4, with compliance with 2019 Title 24 standards and applicable CALGreen requirements, buildout of the proposed project would result in a projected net increase in the on-site demand for electricity totaling approximately 304 MWh per year.

<sup>3</sup> The analysis conservatively assumes 2019 Title 24 standards compliance, but should the proposed project's building permit application be submitted after January 1, 2023, the proposed project would comply with the latest 2022 Title 24 standards, which will be in effect starting January 1, 2023.

<sup>4</sup> The power generated from the solar electric PV system is included qualitatively and was not included in the operational analysis.

The proposed project would include building features such as energy-efficient appliances, water efficient plumbing fixtures and fittings, and water-efficient landscaping. All components would, at a minimum, meet the 2019 Title 24 standards.

With the passage of SB 100 in September 2018, SCE would be required to update its long-term plans to demonstrate compliance including providing 60 percent of its energy portfolio from renewable sources by December 31, 2030, and ultimately planning for 100 percent eligible renewable energy resources and zero-carbon resources by December 31, 2045. SCE's current sources include wind, solar, eligible hydroelectric, biomass/biowaste, and geothermal sources. These sources accounted for 35 percent of SCE's overall energy mix in 2020 and 2021 (SCE, 2022).

Based on SCE's 2020 Annual Report, SCE total system sales for 2019–2020 fiscal year (the latest data available) was 85,399,000 MWh of electricity (SCE, 2020). As such, the project-related net increase in annual electricity consumption of 304 MWh per year would represent less than 0.0003 percent of SCE's total energy sales. In addition, as previously described, the proposed project would incorporate a variety of energy conservation measures to reduce energy usage. Therefore, operation of the proposed project would not result in the wasteful, inefficient, or unnecessary consumption of electricity.

### **Natural Gas**

Natural gas consumption during operation would be used for building heating and cooling, and for cooking. Natural gas would be provided by Southern California Gas (SoCalGas). With compliance with Title 24 standards and applicable CALGreen Code requirements, buildout of the proposed project would generate approximately 0.324 MMBTU per year. Based on the 2020 California Gas Report, the California Energy and Electric Utilities, a collective of California utility companies, estimates natural gas supplies within SoCalGas's planning area would be approximately 857,385 MMBtu in 2024 (CGEU, 2020). The proposed project would account for less than 0.00004 percent of the 2024 forecasted consumption in SoCalGas's planning area. Therefore, operation of the proposed project would not result in the wasteful, inefficient, and unnecessary consumption of natural gas.

### **Transportation Energy**

During operation, project-related traffic would result in the consumption of petroleum-based fuels related to vehicular travel to and from the project site. As summarized in Table 4, the proposed project's estimated net increase in petroleum-based fuel usage would be approximately 19,929 gallons of gasoline and 2,524 gallons of diesel per year.

Based on the CEC's California Annual Retail Fuel Outlet Report, Ventura County consumed approximately 262,000,000 gallons of gasoline and approximately 65,306,122 gallons of diesel fuel in 2020 (CEC, 2020). The proposed project would account for 0.008 percent of County gasoline consumption and 0.004 percent of County diesel consumption (based on the available County fuel sales data for the year 2020). Additionally, all parking garages for each of the 27 units would have EV charging capabilities with eight charging stations, located in the surface parking lot, available for guests.

The proposed project would support statewide efforts to improve transportation energy efficiency and reduce transportation energy consumption with respect to private automobile. The proposed project is located approximately 0.9 miles north of US 101 via Rancho Conejo Boulevard and Borchard Road exits. The proposed project would be accessed through an existing driveway to the Arroyo Villa Apartments that is provided from Rancho Conejo Boulevard and would involve an expansion of an internal roadway connecting the Arroyo Villa Apartments with the adjacent proposed project. Internal private drives would accommodate daily vehicular traffic, bicycles, pedestrians and emergency access vehicles. In addition, pedestrian access to the project site would be provided from a pedestrian pathway off Rancho Conejo Boulevard. The proposed project would include 10 bicycle parking stalls for residents and guests. Public transportation is conveniently available to the proposed project residents and visitors. A bus stop for Route 44 Crosstown is located approximately 450 feet from the project site at Rancho Conejo Boulevard and Corporate Center which connects to the Thousand Oaks Transit Center. As a result, operation of the proposed project would provide residents and visitors with alternative transportation options.

Based on the above, the proposed project would minimize operational transportation fuel demand consistent with and not in conflict with State, regional, and City goals. As such, operation of the proposed project would not result in the wasteful, inefficient, and unnecessary consumption of energy. Therefore, impacts would be less than significant.

- b) **Less Than Significant Impact.** As discussed above, the proposed project would incorporate green building design features such as solar electric PV systems and electric vehicle charging parking spaces, consistent with the energy efficiency standards in the CALGreen Code.

The proposed project would not conflict with the 2020–2045 RTP/SCS goals and benefits intended to improve mobility and access to diverse destinations, provide better “placemaking,” provide more transportation choices, and reduce vehicular demand and associated emissions as there is access public transportation. A bus stop for Route 44 Crosstown is located approximately 450 feet from the project site at Rancho Conejo Boulevard and Corporate Center which connects to the Thousand Oaks Transit Center. The proposed project would provide a pedestrian-friendly design, which would include a pedestrian pathway off Rancho Conejo Boulevard, as well as provide bicycle storage areas for residents and visitors. Further, the proposed project would install EV charging in all garages for the 27 units with 8 charging spaces located in the surface parking lot.

The proposed project would serve to reduce VMT by encouraging the use of alternative modes of transportation and other design features that promote VMT reductions consistent with applicable provision of the SCAG 2020–2045 RTP/SCS for the land use type. Furthermore, the proposed project would be consistent with the energy efficiency policies emphasized by the 2020–2045 RTP/SCS. Therefore, the proposed project would not conflict with the energy reduction-related actions and strategies contained in the 2020–2045 RTP/SCS.

Based on the above, the proposed project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Impacts would be less than significant.

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## Geology and Soils

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>VII. GEOLOGY AND SOILS —</b> Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Discussion

Descriptions and analysis for this section are based on information contained in the Geotechnical Site Evaluation Update Expansion of the Arroyo Villa Apartments 1600 Rancho Conejo Boulevard Thousand Oaks, California (Geotechnical Report) prepared by Gorian & Associates, Inc. The Geotechnical Report is provided in Appendix E of this IS/ND.

a.i-ii) **Less Than Significant Impact.** The faults most susceptible to earthquake rupture are active faults, which have experienced surface displacement within the last 11,000 years. As discussed within the Geotechnical Report, the project site is not located within an Alquist-Priolo Earthquake Fault Zone and no mapped active faults are known to pass through the immediate project region. Therefore, the potential for fault rupture to affect the proposed project would be considered less than significant.

The project area is located in a seismically active region prone to occasional damaging earthquakes. The principal potential earthquake hazard for the project area is ground



shaking, which could cause damage to buildings and infrastructure. However, the proposed project would be required to meet the California Building Code (CBC) requirements for constructing structures in seismically active regions. Therefore, impacts would be less than significant.

- a.iii) **Less Than Significant Impact.** Liquefaction is a phenomenon where unconsolidated and/or near saturated soils lose cohesion and are converted to a fluid state as a result of severe vibratory motion. The relatively rapid loss of soil during strong earthquake shaking results in the temporary fluid-like behavior of the soil. The project site is not within an area shown to have a potential for liquefaction on the State's Seismic Hazard Zones Map. The alluvium and engineered fill underlying the project site are not considered susceptible to liquefaction or seismic induced settlement. Therefore, impacts would be less than significant.
- a.iv) **Less Than Significant Impact.** Due to the relatively flat topography of the project site and surrounding area, the project site would not expose people or structures to potential landslides. In addition, the proposed project would be constructed in accordance with the CBC, and thereby the City's Building Code. Furthermore, geomorphic features typical of significant landslides were not identified on or directly off-site the site, as discussed further in the Geotechnical Report. Therefore, impacts would be less than significant.
- b) **Less Than Significant Impact.** The project site is currently undeveloped with exposed soil. The upper soils in the project area have become weathered and disturbed. As such, within all areas of construction or grading, soil removals would extend to the previously placed engineered fill or native soils. The grading is anticipated to remove approximately 18 inches from the present grade. Soil exposed by construction activities could be subject to erosion if exposed to heavy rain, winds, or other storm events. However, the proposed project would require a National Pollution Discharge Elimination System (NPDES) Construction General Permit from the Regional Water Quality Control Board, as the proposed project would disturb at least 1 acre of soil. A project specific Storm Water Pollution Prevention Plan (SWPPP) would be prepared in compliance with the Construction General Permit. The SWPPP would identify erosion control and sediment control best management practices (BMPs) that would be implemented to minimize the occurrence of soil erosion or loss of topsoil. With implementation of the required SWPPP and BMPs, impacts would be less than significant.
- c) **Less Than Significant Impact.** As discussed above, the project site is not within an area shown to have a potential for liquefaction on the State's Seismic Hazard Zones Map. In addition, geomorphic features typical of significant landslides were not identified on or directly off-site the site. The alluvium and engineered fill underlying the site are not considered susceptible to liquefaction or seismic induced settlement and the geomorphic features typical of significant landslides were not identified on or directly off-site the site, as discussed further in the Geotechnical Report. Additionally, the proposed project would execute all of these recommendations provided in the Geotechnical Report prepared for the

proposed project to ensure safety and reduce risk related to geologic hazards. Therefore, impacts would be less than significant.

- d) **Less Than Significant Impact.** Expansive soils are predominantly comprised of clays, which expand in volume when water is absorbed and shrink when the soil dries. Expansion is measured by shrink-swell potential, which is the volume change in soil with a gain in moisture. Soils with a moderate to high shrink-swell potential can cause damage to roads, buildings, and infrastructure. As discussed in the Geotechnical Report, soils within the project site are considered to be in the 91 to 130 expansion range, which is highly expansive. However, with proper drainage, the proposed project would not pose an issue related to shrinking and swelling. The proposed project would implement the recommendations of the Geotechnical Report, which provide recommendations to maintain drainage and not allow ponding or trapping of water in localized areas. In addition, during operation, landscape watering would be held to a minimum and irrigation systems would be maintained such that subgrade soils underlying or adjacent to structures do not become saturated. With implementation of the recommendations of the Geotechnical report, impacts to expansive soils would be reduced to less than significant levels.
- e) **No Impact.** The proposed project would not include the installation or use of septic tanks or alternative wastewater disposal systems. Therefore, no construction or operational impacts associated with septic tanks or alternative wastewater disposal systems would occur.
- f) **Less Than Significant Impact.** A geologic map review indicates the surficial geology of the project area consists entirely of Pleistocene-age (~500,000 to ~20,000 years old) alluvium, derived from the uplifted hills north and south of the project area (Campbell et al., 2014). However, as discussed further in the Geotechnical Report, previous grading of the project site has resulted in a cover of artificial fill that ranges up to 20 feet depth at the easternmost property line. The artificial fill is too young to host significant fossils. Furthermore, while fossils may be found in the fill, they have been removed from their original context so the scientific information is degraded. The underlying Pleistocene-age alluvium (map unit Qoa; Campbell et al., 2014) is of appropriate age to contain paleontological resources.

The geotechnical report prepared for the proposed project indicates the project area was subject to mass grading from mid-1990s through the late 1990s and the upper surface of the pads have become weathered or disturbed. Therefore, reconditioning of the upper soil zone will be necessary prior to construction of the proposed buildings. In addition, areas of undercutting would be necessary within the western half of the site to a depth of approximately 6 feet below grade. As stated in the Geotechnical Report, all aspects of grading including site preparation, grading, and fill placement would be performed per the City of Thousand Oaks standards.

A records search conducted by the Los Angeles County Natural History Museum (LACM), as provided in Appendix F, of this IS/ND, did not identify any fossil localities in the project

area; however, it did indicate the presence of three fossil localities within Pleistocene-age alluvial deposits in the project vicinity. The closest fossil locality is LACM 1680, which produced fossil specimens of mammoth (*Mammuthus*) and horse (*Equus*) at depths of 14 to 15 feet below the ground surface. LACM VP 7660, at the lakes, produced a fossil specimen of mastodon (*Mammut*) from the surface. The final site, LACM VP 3213 near the intersection of US 101 and South Westlake Boulevard produced a variety of vertebrate fossils, including a ground sloth (*Paramylodon*). The depths were not recorded.

The Conejo Valley Basin, where the project site is located, is one of many tectonically active basins in the greater Los Angeles area (Hanson, 1983). Indeed, the basins in Ventura County are among the most tectonically active in the world. This has led to rapid erosion and thick deposits of alluvium, starting in the Pleistocene. Throughout southern California, these Pleistocene sediments host a variety of Ice Age terrestrial mammals including mammoth, bison, deer, horse, lion, cheetah, wolf, camel, antelope, peccary, mastodon, capybara, and mice (e.g., Hudson and Brattstrom, 1977; Jefferson, 1991; Graham and Lundelius, 1994; Scott and Cox, 2008; Dooley et al., 2019). The published record clearly shows the importance of these basins to understanding this time in Earth history.

The geotechnical report confirms the Pleistocene-age deposits within the project area. These deposits are of an appropriate age to contain paleontological resources as indicated by the LACM's identification of three fossil localities originating from similar Pleistocene deposits in the project vicinity.

However, the project site has been subject to mass grading and is disturbed. Project excavation is not anticipated to extend beyond 6 feet in depth. As such, it is unlikely that undisturbed fossils would be encountered during project excavation. However, should unanticipated fossils be encountered, the following City condition of approval will apply:

In the event paleontological resources are encountered during ground-disturbing activities, work in the immediate area would halt and a qualified paleontologist meeting the Society for Vertebrate Paleontology qualification standards would be contacted immediately to evaluate the find. If the discovery proves to be significant, additional work may be warranted, such as fossil salvage to treat the find.

Based on the above, development of the proposed project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. Therefore, impacts would be less than significant.

## Greenhouse Gas Emissions

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>VIII. GREENHOUSE GAS EMISSIONS —</b>				
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Discussion

- a,b) **Less Than Significant Impact.** CEQA Guidelines Section 15064.4 provides guidance to lead agencies for determining the significance of impacts from GHG emissions. CEQA Guidelines Section 15064.4(a) provides that a lead agency shall make a good-faith effort based, to the extent possible, on scientific and factual data to describe, calculate, or estimate the amount of GHG emissions resulting from a project. CEQA Guidelines Section 15064.4(a) further provides that a lead agency shall have the discretion to determine, in the context of a particular project, whether to: (1) quantify GHG emissions resulting from a project; and/or (2) to rely on qualitative analysis or performance-based standards.

CEQA Guidelines Section 15064.4(b) also provides that, when assessing the significance of impacts from GHG emissions, a lead agency should focus the analysis on the reasonably foreseeable incremental contribution of the proposed project's emissions to the effects of climate change and consider a timeframe that is appropriate for the proposed project. The lead agency's analysis should reasonably reflect evolving scientific knowledge and State regulatory schemes, and consider: (1) the extent to which the project may increase or reduce GHG emissions compared with existing conditions; (2) whether the project's GHG emissions exceed a threshold of significance that the lead agency determines applies to the project; and (3) the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. The analysis of the potential impacts from the proposed project's GHG emissions follows this approach.

The CEQA Guidelines do not provide numeric or qualitative thresholds of significance for evaluating GHG emissions. Instead, they leave the determination of the significance of GHG emissions up to the lead agency and authorize the lead agency to consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence (CEQA Guidelines Sections 15064.7(b) and 15064.7(c)). CEQA Guidelines Section 15064(h)(3) allows a lead agency to reach a conclusion of less than significant impact for GHG emissions if the project complies with a program and/or other regulatory scheme to reduce GHG emissions.

The VCAPCD has not established quantitative significance thresholds for evaluating GHG emissions in CEQA analyses, but it recommends using resources when developing GHG evaluations (VCAPCD, 2022). The GHG thresholds in the current SCAQMD Air Quality Significance Threshold guidance focus exclusively on industrial facilities and as such are not applicable to the proposed project. Therefore, neither the City nor the SCAQMD have adopted a GHG significance threshold for land use development projects (e.g., residential/commercial projects).

In the absence of quantitative GHG thresholds and/or a qualified GHG reduction plan for use by a project to tier or streamline its environmental analysis, CEQA provides that a lead agency could rely on regulatory compliance to show a less than significant GHG impact if the project complies with or exceeds those programs adopted by the CARB or other State agencies. The proposed project is expected to be in operation by 2024. With respect to GHG regulations in the post-2020 period, the State has established a GHG emissions reduction target for 2030 that has been codified in law through SB 32 and CARB's 2017 Climate Change Scoping Plan was adopted to meet this goal. Therefore, 2030 marks the next statutory statewide milestone target applicable to the proposed project. The plan to achieve these statewide emission reduction goals is provided by the 2017 Climate Change Scoping Plan (and future updates) and demonstrating consistency with the 2017 Climate Change Scoping Plan would demonstrate that the proposed project is doing its fair share towards achieving statewide reduction targets.

Overall, in the absence of any adopted quantitative threshold and in accordance with case law and the CEQA Guidelines, the City, as the lead agency, has determined that the proposed project would not have a significant effect on the environment if the proposed project is found to be consistent with applicable regulatory plans and policies to reduce GHG emissions. The most relevant plans to the proposed project are CARB's 2017 Climate Change Scoping Plan and SCAG 2020–2045 RTP/SCS.

The Climate and Environmental Action Plan (CEAP) is a long-range plan that outlines comprehensive strategies to reduce GHG emissions and address other environmentally related issues within the City of Thousand Oaks. The CEAP is still under development. However, City Council has adopted GHG reduction targets of 40 percent below 2010 levels by 2030 and 80 percent below 2010 levels by 2050. Implementation of the CEAP GHG emission reduction strategies would provide co-benefits to the community by reducing air pollution, supporting local economic development, increasing local resilience, improving public health and quality of life. Since the CEAP is still under development it would not be included in the consistency discussion provided below. Therefore, if the proposed project is consistent with these plans, its GHG impacts would be considered less than significant.

According to Governor's Office of Planning and Research, GHGs and climate change are exclusively cumulative impacts; there are no non-cumulative GHG emissions impacts from a climate change perspective (CAPCOA 2008). Therefore, in accordance with the scientific consensus regarding the cumulative nature of GHGs, the analysis herein

analyzes the proposed project GHG emissions and the cumulative contribution of project-related GHG emissions.

The proposed project would generate GHG emissions from a variety of sources. First, GHG emissions would be generated during construction of the proposed project. Once fully operational, the proposed project's operations would generate GHG emissions from direct sources such as electrical consumption and vehicle use.

### **Construction**

Construction emissions are forecasted by assuming a conservative estimate of construction activities from each construction phase of the proposed project. Construction emissions are estimated using the CalEEMod software (CAPCOA, 2021). CalEEMod is based on outputs from OFFROAD and EMFAC2021, which are emissions estimation models developed by CARB and used to calculate emissions from construction activities, including off- and on-road vehicles. CalEEMod outputs construction-related GHG emissions of carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and carbon dioxide equivalents (CO<sub>2</sub>e).

Consistent with calculations in Section III, *Air Quality*, construction emissions were forecasted by assuming a conservative estimate of construction activities (i.e., assuming all construction occurs at the earliest feasible date) and applying the mobile source emissions factors. The emissions were estimated using the CalEEMod software and EMFAC2021. The output values used in this analysis were adjusted to be project-specific based on equipment types and the construction schedule as shown in Appendix A of this IS/ND. These values were then applied to the same construction phasing assumptions used in the criteria pollutant analysis in Section III, *Air Quality*, to generate GHG emissions values for the proposed project. Industry standards recommend that construction project GHG emissions should be “amortized over a 30-year project lifetime, so that construction GHG emissions are included as part of the operational GHG life cycle. In accordance with that GHG emissions from construction have been amortized over the 30-year lifetime of the proposed project and are added to the operational emissions for the determination of significance. Total estimated construction-related GHG emissions for the proposed project are estimated at approximately 277 MTCO<sub>2</sub>e. This would equal to approximately 9 MTCO<sub>2</sub>e per year after amortization over 30 years. Detailed calculations and modeling output are included in Appendix A of this IS/ND.

### **Operation**

Operation of the proposed project would result in GHG emissions from building operations, energy and water consumption, waste generation and mobile source operations. Emissions from the operation of the proposed project were modeled consistent with operational modeling for the air quality analysis provided in Section III, *Air Quality*, above. **Table 5, GHG Project Emissions**, represent the greenhouse gas emissions for the operating year for the proposed project.

**TABLE 5**  
**GHG PROJECT EMISSIONS**

<b>Source</b>	<b>Maximum GHG Emissions (MT CO<sub>2</sub>e/year)</b>
Area	<1
Energy	55
Mobile	275
Waste	6
Water	12
Total Operational	348
Amortized Construction:	9
Total Proposed Project	358

<sup>a</sup> Totals may not add up exactly due to rounding in the modeling calculations.

SOURCE: Appendix A.

As stated above, the estimate of the proposed project's annual GHG emissions is not intended to assess the proposed project's GHG impacts, as there is no applicable quantitative threshold. Instead, it is included for disclosure purposes. As demonstrated below, the proposed project would be consistent with CARB's 2017 Climate Change Scoping Plan, SCAG 2020–2045 RTP/SCS, 2019 California Green Building Standards Code (CALGreen), Ventura County General Plan 2040, and the City's CEAP. Therefore, the proposed project's GHG impacts would be less than significant, and no mitigation measures are required.

A significant impact would occur if the proposed project would generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment by conflicting with applicable regulatory plans and policies to reduce GHG emissions as discussed within CARB's Climate Change Scoping Plan, SCAG's 2020–2045 RTP/SCS, and the City's General Plan. Consistency with these plans and policies are summarized below.

### **Conflict with CARB's Climate Change Scoping Plan**

At the State level, Executive Orders S-3-05 and B-30-15 are orders from the State's Executive Branch for the purpose of reducing GHG emissions. Executive Order S-3-05's goal to reduce GHG emissions to 1990 levels by 2020 was adopted by the Legislature as the 2006 Global Warming Solutions Act (AB 32) and codified into law in AB 32. Executive Order B-30-15's goal to reduce GHG emissions to 40 percent below 1990 levels by 2030 was adopted by the Legislature in SB 32 and also codified into law in AB 32. The CARB Scoping Plan, approved by CARB in 2008 and updated in 2014 and 2017, provides a framework for actions to reduce California's GHG emissions and requires CARB and other state agencies to adopt regulations and other initiatives to reduce GHGs (CARB, 2008, 2014, 2017). The Climate Change Scoping Plan relies on a broad array of GHG reduction

actions, which include direct regulations, alternative compliance mechanisms, incentives, voluntary actions, and market-based mechanisms such as the Cap-and-Trade program. CARB and other state agencies have adopted many of the measures identified in the Scoping Plan. Most of these measures focus on area source emissions (e.g., energy usage, high-global warming potential GHGs in consumer products), changes to the vehicle fleet (i.e., hybrid, electric, and more fuel-efficient vehicles), and associated fuels (e.g., Low Carbon Fuel Standard), among other measures.

Due to the complex physical, chemical, and atmospheric mechanisms involved in global climate change, there is no basis for concluding that the proposed project's increase in annual GHG emissions would cause a measurable change in global GHG emissions necessary to influence global climate change. Newer construction materials and practices, energy efficiency requirements, and newer appliances tend to emit lower levels of air pollutant emissions, including GHGs, as compared to those built years ago; however, the net effect is difficult to quantify. The GHG emissions of the proposed project alone would not likely cause a direct physical change in the environment. According to the California Air Pollution Control Officers Association (CAPCOA), "GHG impacts are exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective" (CAPCOA, 2008). It is global GHG emissions in their aggregate that contribute to climate change, not any single source of GHG emissions alone.

The proposed project would be consistent with these goals through project design, which includes complying with the latest Title 24 Green Building Code and Building Efficiency Energy Standards and installation of photovoltaic solar panels, water-efficient faucets and toilets, and water efficient landscaping and irrigation. Therefore, the proposed project would not conflict with the 2017 Climate Change Scoping Plan.

#### **Conflict with Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy**

On September 3, 2020, SCAG's Regional Council unanimously voted to approve and fully adopt Connect SoCal (2020–2045 RTP/SCS) and the addendum to the Connect SoCal Program Environmental Impact Report (SCAG, 2020). Connect SoCal seeks improved mobility and accessibility and seeks to implement strategies that target per capita GHG reduction from passenger vehicles and light-duty. That "alleviates development pressure in sensitive resource areas by promoting compact, focused infill development in established communities with access to high-quality transportation" (SCAG, 2020). The 2020–2045 RTP/SCS includes "more compact, infill, walkable and mixed-use development strategies to accommodate new region's growth would be encouraged to accommodate increases in population, households, employment, and travel demand" (SCAG, 2020). Moreover, the 2020–2045 RTP/SCS states that the focus would be on "growth in existing urban regions and opportunity areas, where transit and infrastructure are already in place. Locating new growth near bikeways, greenways, and transit would increase active transportation options and the use of other transit modes, thereby reducing number of vehicle trips and trip lengths and associated emissions" (SCAG, 2020).



The proposed project would be developed as an expansion of the existing Arroyo Villa Apartments and would include 27 residential units, of which 4 would be affordable housing units. Route 44 Crosstown is located approximately 450 feet from the project site at Rancho Conejo Boulevard and Corporate Center which connects to the Thousand Oaks Transit Center.

The proposed project is located approximately 0.9 miles north of US 101 via Rancho Conejo Boulevard and Borchard Road exits. The proposed project would be accessed through an existing driveway to the Arroyo Villa Apartments that is provided from Rancho Conejo Boulevard and would involve an expansion of an internal roadway connecting the Arroyo Villa Apartments with the adjacent proposed project. Internal private drives would accommodate daily vehicular traffic, bicycles, pedestrians and emergency access vehicles. A pedestrian access to the project site would be provided from a pedestrian pathway off Rancho Conejo Boulevard. The proposed project would include 10 bicycle parking stalls for residents and guests. As discussed above, public transportation is conveniently available to the proposed project residents and visitors. A bus stop for Route 44 Crosstown is located approximately 450 feet from the project site at Rancho Conejo Boulevard and Corporate Center which connects to the Thousand Oaks Transit Center. **Table 6, *Project Consistency with Applicable Policies of SCAG's 2020–2045 RTP/SCS***, provides a detailed analysis of applicable 2020–2045 RTP/SCS policies. Therefore, the proposed project would not conflict with the 2020–2045 RTP/SCS goals and benefits that are intended to improve mobility and access to diverse destinations, and reduce vehicular demand and associated emissions.

**TABLE 6**  
**PROJECT CONSISTENCY WITH APPLICABLE GOALS OF SCAG's 2020–2045 RTP/SCS**

Goal	Would the Project conflict?
Improve mobility, accessibility, reliability, and travel safety for people and goods.	<b>No Conflict.</b> As described above, the proposed project would be located 0.9 miles north of the US 101 via Rancho Conejo and Borchard Road exits. The project site is located near existing retail and restaurant uses with access to public transportation with Route 44 within walking distance to the project site. The proposed project would include 10 bicycle parking stalls for residents and guests. The provision of pedestrian and bicycle amenities and proximity to US 101 and existing retail and restaurant uses would serve to improve mobility, accessibility, reliability, and travel safety for people and goods in support of this goal.
Enhance the preservation, security, and resilience of the regional transportation system.	<b>No Conflict.</b> See discussion above regarding the proposed project's location near US 101, transit, and the provision of pedestrian and bicycle amenities. Route 44 Crosstown is located approximately 450 feet from the project site at Rancho Conejo Boulevard and Corporate Center which connects to the Thousand Oaks Transit Center. The proximity to existing transportation would support the region's transportation investment and the sustainability of the regional transportation system in support of this goal.
Increase person and goods movement and travel choices within the transportation system.	<b>No Conflict.</b> See discussion above regarding the proposed project's location near US 101, transit, and the provision of pedestrian and bicycle amenities. These project characteristics would not conflict with the goal to increase in person and goods movement and travel choices within the transportation system.

Goal	Would the Project conflict?
Reduce greenhouse gas emissions and improve air quality.	<p><b>No Conflict.</b> The proposed project would utilize energy efficient appliances and equipment and would meet the applicable energy standards in the Title 24 Building Energy Efficiency Standards and CALGreen Code, or the applicable version at the time of building permit issuance. The proposed project would also incorporate solar photovoltaic systems on the project site that would be sized and oriented per the applicable CALGreen Code.</p> <p>Furthermore, all 27 units would include EV charging capabilities and the project site would include 8 EV charging stations.</p> <p>Based on the above, the proposed project's design and characteristics would serve to reduce GHG emissions and improve air quality, in support of this goal.</p>
Support healthy and equitable communities.	<p><b>No Conflict.</b> The proposed project would reduce greenhouse gas emissions impacts through compliance with the Title 24 Building Energy Efficiency Standards, CALGreen Code and strategies shown above. The provision of pedestrian and bicycle amenities and the provision of on-site affordable housing support this goal to support healthy and equitable communities.</p>
Adapt to changing climate and support an integrated regional development pattern and transportation network.	<p><b>No Conflict.</b> See discussion above regarding the proposed project's location near US 101, transit, and the provision of pedestrian and bicycle amenities.</p>
Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	<p><b>No Conflict.</b> This goal pertains to SCAG leveraging new transportation technologies and data-driven solutions that result in more efficient travel. The proposed project would not adversely affect SCAG's ability to develop more efficient travel consistent with this goal.</p>
Encourage development of diverse housing types in areas that are supported by multiple transportation options.	<p><b>No Conflict.</b> See discussion above regarding the proposed project's location near US 101, transit, and the provision of pedestrian and bicycle amenities. The proposed project provides 27 residential units ranging from one-bedroom to three-bedroom units. Four of the proposed units would be affordable housing units. As such, the proposed project would support this goal to encourage development of diverse housing types in areas that is supported by transportation options.</p>
Promote conservation of natural and agricultural lands and restoration of habitats.	<p><b>No Conflict.</b> The proposed project would provide approximately 0.33 acres of landscaping along the perimeter of the project site and around portions of the proposed buildings. Additionally, no trees would be removed as part of the proposed project. As such, the development of the proposed project would not conflict with this goal to promote conservation of natural agricultural lands and restoration of habitats.</p>
SOURCE: SCAG, 2020.	

### Conflict with City of Thousand Oaks General Plan Conservation Element

The City of Thousand Oaks is in the process of developing a Climate and Environmental Action Plan (CEAP), which is intended to be a long-range plan that outlines comprehensive strategies to reduce GHG emissions and address other environmentally related issues. The City Council has adopted GHG reduction targets of 40 percent below 2010 levels by 2030 and 80 percent below 2010 levels by 2050. Implementation of the CEAP GHG emission reduction strategies would provide co-benefits to the community by reducing air pollution, supporting local economic development, increasing local resilience, improving public health and quality of life (City of Thousand Oaks, 1997)

The City's current General Plan Conservation Element 2013 Update includes a policy related to climate change and GHG emissions as follows:

***Policy CO-39:*** *Support efforts to reduce greenhouse gas emissions, consistent with the intent of the State of California's California Global Warming Solutions Act of 2006 (Assembly Bill 32).*

***Implementation Measures:*** *Prepare Greenhouse Gas Analyses for development projects which require the preparation of Environmental Impact Reports or Mitigated Negative Declarations; Reduce energy use and utilize sustainable energy sources at City facilities where feasible, in accordance with City-adopted Energy Action Plan.*

Policy CO-39 would support efforts to reduce GHG emission, consistent with the intent of the AB 32. As discussed above, the proposed project would implement various GHG reduction strategies that would demonstrate that the proposed project would not conflict with the City's General Plan.

As discussed above, GHG emissions for the proposed project have been analyzed and disclosed demonstrating that the proposed project would not conflict with CARB's 2017 Climate Change Scoping Plan, SCAG 2020–2045 RTP/SCS, and the City's General Plan. Therefore, the proposed project would not conflict with the City's General Plan and would not conflict with attainment of the goals of the Plan. Therefore, impacts would be less than significant.

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## Hazards and Hazardous Materials

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>IX. HAZARDS AND HAZARDOUS MATERIALS —</b> Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Discussion

- a) **Less Than Significant Impact.** The California Office of Emergency Services oversees state agencies and programs that regulate hazardous materials (Health and Safety Code, Article 1, Chapter 6.95). A hazardous material is any material that because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or environment. The proposed project would require the use of construction vehicles and equipment and thus would involve the routine transport, use, storage, and disposal of hazardous materials such as diesel fuel, gasoline, oils, grease, equipment fluids, cleaning solutions and solvents, lubricant oils, and adhesives. If such hazardous materials were not handled properly, in accordance with federal, State, and local regulations, a potentially significant hazards to the public or environmental could occur.

Existing federal and State law regulates the handling, storage and transport of hazardous materials and hazardous wastes. Pursuant to the federal Hazardous Materials Transportation Act, 49 U.S.C. Section 5101 et seq., the United States Department of Transportation promulgated strict regulations applicable to all trucks transporting

hazardous materials. Occupational safety standards have been established in federal and State laws to minimize worker safety risks from both physical and chemical hazards in the workplace, including construction sites. The California Division of Occupational Safety and Health (CalOSHA) has primary responsibility for developing and enforcing standards for safe workplaces and work practices in California in accordance with regulations specified in CCR Title 8. For example, under CCR, Title 8, Section 5194 (Hazard Communication Standard), construction workers must be informed about hazardous substances that may be encountered, and under CCR, Title 8, Section 3203 (Injury Illness Prevention Program) workers must be properly trained to recognize workplace hazards and to take appropriate steps to reduce potential risks due to such hazards. During construction, contractors handling, storing or transporting hazardous materials or wastes would comply with regulations that would reduce the risk of accidental release and provide protocols and notification requirements should an accidental release occur.

Operation of the proposed project would consist of typical and common activities associated with residential uses. Typical housekeeping, vehicle, and landscape maintenance materials such as cleaning supplies, paints, oil, grease, pesticides, herbicides, and fertilizers would be used on a frequent basis. The use of these materials would be in small quantities and in accordance with the manufacturers' instructions and regulatory requirements for transport, use, storage, and disposal. Compliance with these standard practices would avoid substantial exposure to hazards. There would be limited potential for project operational activities to expose people or property to the limited and commonplace materials used during project operation.

Based on the above, the proposed project would not result in a significant hazard to the public or to the environment through the routine transport, use, or disposal of hazardous materials during implementation of the proposed project. Therefore, impacts would be less than significant.

- b) **Less Than Significant Impact.** As discussed above in the Checklist Question IX a), the proposed project would involve the routine use of hazardous materials during activities associated with construction; the transport, use, storage and disposal of such hazardous materials would be required to comply with existing applicable federal, State and local regulations. Accidental spills of small amounts of these materials could occur during routine transport, use, storage or disposal, and could potentially injure construction workers, contaminate soil, and/or affect the groundwater below the site. Impacts associated with the accidental release, although localized to the project site, could potentially create a significant hazard to the environment.

In the event of a spill that releases hazardous materials at the project site during construction, a coordinated response would occur at the federal, State, and local levels, including the Ventura County Hazardous Materials Response Team (HMRT), which is the local hazardous materials response team. In the event of a hazardous materials spill, the HMRT and police department would be simultaneously notified and sent to the scene to respond and assess the situation. In addition, Title 4, Chapter 4, of the Thousand Oaks

Municipal Code (TOMC) provides for the preparation and implementation of plans for the protection of persons and property within the City in the event of an emergency or a disaster including those involving hazardous materials incidents. To fulfill this TOMC provision, the City adopted an Emergency Operations Plan on May 27, 2008, which details emergency response procedures citywide. Compliance with TOMC requirements and the Emergency Operations Plan would ensure that emergencies involving hazardous wastes would be appropriately handled. Furthermore, the General Plan contains policies designed to mitigate impacts from hazardous wastes. These policies include coordination between the City and emergency responders (Policies E-2 and E-6), public education (Policy E-5), proper disposal of hazardous wastes (Policy E-1) and locating uses that use and store hazardous wastes in areas that would minimize risks to the public (Policy E-3).

As discussed above, operational activities associated with the proposed project would use typical housekeeping, vehicle, and landscape maintenance materials such as cleaning supplies, paints, oil, grease, pesticides, herbicides, and fertilizers. The use of these materials would be in small quantities and in accordance with the manufacturers' instructions and regulatory requirements for transport, use, storage, and disposal. Compliance with these standard practices would avoid substantial exposure to hazards. There would be limited potential for project operational activities to expose people or property to the limited and commonplace materials used during project operation.

Based on the above, the proposed project would not result in a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Therefore, impacts would be less than significant.

- c) **Less Than Significant Impact.** The nearest schools to the project site include Passageway School, located approximately 0.58 southwest of the project site, Conejo Adventist Elementary School, located approximately 0.94 miles west of the project site, and Newbury Park Adventist Academy, located approximately 0.95 miles west of the project site. Construction of the proposed project would require equipment that use petroleum oil or other fuels considered hazardous materials. Construction equipment would be contained within a designated work area and would be stored within designated staging areas overnight. Vehicle fueling would be limited to designated fueling areas outfitted with secondary containment measures in case of spill. While these schools are not located within the designated one-quarter mile radius of the project site, construction workers would utilize applicable BMPs and would be required to comply with existing and future hazardous materials laws and regulations for the transport, use and disposal of hazardous materials. As discussed above, existing regulations and safety measures would reduce public exposure to hazardous materials.

Once constructed, the residences would use and store small quantities of typical housekeeping, vehicle, and landscape maintenance materials such as cleaning supplies, paints, oil, grease, pesticides, herbicides, and fertilizers. Few of the materials would be

considered hazardous materials (e.g., bleach) and the anticipated volumes would be small (i.e., less than 5 gallons).

As such, with adherence to applicable BMPs, federal, State, and local regulations, development of the proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Therefore, impacts would be less than significant.

- d) **No Impact.** The Phase I Environmental Site Assessment, provided in Appendix G of this IS/ND, performed a mapped database records search, including those hazardous materials sites compiled pursuant to Government Code Section 65962.5. As discussed therein, the project site is not identified on any regulatory database report. Related to surrounding uses, the adjacent site to the south was identified as a Resource Conservation and Recovery Act (RCRA) Large Quantity Generator (LQG) and Small Quantity Generator (SQG), Envirostor, State Hazardous Waste Manifest (HAZNET), California Environmental Reporting System (CERS) Haz Waste, Ventura County IHW, and Delisted Tank site. However, given the lack of reported releases and recent redevelopment and occupancy of the site, this site is not considered a recognized environmental condition (REC). The adjacent property to the west was identified as a CERS HAZ, Delisted Tank, Aboveground Storage Tank (AST), and Ventura Certified Program Agency (CUPA) site. Given the lack of reported violations, the site is not expected to be an REC. An additional property to the west was identified as RCRA Non-Generator (NonGen), and Cleanup Site. However, given the case closure on this site, distance to the project site, depth to groundwater, and active remediation, these listing are not considered an REC. Finally, a third adjacent property to the west was identified as a Ventura County Hazardous Materials Release (Prop 65) site. However, given the nature of the release and the amount of time passed since the incident (i.e., 1994), the listing is not an REC. As the project site is not included on a list of hazardous materials site and no surrounding sites are considered an REC, development of the proposed project would not create a significant hazard to the public or the environment. Therefore, impacts would be less than significant.
- e) **No Impact.** The nearest airport to the project site is the Camarillo airport located approximately 8.83 miles northwest of the project site. Residents residing within the proposed project would not be affected by operations of the Camarillo airport nor would implementation of the proposed project result in a safety hazard or excessive noise caused by an airport. Therefore, no impacts would occur.
- f) **Less Than Significant Impact.** Construction of the proposed project could affect traffic in the surrounding area on Rancho Conejo Boulevard. As result, construction of the proposed project could interfere with emergency response or evacuation plans. However, the proposed project would include a traffic control plan that would ensure that there would be no inference with emergency response or evacuation plans. The traffic control plan would ensure that all public roads remain passable to emergency service vehicles during construction of the proposed project or clearly delineate alternate detour routes, if needed. In addition, the traffic control plan would require emergency personnel be notified in

advance of the proposed project schedule and any proposed road closures, including planned detour routes. Once operational, the proposed project would not interfere with emergency response or evacuation plans. Annex H of the City's Emergency Operations Plan provides a listing of freeways and streets to be used in the event of a disaster requiring evacuation. Detailed maps for evacuation routes are kept at the Municipal Service Center located in Newbury Park. According to Figure 11 of the General Plan (Safety Element), major evacuation routes located near the project site include Thousand Oaks Boulevard, located 2.67 miles southeast to the project site, and US 101, located 0.90 miles south of the project site (City of Thousand Oaks, 2014). Based on the above, development of the proposed project would not physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, impacts would be less than significant.

- g) **Less Than Significant Impact.** The project site is not located in a highly urbanized area, but it is located in the vicinity of a Very High Fire Hazard Severity Zone (VHFHSZ) Local Responsibility Area (LRA), located approximately 0.35 miles east of the project site (Cal Fire, 2022). The project site would continue to be served by the Ventura County Fire Department (VCFD). Although the project site is located in the vicinity of a designated fire hazard severity zones, as required by Section 9-4.905(d) of the TOMC, the proposed project would be required to demonstrate compliance with State and local fire codes, as well as receive approval from the Ventura County Fire Protection District (VCFPD). In addition, the operation of the proposed project would adhere to standard requirements set forth by the City Municipal Code, the CBC, and the California Fire Code, and include the creation and maintenance of wildfire buffers, and sprinkler and alarm requirements. As discussed below in Section XX, *Wildfire*, the proposed project would result in a less than significant impact related to wildfires. Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Therefore, impacts would be less than significant.
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## Hydrology and Water Quality

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>X. HYDROLOGY AND WATER QUALITY —</b> Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Discussion

- a) **Less Than Significant Impact.** The project site is located within an urban area that is primarily developed with residential, light industrial and business park uses. Development of the proposed project would include construction and operation of three two-story buildings that would consist of 27 residential units and associated surface parking and landscaped areas. Construction of the proposed project would consist of surficial grading as well as minor trenching to connect to existing water and sewer lines that surround the project site. Exposed soils would have the potential to erode and be transported down gradient areas, potentially resulting in water quality impacts. Additionally, stormwater runoff passing through the construction site has the potential to pick up construction-related pollutants. Since the proposed project would disturb more than 1 acre during construction, the City would be required to obtain coverage under the Statewide Construction General Permit. Construction activity subject to this permit includes clearing, grading and disturbances to 1 acre or more, stockpiling, and excavation. The Construction General Permit requires the development of a Storm Water Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer. The SWPPP would identify BMPs to control

erosion and sedimentation issues. Compliance with the Construction General Permit by developing and implementing a SWPPP, would ensure issues related to soil erosion and loss of topsoil would be less than significant. Project operations would be subject to compliance with the existing National Pollutant Discharge Elimination System (NPDES) Permit and follow guidelines within the Ventura County Technical Guidance Manual for Stormwater Quality Control Measures. Through compliance with Best Management Practices (BMPs) in the SWPPP, the Ventura County Technical Guidance Manual for Stormwater Quality Control Measures, the proposed project would maintain water quality standards during construction. During operations, low-impact development BMPs, to be reviewed and approved by the Public Works Department, would assure water is contained and slowed to infiltrate the groundwater as much as possible, which reduces pollutants (total dissolved solids) entering the water stream and assures the volume of runoff leaving the site is not increased. As such, the project would have a less than significant impact with regard to violating any State or federal water quality standards or waste discharge requirements.

- b) **Less Than Significant Impact.** As described above, the project site, which encompasses approximately 1.6 acres of land, would be developed with three two-story buildings that would consist of 27 residential units and associated surface parking and landscaped areas. The proposed project is an expansion of the existing Arroyo Villa Apartments, directly adjacent to and north of the project site. The proposed project would be developed within an approved Specific Plan area. The proposed project would not require the use of groundwater. Potable water would be supplied by California American Water via Calleguas Municipal Water District. The construction of the buildings would require the use of water for concrete, dust suppression, and equipment cleaning. Construction would not affect groundwater supplies because the quantity of water used would be minimal. Once constructed, the proposed project would result in an increase in new impervious surface. However, rainwater falling on the project site would be captured and treated on-site pursuant to the General Industrial Stormwater Permit and would comply with SWPPP requirements and follow guidelines within the Ventura County Technical Guidance Manual for Stormwater Quality Control Measures, as discussed above. Once treated in compliance with the General Industrial Stormwater Permit, the rainwater would be routed to on-site bioswales and catch basin filters or to the storm drain system and returned to the environment. Therefore, impacts would be less than significant.
- c.i-iv) **Less Than Significant Impact.** As described above, the project site is currently vacant and undeveloped. It slopes from north to south toward Rancho Conejo Boulevard. The drainage from the project site discharges through two parkway drains on both the westerly and easterly side of the project site into the northerly curb and gutter of Rancho Conejo Boulevard. From this point the runoff from both drains flows easterly down Rancho Conejo Boulevard to a catch basin near Anchor Court. There are no capacity restraints relative to the capacity of the parkway drains for the project site currently. During operation, site runoff would flow through roof drains, curb, gutter, and pipes through the project site from north to south. The runoff would be detained to match existing flow rates using City of Thousand Oaks criteria and would then discharge to the parkway drain on the easterly side

of the project site. The proposed project would include on-site bioswales and catch basin filters. In addition, compliance with MS4 development design would ensure that the proposed residential buildings do not channelize runoff in a manner that could cause scouring and erosion. In addition, the MS4 development design would capture water prior to runoff from the project site. Based on the above, development of the proposed project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would (i) result in substantial erosion or siltation on- or off-site; (ii) result in flooding on- or off-site; (iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems; and (iv) impede or redirect flood flows. Therefore, impacts would be less than significant.

- D) **No Impact.** The proposed project area is located within the Federal Emergency Management Act (FEMA) Flood Zone X, indicating a moderate to low risk for flooding (FEMA, 2019). The project site is located on a mesa and there are no waterbodies with the vicinity of the project site. The project site is located approximately 10.30 miles away from the Pacific Ocean and would not be subject to the maximum force of a Pacific Ocean tsunami and would not risk release of pollutants due to inundation from a tsunami. Therefore, no impacts would occur.
- e) **No Impact.** The proposed project would not involve extraction of groundwater and would be required to comply with the Groundwater Sustainability Plan (GSP) in accordance with California's Sustainable Groundwater Management Act. Stormwater runoff from the site would comply with mandated BMPs as discussed above. As such, the proposed project does not conflict with implementation of a water quality control plan or groundwater management plan. Therefore, impacts would be less than significant.
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## Land Use and Planning

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>XI. LAND USE AND PLANNING —</b> Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Discussion

- a) **No Impact.** The physical division of an established community typically refers to the construction of a linear feature, such as a highway or railroad, or removal of a means of access, such as a road or bridge that would impact mobility within or between existing communities. The proposed project would be located entirely on property that has been planned for development, SP 7. Once constructed, the proposed project would not create a barrier or physically divide an established community. Therefore, no impacts would occur.
- b) **Less Than Significant Impact.** The proposed project would be located within Planning Unit U identified in SP 7. The development standards provided in SP 7 are applicable to the proposed project. SP 7 designates the parcels as Employment Park and is zoned Industrial Park (M-1). The proposed project would require a General Plan Land Use Amendment and Specific Plan Amendment to allow for the construction of the proposed residential uses. A consistency analysis with the General Plan was prepared and is presented in **Table 7, General Plan Consistency Analysis**. As shown in Table 7, the proposed project would be consistent with the applicable policies of the General Plan regarding a residential development. Therefore, the proposed project would be compatible with the General Plan and existing land use designations and zoning, and impacts would be less than significant.

**TABLE 7**  
**GENERAL PLAN CONSISTENCY ANALYSIS**

<b>General Plan Goals or Policy</b>	<b>Consistency Analysis</b>
Residential Policy 1: An appropriate housing mix of 80 percent single family units and 20 percent multiple family units should be established for the Planning Area. Single family units will consist of detached single family homes; but attached units, townhouses and manufactured housing may be considered as single family units provided that such units do not exceed 20 percent of the total single family residences, and are developed at a density not to exceed seven units per net acre.	<b>Consistent:</b> The proposed project would support this residential policy as it provides for the development of 27 residential units within three two-story buildings within an area that includes single-family homes and townhomes, thus contributing to the housing mix within the City.
Residential Policy 7: High density residential development will have a range of 15 to 30 dwelling units of any type per net acre and should be located primarily at sites accessible and close to major centers of activity and along the Ventura Freeway.	<b>Consistent:</b> The proposed project includes the development of 27 residential units on a 1.6-acre site. In this case, the proposed project is considered a high-density residential development. Consistent with this policy, the project site is located within 0.75 miles of major centers of activity and is less than a mile from US 101 and as such, proposed residential uses would be located close to major centers of activity and within proximity to US 101.

General Plan Goals or Policy	Consistency Analysis
Residential Policy 15: Strive to provide a balanced range of adequate housing for Thousand Oaks Planning Area residents in a variety of locations for all individuals regardless of age, income, ethnic background, marital status, physical or developmental disability.	<b>Consistent:</b> The development of the proposed project would serve to provide a balanced range of adequate housing by providing 27 residential units, of which 4 would be affordable housing units, thus supporting this residential policy.
Circulation Policy 7: Access to industrial areas shall be via major arterials to minimize impacts to residential areas.	<b>Consistent:</b> The proposed project would be located entirely on property that has been planned for development, SP 7. The area is accessible by Rancho Conejo Boulevard major arterial.
Additional Policy 3: Air Quality: The City shall place high priority on maintaining and improving local and regional air quality.	<b>Consistent:</b> See Section III, <i>Air Quality</i> , for the proposed projects potential air quality impacts. The analysis identified less than significant impacts.
Additional Policy 4: Archaeological: The City shall preserve and protect archaeological resources for future generations and the Conejo Valley's cultural heritage.	<b>Consistent:</b> See Section V, <i>Cultural Resources</i> , and Section XVIII, <i>Tribal Cultural Resources</i> , for the proposed project's potential impacts. The analysis did not identify any impacts related to these resources.
Additional Policy 5: Conservation/Natural Resources: The City shall preserve and protect the unique biodiversity of the City's open spaces and wetlands, including natural arroyos and oak trees.	<b>Consistent:</b> The proposed project would be constructed within an approved Specific Plan area on a parcel that has been previously graded. As discussed above under Checklist Question IV e), no Oak or Landmark trees were observed within the project site during the site visit conducted for the Tree Report, provided in Appendix B of this IS/ND. However, one protected Coast Live Oak is situated just outside the property line approximately 5 feet from the northwest corner of the project site on an adjacent parcel to the north. In addition, two California Sycamores are located just outside of the property line to the east of the project site. As proposed under the Project, setback landscaping would abut the rootzones of these trees. While no buildings would be constructed near the existing off-site trees, due to the proximity of these existing protected trees, grading for the project site may encroach 5 feet into the tree dripline. The removal or encroachment within the dripline of the Coast Live Oak or California Sycamores would result in a significant impact. As discussed above in Chapter 1, Project Description, BMPs would be implemented during construction to protect the tree roots preemptively through root pruning during the fall months with an experienced Certified Arborist monitoring on site. The project would also comply with the Thousand Oaks Oak Tree Preservation and Protection Ordinance (Ordinance No. 1610-NS) and the Landmark Tree Preservation and Protection Ordinance (Ordinance No. 1610-NS), which requires obtaining a permit and adherence to oak and landmark tree preservation and protection guidelines. With implementation of BMPs and compliance with the City's tree protection ordinances, the development of the proposed project would support this policy to preserve and protect the unique biodiversity within the City.
SOURCE: City of Thousand Oaks, 1997	

## Mineral Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>XII. MINERAL RESOURCES —</b> 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Discussion

- a) **No Impact.** According to the California Geologic Energy Management Division, there are no oil, gas, geothermal, or other known wells located on the project site or in the vicinity (CalGEM, 2022). As such, the proposed project would not have the potential to interfere with extraction of oil, gas, or geothermal resources. According to the California Department of Conservation's Mineral Land Classification Maps, the project site is located in an area with a Mineral Resource Zone (MRZ) 1 designation, indicating that the area contains no significant mineral deposits (DOC, 2018). Due to the urbanized nature of the project site and its surroundings, as well as the absence of known, significant mineral resources as mapped by the State, proposed project implementation is not anticipated to result in loss of availability of a known mineral resource of value to the region and residents of the State. No impact to State or regionally important mineral resources would occur.
- b) **No Impact.** The General Plan states that there are no mining activities within the City and states that none are expected to occur in the future (City of Thousand Oaks, 2013). However, mineral extraction is an allowable use on industrial premises per the City's Municipal Code (Section 6-2.255). Nonetheless, the City has not identified any locally important mineral resource recovery sites and implementation of the proposed project would not result in the loss of availability of a known locally important mineral resource. No impact to availability of locally important mineral resources would occur.

## Noise

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>XIII. NOISE</b> — Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Discussion

- a) **Less Than Significant Impact.** Noise is defined as unwanted sound; however, not all unwanted sound rises to the level of a potentially significant noise impact. To differentiate unwanted sound from potentially significant noise impacts, the City of Thousand Oaks has established noise regulations. The following analysis evaluates potential noise impacts of the construction and operation of the proposed project.

Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air). Noise is generally defined as unwanted sound (i.e., loud, unexpected, or annoying sound). Acoustics is defined as the physics of sound. In acoustics, the fundamental scientific model consists of a sound (or noise) source, a receiver, and the propagation path between the two. The loudness of the noise source and obstructions or atmospheric factors affecting the propagation path to the receiver determines the sound level and characteristics of the noise perceived by the receiver. Acoustics addresses primarily the propagation and control of sound.

Sound, traveling in the form of waves from a source, exerts a sound pressure level (referred to as sound level) that is measured in decibels (dB), which is the standard unit of sound amplitude measurement. The dB scale is a logarithmic scale (i.e., not linear) that describes the physical intensity of the pressure vibrations that make up any sound, with 0 dB corresponding roughly to the threshold of human hearing and 120 to 140 dB corresponding to the threshold of feeling and pain, respectively. In a non-controlled environment, a change in sound level of 3 dB is considered “just perceptible,” a change in sound level of 5 dB is considered “clearly noticeable,” and a change in 10 dB is perceived as a doubling of sound volume (Caltrans, 2013a). Pressure waves traveling through air exert a force registered by the human ear as sound.

The typical human ear is not equally sensitive to all frequencies of the audible sound spectrum. As a consequence, when assessing potential noise impacts, sound is measured

using an electronic filter that deemphasizes the frequencies below 1,000 hertz (Hz) and above 5,000 Hz in a manner corresponding to the human ear's decreased sensitivity to extremely low and extremely high frequencies. This method of frequency weighting is referred to as A-weighting and is expressed in units of A-weighted decibels (dBA). A-weighting follows an international standard methodology of frequency de-emphasis and is typically applied to community noise measurements.

An individual's noise exposure is a measure of noise over a period of time, whereas a noise level is a measure of noise at a given instant in time. Community noise varies continuously over a period of time with respect to the contributing sound sources of the community noise environment. Community noise is primarily the product of many distant noise sources, which constitute a relatively stable background noise exposure, with the individual contributors unidentifiable. The background noise level changes throughout a typical day, but does so gradually, corresponding with the addition and subtraction of distant noise sources such as traffic. What makes community noise variable throughout a day, besides the slowly changing background noise, is the addition of short-duration, single-event noise sources (e.g., aircraft flyovers, motor vehicles, sirens), which are readily identifiable to the individual. These successive additions of sound to the community noise environment change the community noise level from instant to instant, requiring the measurement of noise exposure over a period of time to legitimately characterize a community noise environment and evaluate cumulative noise impacts.

The time-varying characteristic of environmental noise over specified periods of time is described using statistical noise descriptors in terms of a single numerical value, expressed as dBA. The most frequently used noise descriptors are summarized below:

- Leq: The Leq, or equivalent sound level, is used to describe the noise level over a specified period of time, typically 1-hour, i.e., Leq(1), expressed as Leq. The Leq may also be referred to as the "average" sound level.
- Lmax: The maximum, instantaneous noise level.
- Lmin: The minimum, instantaneous noise level.
- Lx: The noise level exceeded for specified percentage (x) over a specified time period; i.e., L50 and L90 represent the noise levels that are exceeded 50 and 90 percent of the time specified, respectively.
- Ldn: The Ldn is the average noise level over a 24-hour period, including an addition of 10 dBA to the measured hourly noise levels between the hours of 10:00 P.M. to 7:00 A.M. to account nighttime noise sensitivity. Ldn is also termed the day-night average noise level or DNL,
- CNEL: Community Noise Equivalent Level (CNEL), is the average noise level over a 24-hour period that includes an addition of 5 dBA to the measured hourly noise levels between the evening hours of 7:00 P.M. to 10:00 P.M., and an addition of 10 dBA to the measured hourly noise levels between the nighttime hours of 10:00 P.M. to 7:00 A.M. to account for noise sensitivity during the evening and nighttime hours, respectively.



### **California Building Code**

All new multi-family housing must comply with CCR Title 24 – included in the CBC, Section 1207, “Sound Transmission.” The California Building Code underwent a major reform in 2013 whereby Sections 1207.1 to 1207.13 which were in effect since 1974 were repealed and Section 1207 from the International Building Code were adopted instead. The International Building Code (IBC) and hence the CBC, however, does not have any requirements for interior noise attributable to exterior sources, instead relying on local General Plan requirements. The California Department of Housing and Community Development later amended Section 1207 of the Code by re-incorporating, under Section 1207.4, Allowable interior noise levels, the requirement limiting interior noise to no more than 45 Ldn or CNEL, as applicable so as to be consistent with the local jurisdiction’s Noise Element requirements. The new language reads as follows:

***1207.4 Allowable interior noise levels.*** Interior noise levels attributable to exterior sources shall not exceed 45 dB in any habitable room. The noise metric shall be either the day-night average sound level (Ldn) or the community noise equivalent level (CNEL), consistent with the noise element of the local general plan.

Thus, our acoustical analysis uses 45 Ldn as the limiting metric for CBC compliance indoors.

### **City of Thousand Oaks General Plan Noise Element**

The City adopted its most recent Noise Element in May 2000. The City’s General Plan states the following goal for environmental quality:

- To provide a high-quality environment, healthful and pleasing to the senses, which values the relationship between maintenance of ecological systems and the people’s general welfare (City of Thousand Oaks, 2000).

Minimizing noise is an important aspect of achieving an environment that is both healthful and pleasing to the senses (City of Thousand Oaks, 2000).

However, the City has not adopted any numeric thresholds regarding noise for environmental impact assessment purposes.

### **City of Thousand Oaks Municipal Code**

City currently regulates the hours of construction activity to limit the impact of construction noise. As a matter of compliance with regulatory requirements enforced through standard conditions of approval for all construction projects within the City, project generated noise would be subject to existing noise ordinance regulations in the TOMC. In particular, Title 8, Section 8-11.01, “Construction activities restricted to certain hours,” states the following:

*“It shall be unlawful for any person to engage in or conduct any activity in the construction of any building or structure, the moving of earth, or the laying of any pavement, including, but not limited to, the making of any excavation, clearing or grading of surface land, and loading or unloading*

*material, equipment, or supplies, except between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday, unless a permit for each work at different hours or days has first been issued by the Public Works Director.”*

Applications for such permits shall be made in writing to the Public Works Director and shall state the name of the applicant, the business address, the location of the proposed work, the reason for seeking a permit to do such work on Sunday or between 7:00 p.m. and 7:00 a.m., and the estimated time of the proposed operation. No such special permit shall be issued except where the public peace, health, or welfare will not be adversely affected by such issuance or will be harmed by failure to perform the work at the times indicated.

In addition, TOMC Sec. 4-3.804(a) requires vehicles propelled by an internal combustion engine on private property to have state-approved spark arrestors or a noise-muffling device approved by the state.

### **Ambient Noise Levels**

The predominant existing noise source on the project site and surrounding areas is traffic noise from Rancho Conejo Boulevard and other local streets. The US 101 is located approximately 1 mile south of the project site.

On December 20, 2021, short-term (15-minute duration) daytime ambient noise measurements were conducted at locations shown in **Figure 4, Noise Measurement Locations**, which represent the ambient noise environment at or in the vicinity of the nearby noise sensitive receptors. A summary of noise measurements is provided in **Table 8, Summary of Ambient Noise Measurements**, and details are included in Appendix H of this IS/ND. Average noise levels range from 45.8 dBA to 53.8 dBA  $L_{eq}$ .

**TABLE 8**  
**SUMMARY OF AMBIENT NOISE MEASUREMENTS**

Location, Duration, and Date of Measurements	Duration	Average $L_{eq}$
R1, 12/20/21 (10:46 a.m. to 11:01 a.m.)	15 minutes	53.8
R2, 12/20/21 (11:05 a.m. to 11:20 a.m.)	15 minutes	47.2
R3, 12/20/21 (11:21 a.m. to 11:36 a.m.)	15 minutes	46.1
R4, 12/20/21 (11:38 a.m. to 11:53 a.m.)	15 minutes	45.8

NOTE: The ambient noise measurements were conducted using the Larson-Davis 820 Precision Integrated Sound Level Meter, which is a Type 1 standard instrument as defined in the American National Standard Institute S1.4. All instruments were calibrated and operated according to the applicable manufacturer specifications. The microphone was placed at a height of 5 feet above the local grade at the following locations.

SOURCE: Appendix H.





SOURCE: Nearmap, 2022; ESA, 2022.

Arroyo Villa Apartments Expansion Project

**Figure 4**  
Noise Measurement Locations

The representative ambient noise measurement locations (R1 through R4), shown in Figure 4, are described as follows:

- Measurement Location R1: Existing noise environment to the northwest of the project site near backyards of residences along Pachino Circle.
- Measurement Location R2: Existing noise environment to the northeast of the project site near backyards of residences along Pachino Circle.
- Measurement Location R3: Existing noise environment to the east of the project site, near backyards of residences along Sapphire Dragon Street.
- Measurement Location R4: Existing noise environment to the southeast of the project site, near backyards of residences along Sapphire Dragon Street.

### ***On-Site Construction Noise***

The project site is currently vacant and no demolition would be required during project construction. Construction of the proposed project includes the following phases and expected construction equipment:

- Grading/Excavation: graders, tractors/loaders/backhoes
- Construction: rubber tire forklifts, tractors/loaders/backhoes
- Paving: paving equipment, rollers, tractors/loaders/backhoes
- Finishing/Coating: forklift, tractors/loaders/backhoes

Noise from on-site construction activities would be generated by the use of equipment involved during various stages of the construction activities. The noise levels generated by construction equipment would vary depending on factors such as the type and number of equipment, the specific model (horsepower rating), the construction activities being performed, and the maintenance condition of the equipment. Individual pieces of construction equipment anticipated to be used during the proposed project construction could produce maximum noise levels of 75 dBA to 85 dBA L<sub>max</sub> at a reference distance of 50 feet from the noise source, as shown in **Table 9, *Construction Equipment and Estimated Noise Levels***. These maximum noise levels would occur when equipment is operating under full power conditions. The estimated usage factor for the equipment is also shown in Table 9. The usage factors are based on the Federal Highway Administration (FHWA) Roadway Construction Noise Model User's Guide (FHWA, 2006).



**TABLE 9**  
**CONSTRUCTION EQUIPMENT AND ESTIMATED NOISE LEVELS**

Source	Estimated Usage Factor (%)	Reference Noise Level at 50 feet (dBA L <sub>max</sub> )
Dozers	40%	82
Dump/Haul Trucks	40%	76
Forklifts	10%	75
Front End Loaders	40%	79
Graders	40%	85
Other Equipment	50%	85
Pavers	50%	77
Rollers	20%	80
Tractors/Loaders/Backhoes	25%	80
Water Trucks	10%	80

NOTE: Detailed construction noise calculations are provided in Appendix H.

SOURCE: FHWA, 2006.

To characterize construction-period noise levels, the hourly Leq noise level associated with each construction phase is estimated based on the quantity, type, and usage factors for each type of equipment used during each construction phase and are typically attributable to multiple pieces of equipment operating simultaneously. Over the course of a construction day, the highest noise levels would be generated when multiple pieces of construction equipment are operated concurrently. The estimated noise levels at noise sensitive receptors were calculated using the FHWA's RCNM and were based on a maximum concurrent operation of construction equipment. This is considered a worst-case scenario because the proposed project would typically use less equipment simultaneously, and as such would generate lower noise levels during construction.

As part of the proposed project features, temporary noise barriers would be installed along the northern and eastern project site boundaries to shield the sensitive receptors from construction noise. The northern barrier would have a minimum height of 16 feet and be made of plywood or other solid material capable of reducing noise levels by 16 dBA. The eastern barriers would have a minimum height of 14 feet and be made of plywood or other solid material capable of reducing noise levels by 14 dBA. The temporary noise barrier would be in place during all construction phases.

**Table 10, *Estimated Maximum Construction Equipment Noise Levels***, shows the estimated maximum construction noise levels that would occur at the nearest off-site sensitive uses during a peak day of construction activity at the project site. As shown in Table 10, for the nearest sensitive receptor, construction noise levels were estimated to reach a maximum of 84 dBA Leq during the overlap of several construction phases (building construction, finishing/painting and paving) without the benefit of noise barrier effect. With the project features of temporary noise barriers implemented, construction noise levels would be

reduced to 70 dBA Leq or lower. These noise level increases would only occur for a temporary duration at the nearest sensitive receptor location as construction activities would occur throughout the project site and result in lower noise levels at greater distances. Residences behind the front-row homes would be shielded by the front-row buildings and would be exposed to much lower construction noise levels from the project site.

**TABLE 10**  
**ESTIMATED MAXIMUM CONSTRUCTION EQUIPMENT NOISE LEVELS**

Receiver/Construction Phase	Closest Analysis Distance (ft)	Construction Noise Level at Receptor <sup>a</sup> No Noise Barrier (dBA Leq)	With Noise Barrier (dBA Leq)	Significant Impact?
A				
Grading/Excavation	25	82	66	No
Building Construction		75	59	No
Finishing/Painting		75	59	No
Paving		83	67	No
Overlapping: Building Construction and Finishing/Painting & Paving		84	68	No
B				
Grading/Excavation	25	82	66	No
Building Construction		75	59	No
Finishing/Painting		75	59	No
Paving		83	67	No
Overlapping: Building Construction and Finishing/Painting & Paving		84	68	No
C				
Grading/Excavation	25	82	68	No
Building Construction		75	61	No
Finishing/Painting		75	61	No
Paving		83	69	No
Overlapping: Building Construction and Finishing/Painting & Paving		84	70	No
D				
Grading/Excavation	90	71	57	No
Building Construction		64	50	No
Finishing/Painting		64	50	No
Paving		72	58	No
Overlapping: Building Construction and Finishing/Painting & Paving		73	58	No

<sup>a</sup> Construction noise levels account for noise reductions from using construction noise best management practices, including mufflers and noise dampening devices on heavy-duty machinery. Project feature of temporary noise barriers on the eastern and southern project boundary would provide 16 and 14 dBA reduction, respectively.

SOURCE: Appendix H.

Construction would occur Monday through Friday, within the hours of 7:00 A.M. and 7:00 P.M. and no construction would occur on the weekends. As such, the proposed project would be consistent with TOMC Title 8, Section 8-11.01, which limits construction to between the hours of 7:00 A.M. and 7:00 P.M. Monday through Saturday, and at no time on Sunday. As a result, the proposed project would be in compliance with applicable noise standards established in the TOMC, and construction noise impacts would be less than significant.

### **Off-Site Construction Noise**

Regarding construction truck and vehicle trips, construction worker commutes and trucks hauling materials and equipment to and from the project site would be the primary generator of off-site mobile sources.

It is estimated that a total of 525 cubic yards of soil will be imported, using haul trucks with a capacity of 10 cubic yards per truck. The estimated total of a 5-day period hauling imported soil would result in 105 cubic yards of soil import a day and 11 truck trips each day. It is also estimated that a maximum of approximately 43 worker trips per day, and up to 57 haul and vendor trucks per day during grading/excavation phases would occur (based on the air quality modeling included in Appendix A).

Noise associated with construction truck trips were estimated using the FHWA Traffic Noise Model (TNM) Version 2.5 method described in FHWA Traffic Noise Model Technical Manual (FHWA, 1998) and based on the maximum number of worker and truck trips in a peak hour (assuming an 8-hour workday). Based on the City's traffic count data (Bradley Ackart, March 14, 2022), the results of the analysis indicate that the proposed project construction related-trips, if it is assumed that all project-related vehicle trips would be added to the existing traffic volumes on these roadway segments, would add approximately 0.5 dBA noise levels at the noise sensitive receptors along Rancho Conejo Boulevard between Lawrence Drive and Ventu Park Road, or add 0.2 dBA at sensitive receptors along Rancho Conejo Boulevard between Ventu Park Road and Hillcrest Drive. A change of less than 1 dBA in sound levels generally cannot be perceived by the human ear and an increase of 3 dBA would be barely perceivable (Caltrans, 2013b). As the increase in construction traffic noise levels generated by the proposed project would not exceed the 3 dBA thresholds barely perceivable by the human ear, the proposed project's construction traffic noise impact would be less than significant.

### **Operational Noise**

Potential long-term noise impacts from the proposed project would result from activities associated with vehicular noise generation on area roadways and heating, ventilation, and air conditioning (HVAC) equipment. These increases could result in a substantial permanent increase in ambient noise levels on area roadways. To predict the noise level increase due to vehicular traffic, the FHWA's TNM, Version 2.5, was used to predict vehicular traffic noise levels at off-site noise-sensitive receivers based on the City's traffic count data (Bradley Ackart, March 14, 2022) and the proposed project's trip generation from the CalEEMod modeling results. As a worst-case assumption, all trips generated by

the proposed project are distributed to both Conejo Boulevard and Hillcrest Drive. The estimated noise contribution from project trips was then compared to existing noise levels that are representative of the proposed project area taken from the City's traffic counts data (Bradley Ackart, March 14, 2022). The project noise contribution, existing noise levels, and estimated combined noise levels are shown in **Table 11, Predicted Traffic Noise Levels**.

**TABLE 11**  
**PREDICTED TRAFFIC NOISE LEVELS**

Roadway Segment	Existing Noise Level (Leq, dBA)	Combined Noise Level (Project + Existing) (Leq, dBA)	Increase over Existing Noise Level (Combined – Existing)
<b>Rancho Conejo Boulevard</b>			
North of Lawrence Drive	64.9	66.6	1.8
Between Lawrence Drive and Ventu Park Road	67.9	68.9	1.0
Between Ventu Park Road and Hillcrest Drive	71.8	72.2	0.4
<b>Hillcrest Drive</b>			
North of Teller Road	69.6	70.3	0.7
SOURCES: Appendix H; Ackart, pers. comm, 2022.			

As shown in Table 11, the predicted combined traffic noise levels would increase existing noise levels along the analyzed roadway by 1.8 dBA Leq. A change of less than 1 dBA in sound levels generally cannot be perceived by the human ear and an increase of 3 dBA would be barely perceivable (Caltrans, 2013b). As the increase in traffic noise levels generated by the proposed project would not exceed the 3 dBA thresholds barely perceivable by the human ear, the proposed project's traffic noise impact would be less than significant.

In addition, the proposed project would result in the operation of on-site stationary noise sources, including HVAC units on new buildings. HVAC equipment would be the primary (loudest) operational noise source on-site associated with the proposed project. Noise levels from HVAC equipment vary significantly depending on unit efficiency, size, and location but generally average from 45 dBA to 70 dBA Leq at 50 feet (USEPA, 1971). HVAC Noise levels are typically attenuated by design, baffling, enclosures, barriers and distance. Assuming a worst-case noise level of 70 dBA Leq at 50 feet and accounting for distance attenuation (18 dBA and 14 dBA for a distance of 400 feet and 250 feet, respectively, compared to the noise level measured at 50 feet) and shielding provided by rooftop parapets (minimum 5 dBA), the closest sensitive receptors located approximately 400 and 250 feet to the east and south, respectively, of the nearest proposed buildings on the project site would experience noise levels of 47 to 51 dBA Leq. This range of noise level would not increase noise levels above typical ambient noise levels in a suburban environment. In addition, the City does not place specific numerical limits on noise levels from the operation of HVAC. Operational noise levels from HVAC would be less than significant.



For the proposed on-site multifamily residential units that would be exposed to traffic noise from Rancho Conejo Boulevard, there is a need for the compliance with the California Building Code interior noise of no more than 45 dBA CNEL attributable to exterior sources. Along this segment of Rancho Conejo Boulevard, the projected baseline plus project traffic noise level would be 68.9 dBA CNEL at a distance of 30 feet from the centerline of the road. The nearest building edge proposed on the project site is approximately 70 feet from the centerline of Rancho Conejo Boulevard, and would be exposed to 65 dBA CNEL traffic noise. The City has not adopted any numeric thresholds regarding noise for environmental impact assessment purposes, no outdoor living areas would be exposed to traffic noise levels that exceed the 65 dBA CNEL exterior noise level standard recommended for residential uses. Therefore, no noise barrier would be required for outdoor living areas such as patios or balconies associated with the proposed multifamily residential units. In addition, traffic noise level would be lower than the 69 dBA CNEL threshold that would trigger any need for building façade upgrades (windows with sound transmission class ratings higher than standard building construction provides). However, traffic noise exposure for the residential building nearest Rancho Conejo Boulevard would be higher than 57 dBA CNEL (which would extend to 118 feet from the centerline of Rancho Conejo Boulevard). In order to meet the 45 dBA CNEL interior noise standard for residential uses as required by the California Building Code, windows would need to remain closed for prolonged periods of time. Therefore, mechanical ventilation, such as air conditioning, would be installed for dwelling units within this building nearest Rancho Conejo Boulevard. Other residential buildings proposed on-site would be shielded by this front-row residential building from traffic noise along Rancho Conejo Boulevard, and would not be required to be equipped with any mechanical ventilation system.

- b) **Less Than Significant Impact.** The proposed project would be constructed using typical construction techniques, such as graders, tractors, loaders, backhoes, forklifts, rollers, paving equipment, and loaded trucks. As such, it is anticipated that the equipment to be used during construction would generate ground-borne vibration.

Ground-borne vibration is primarily generated from the use of construction equipment and from heavy-duty vehicle traffic and trains. Ground-borne vibration propagates from the source through the ground to adjacent buildings by surface waves. Vibration energy dissipates as it travels through the ground, causing the vibration amplitude to decrease with distance away from the source. Vibration in buildings is typically perceived as rattling of windows, shaking of loose items, or the motion of building surfaces. The vibration of building surfaces also can be radiated as sound and heard as a low-frequency rumbling noise, known as ground-borne noise. Vibration levels for potential structural damage is described in terms of the peak particle velocity (PPV) measured in inches per second (in/sec). Road vehicles rarely create enough ground-borne vibration amplitude to be perceptible to humans unless the receiver is in immediate proximity to the source or the road surface is poorly maintained and has potholes or bumps.

Human sensitivity to vibration varies by frequency and by receiver. Generally, people are more sensitive to low-frequency vibration. Human annoyance also is related to the number

and duration of events; the more events or the greater the duration, the more annoying it becomes. Ground-borne vibration related to human annoyance is generally related to root mean square (rms) velocity levels and expressed as velocity in decibels (VdB).

The City of Thousand Oaks does not address vibration in the City's municipal code or general plan noise elements. Thus, for the proposed program, the Federal Transit Authorities' (FTA's) criteria for structural damage and human annoyance from the Transit Noise and Vibration Impact Assessment Manual (FTA, 2018) was used. With respect to residential and commercial structures, the FTA, provides a vibration damage potential criterion for continuous/frequent intermittent vibration sources of 0.5 in/sec PPV for Category I, Reinforced-concrete, steel, or timber (no plaster) buildings, which includes newer residential structures and modern industrial/commercial buildings and 0.2 in/sec PPV for Category III, Non-engineered timber and masonry buildings, which includes older residential structures (FTA, 2018). The guidance also provides an 80 VdB threshold for construction and operational vibration impacts associated with human annoyance for infrequent events (FTA, 2018). The proposed project's construction activities would generate vibration at vibration-sensitive receptors infrequently from occasional equipment activity and only when within 50 to 100 feet from vibration-sensitive receptors. Therefore, consistent with the FTA Transit Noise and Vibration Impact Assessment Manual, the criteria for infrequent events are used. Further, the closest buildings assessed for structural damage are 50 feet east or south of the project site and are evaluated with a threshold 0.2 in/sec.

### ***Construction Vibration***

According to the FTA, ground vibrations from construction activities very rarely reach the level that can damage structures. A possible exception is the case of old, fragile buildings of historical significance where special care must be taken to avoid damage (FTA, 2018). The construction activities that typically generate the most severe vibrations are blasting, which would not be utilized for the proposed project. The proposed project would utilize construction equipment such as graders, tractors, loaders, backhoes, forklifts, rollers, paving equipment, and loaded trucks, which would generate groundborne vibration during construction activities. The vibration velocities at various distances for several types of construction equipment that can generate perceptible vibration levels are identified in **Table 12, *Vibration Source Levels for Construction Equipment***. Based on the information presented in Table 12, vibration velocities could range from 0.003 to 0.076 in/sec PPV at 25 feet from the source of activity.

As stated earlier, a distance of 50 feet is used as the conservatively estimated average closest distance for construction equipment to adjacent sensitive receptors around the project site. Based on the vibration levels presented in Table 12, at a distance of 50 feet from the project site, the maximum vibration level would be up to approximately 0.031 in/sec PPV for loaded truck, which would not exceed the significance threshold of 0.2 in/sec PPV. As such, the use of construction equipment would not result in a groundborne vibration velocity level above 0.2 inches per second at the nearest off-site structure. Therefore, impacts would be less than significant.

**TABLE 12**  
**VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT**

Equipment	Approximate PPV (in/sec)						
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet	200 Feet	300 Feet
Bore/Drill Rig	0.0890	0.0361	0.0285	0.0213	0.0147	0.0060	0.0035
Loaded Trucks	0.0760	0.0309	0.0244	0.0182	0.0125	0.0060	0.0035
Jackhammer	0.0350	0.0142	0.0112	0.0084	0.0058	0.0051	0.0030
Small Bulldozer	0.0030	0.0012	0.0010	0.0007	0.0005	0.0023	0.0014

SOURCES: FTA, 2018; Appendix H.

With respect to human annoyance, FTA's *Transit Noise and Vibration Impact Assessment* identifies residential buildings, not commercial buildings, as vibration sensitive receptors for human annoyance. The closest residential building is located approximately 50 feet east of the project site. As discussed above, per FTA guidance, the significance criteria for human annoyance is 80 VdB for sensitive uses, including residential uses. Based on Table 12, when the PPV level is converted to the RMS value in VdB, loaded trucks would generate a vibration level of 78 VdB at 25 feet. Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration and at a distance of 50 feet, the vibration levels would be attenuated by 9 VdB compared to the vibration level measured at 25 feet. Vibration level from loaded trucks would be reduced to 69 VdB at the nearest residential buildings and no noticeable increase from any background vibration. As such, the use of construction equipment would not result in vibration levels that would cause human annoyance. Therefore, impacts would be less than significant.

### ***Operational Vibration***

The proposed project's day-to-day operations would include typical commercial-grade stationary mechanical and electrical equipment, such as air conditioning units, and kitchen/bathroom exhaust fans, which would produce vibration at low levels that would not cause structural damage or human annoyance impacts to the off-site buildings or their occupants and would not cause vibration impacts to other off-site buildings. In addition, the primary sources of transient vibration would include passenger vehicle circulation within the proposed parking area. According to American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE, 1998), pumps or compressor would generate ground-borne vibration levels of 0.5 in/sec PPV at 1 foot. It is anticipated that project mechanical equipment, including air conditioning units and exhaust fans, would be located on or next to the proposed on-site building. Therefore, ground-borne vibration from the operation of such mechanical equipment would not impact any of the off-site sensitive receptors. Therefore, structural damage and human annoyance vibration impacts from the project operation would be less than significant.

- c) **No Impact.** The proposed project would not locate noise-sensitive uses within an airport land use plan area, within 2 miles of a public airport or public use airport, or within the vicinity of a private airstrip, heliport, or helistop. Therefore, the proposed project would not result in an exposure of noise-sensitive uses to excessive noise levels from such uses. No impact would occur.
-

## Population and Housing

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>XIV. POPULATION AND HOUSING —</b> Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Discussion

- a) **Less Than Significant Impact.** The proposed project would result in the development of 27 residential units and is anticipated to be operational by 2024. According to the United States Census Bureau, there are approximately 2.71 persons per household in the City (Census, 2022). As such, the proposed project would potentially result in approximately 73 additional residents in the City, using the conservative assumption that all residents of the proposed project would relocate to the City.

The estimated 2020 population of the City is approximately 126,966 (Census, 2022). The additional 73 residents anticipated to result from development of the proposed project would represent approximately 0.6 percent of the City population in 2020. In Connect SoCal, SCAG projected that the City would have a population of 144,700 by 2045, which is approximately 21 years after the proposed project's operational year (SCAG, 2020). As such, it is expected that the City's population will grow by approximately 18,216 residents between 2020 and 2045. The proposed project would contribute less than 2.4 percent of this anticipated growth.

SCAG also develops the Regional Housing Needs Assessment (RHNA), which is mandated by State housing law as part of the periodic process of updating local housing elements of the General Plan. The RHNA quantifies the need for housing within each jurisdiction during specified planning periods. The 6th Cycle RHNA Allocation Plan, which covers the planning period October 2021 through October 2029, mandates that the City of Thousand Oaks plans for and develops 2,621 additional housing units by 2029 (SCAG, 2021). The 27 units constructed under the proposed project would comprise approximately 1 percent of the City's RHNA allocation and assist the City in meeting its regional housing goals.

Due to the minor nature of the population growth that could result from development of the proposed project (0.6 percent of the current population) and because this growth falls well within the projected population growth for the City under SCAG growth forecasts, the minor amounts of population growth that could be caused by the proposed project are not substantial.

The proposed project would result in temporary increases of employment opportunities on the project site during construction. Employment increases have the potential to cause population growth, as they may draw additional people and their households to the City. However, given the relatively common nature of the construction anticipated, the demand for construction employment would likely be met within the existing and future labor market in the City and in Ventura County. If construction workers live outside of the City, these workers would likely commute during the temporary construction period. During operation, the proposed project would not result in substantial increases of employment. The building would include a leasing office staffed by existing employees of the existing Arroyo Villa Apartments and would not include any other employment generating uses during operation. As such, the proposed project would not result in significant population growth. Therefore, impacts would be less than significant.

- b) **No Impact.** The project site is currently vacant and undeveloped with minimal vegetation. Implementation of the proposed project would not displace any existing housing through construction or operation. As such, the proposed project would not require the construction of replacement housing elsewhere. Therefore, no impacts would occur.
-

## Public Services

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>XV. PUBLIC SERVICES —</b>				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental 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 following public services:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Discussion

- a.i) **Less Than Significant Impact.** Fire services in the City are provided by Ventura County Fire Department (VCFD). VCFD is responsible for emergency medical calls, fire response, inspection, and plan check services. Fire protection services provided to the City include fire, emergency medical, urban search and rescue, hazardous materials prevention and response, air operations, and other emergency response resources. VCFD currently operates 33 fire stations throughout Ventura County. Eight stations serve the Conejo Valley (Battalion 3). Fire Station 30 is located nearest to the project site, at 325 W. Hillcrest Dr., approximately 2.49 miles southeast of project site. Fire Station 32 is the second nearest to the project site, located a traveling distance of approximately 3.1 miles southwest of the project site at 830 Reino Road, Newbury Park. Fire Station 35 is the third closest to the project site, located approximately 3.5 miles southeast of the project site at 151 Duesenberg Drive. Fire Station 30 is staffed with three full-time firefighters (Engine 30) and serves as the Battalion 3 Headquarters. VCFD has a goal of responding to emergencies within 8 minutes and 30 seconds. The 8 minute and 30 second response time includes 90 seconds for call processing, 2 minutes to dress into protective gear, and 5 minutes to drive to the incident. The response time goals were developed based on National Fire Protection Association (NFPA) standards and tailored to VCFD given station design and resources. Battalion 3 has an average response time of 8 minutes and 14 seconds, which meets the VCFD response time standards.

The proposed project would be developed as an expansion of the existing Arroyo Villa Apartments, which already receives fire protection services, and would include 27 residential units within three two-story buildings. As it relates to fire suppression, the proposed buildings would include an automatic fire alarm system sprinkler system. VCFD provides services aimed at fire prevention and compliance with California Building

Standards Code, Chapters 7 and 7A, and the California Fire Code (CCR, Title 24, Part 9). VCFD also provides building inspections for code compliance and conducts inspections for compliance with the California Fire Code (CFC), California Building Code, Ventura County Fire Code, and Ventura County Fire Apparatus Access Code. While the proposed project may increase the demand for fire protection services through the development of new residential buildings, demand would be met by existing VCFD facilities in the City. Proposed building plans would be subject to review by VCFD to ensure that site design, access, and building floor plans comply with all applicable fire codes. In addition, prior to map recordation, the applicant would provide to the VCFD, verification from the water purveyor that the purveyor can provide the required fire flow of 1,000 gallons per minute at 20 psi for a minimum 3-hour duration. The project site is within the current service area for fire protection and would be reviewed by the County prior to issuance of building related permits. As such, development of the proposed project would not result in the need for new or physically altered government facilities to maintain acceptable service ratios, response times, or other performance objectives of VCFD. Therefore, impacts would be less than significant.

- a.ii) **Less Than Significant Impact.** The proposed project area receives police protection services by the Ventura County Sheriff's (VCS's) Department (City of Thousand Oaks, 2020). As discussed above, the proposed project would be developed as an expansion of the existing Arroyo Villa Apartments, which already receives fire protection services, and would include 27 residential units within three two-story buildings. As discussed above under Checklist Question XIV a), the 27 residential units would potentially result in approximately 73 additional residents in the City, using the conservative assumption that all residents of the proposed project would relocate to the City. However, this increase, which is approximately 0.6 percent of the City's population in 2020, would not substantially alter VCS's staffing ratios and the project site would be within VCS's current service area. In addition, the applicant would be required to pay a Police Facilities Development Fee, in accordance with Section 8-2.03 of the TOMC which is used only for purposes of acquiring or improving the police facilities used in providing police services to the City. As such, development of the proposed project would not result in the need for new or physically altered government facilities to maintain acceptable service ratios, response times, or other performance objectives of VCS. Therefore, impacts would be less than significant.
- a.iii) **Less Than Significant Impact.** The City is part of the Conejo Valley Unified School District (CVUSD), which includes 19 elementary schools, seven middle schools, and five high schools. The project site is within the attendance boundary of the following schools: Conejo Elementary School, Colina Middle School, and Westlake High School. CVUSD forecasted student generation per residential development (multifamily attached units) is as follows below:
- 0.1549 elementary school student per residential unit
  - 0.0976 middle school student per residential unit
  - 0.1511 high school student per residential unit



Using the above generation rates, the proposed project would generate approximately four new elementary school students, approximately three new middle school students, and approximately four new high school students (CVUSD, 2017). Typically, operating revenue for school districts is provided by local property taxes accrued at the State and allocated to each school district based on the average daily student attendance. Funds for facility improvements to accommodate new students is primarily generated by fees charged to new development projects. The applicant would be required to pay the required State mandated school impact fees under the provisions of SB 50 and would be required to pay in-lieu fees for school facilities, in accordance with Section 9-3.1601 of the Thousand Oaks Municipal Code Pursuant to Section 65995 (3)(h) of the California Government Code (SB 50, chaptered August 27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." As such, development of the proposed project would not result in the need for new or physically altered government facilities, as it relates to schools. Therefore, impacts would be less than significant.

- a.iv) **Less Than Significant Impact.** Per the Open Space Element of the City General Plan, the City's open space system currently includes approximately 15,155 acres of natural open space, including 150 miles of public hiking, biking, and equestrian trails and 1,658 acres of active open space (e.g., parks and golf courses) (City of Thousand Oaks, 2013). Another 1,137 acres of land feature important open space resources and could potentially be added to the system in the future. The Conejo Valley Recreation and Park District operates and owns approximately 50 parks in the Conejo Valley (Conejo Recreation and Park District, 2022). Parks that are close to the project site include the Rancho Conejo Playfields (13 acres, 0.84 miles southeast of the project site), Newbury Gateway Park (7 acres, 1.22 miles south of the project site), and the Walnut Grove Park (6 acres, 1.78 miles southeast of the project site). Larger park facilities with available open space and developed amenities (e.g., picnic tables and structures, ball fields, bleacher seating, walking trails) are located in the City in proximity to the project site, including Triunfo Park (23.4 acres, 5.3 miles southeast of the project site) and Conejo Community Park (38.4 acres, 0.98 miles southeast of the project site). The Conejo Ridge Open Space area, which offers 406 acres of open space with hiking trails, is also located southeast of the project site, across from US 101. The residents of the proposed project could use these nearby park facilities. As discussed above, the proposed project would be connected to the existing Arroyo Villa Apartments and existing amenities within the existing Arroyo Villa Apartments such as a pool and other open space areas would be available to residents of the proposed project. Other communal outdoor spaces are proposed on the project site as well. The proposed project includes an open turf area and an outdoor dining area with BBQs, umbrellas, tables, and chairs.

As discussed in Section XIV, *Population and Housing*, the City's current estimated population is 126,966 persons. Based on an available 1,658 acres of active open space and parks, the City provides approximately 13.06 acres of active open space per 1,000 residents. This is above the National Recreation and Park Association average of 9.9 acres

of parkland per resident for a typical park and recreation agency (NRPA, 2022). The proposed project would generate approximately 73 residents, which would maintain the current 13.06 acres per 1,000 resident's ratio and remain above the national average. While the proposed project would incrementally increase the population in the City, the amount of growth is expected to be minor relative to the City's existing and future population (see Section XIV, *Population and Housing*, for details) and would not substantially impact available parkland resources. Furthermore, the applicant would be required to pay development fees that would help support recreational facilities in the City. Payment of fees would help address any incremental increase in demand for recreational facilities that may be caused by the proposed project. Since the proposed project would not generate substantial demand for recreational facilities that would affect City parkland ratios, would not increase deterioration of existing facilities, and would not include or require the construction or expansion of recreational facilities resulting in environmental impacts. Therefore, impacts would be less than significant.

- a.v) **Less Than Significant Impact.** As discussed above, the proposed project is estimated to generate approximately 73 additional residents in the City, which is approximately 0.6 percent of the City's population in 2020. As it relates to libraries, the project site is in an area of the City that is currently served by existing libraries. The nominal increase in population would not adversely affect these facilities such that it would create the need for new or expanded public facilities. Therefore, impacts would be less than significant.
-

## Recreation

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>XVI. RECREATION —</b>				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Discussion

- a,b) **Less Than Significant Impact.** As discussed above, the City's open space system currently includes approximately 15,155 acres of natural open space, including 150 miles of public hiking, biking, and equestrian trails and 1,658 acres of active open space (e.g., parks and golf courses) (City of Thousand Oaks, 2013). Another 1,137 acres of land feature important open space resources and could potentially be added to the system in the future. The Conejo Valley Recreation and Park District operates and owns approximately 50 parks in the Conejo Valley (Conejo Recreation and Park District, 2022). Parks that are close to the project site include the Rancho Conejo Playfields (13 acres, 0.84 miles southeast of the project site), Newbury Gateway Park (7 acres, 1.22 miles south of the project site), and the Walnut Grove Park (6 acres, 1.78 miles southeast of the project site). Larger park facilities with available open space and developed amenities (e.g., picnic tables and structures, ball fields, bleacher seating, walking trails) are located in the City in proximity to the project site, including Triunfo Park (23.4 acres, 5.3 miles southeast of the project site) and Conejo Community Park (38.4 acres, 0.98 miles southeast of the project site). The Conejo Ridge Open Space area, which offers 406 acres of open space with hiking trails, is also located southeast of the project site, across from US 101.

The proposed project would not include recreational facilities and there are no existing recreational uses of the project site. As discussed in Section XIV, *Population and Housing*, the City's current estimated population is 126,966 persons. Based on an available 1,658 acres of active open space and parks, the City provides approximately 13.06 acres of active open space per 1,000 residents. This is above the National Recreation and Park Association average of 9.9 acres of parkland per resident for a typical park and recreation agency (NRPA, 2020). The proposed project would generate approximately 73 residents, which would maintain the current 13.06 acres per 1,000 resident's ratio and remain above the national average. While the proposed project would incrementally increase the population in the City, the amount of growth is expected to be minor relative to the City's existing and future population (see Section XIV, *Population and Housing*, for details) and would not substantially impact demand for active open space and parks.

Based on the above the proposed project would not generate a substantial demand for recreational facilities that would affect City parkland rations; increase the deterioration of

existing park facilities; or include or require the construction or expansion of recreational facilities resulting in adverse physical effect on the environment. Therefore, impacts would be less than significant.

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## Transportation

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>XVII. TRANSPORTATION —</b> Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Discussion

- a) **Less Than Significant Impact.** A significant impact may occur if the proposed project would conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

With regard to construction, construction of the proposed project would generate traffic for deliveries of equipment and materials to the project site and vehicle trips to transport construction workers. Construction-related vehicles would travel to, and access, the project site via Rancho Conejo Boulevard. Construction of the proposed project would not involve any vehicle or equipment staging on Rancho Conejo Boulevard. Temporary lane closures on Rancho Conejo Boulevard may be required during construction of the project site access road; however, impacts to the road would be short-term. Construction worker and hauling traffic may result in increased traffic in the vicinity of the project site; however, these impacts would be short-term, temporary, and limited to the construction period. Construction transportation impacts would be less than significant.

With regard to vehicular access, as discussed above, the proposed residential development would be accessed through an existing driveway that provides access to the Arroyo Villa Apartments that is provided from Rancho Conejo Boulevard. In order to provide access to the project site, the proposed project would expand an internal roadway within the Arroyo Villa Apartments which would connect to with the adjacent proposed project. The proposed project would not include improvements or changes to existing public roadways. Operation the proposed project would not generate traffic that would conflict with applicable programs, plans, ordinances, or policies addressing the circulation system.

With regard to bicycle access, currently, Rancho Conejo Boulevard is classified as a Class II bike lane (City of Thousand Oaks, 2019). The proposed project supports use of bicycle paths through the provision of biking parking spaces within the project site. Because construction activities are expected to be staged within the project site, neither project construction nor the completed project are expected to affect use of the Class II bike lane. Impacts to bicycle access would be less than significant.

With regard to pedestrian access, as described above, pedestrian access to the project site would be provided from a pedestrian pathway connecting to the existing sidewalk along Rancho Conejo Boulevard. As mentioned above, a bus stop for Route 44 Crosstown is located approximately 450 feet from the project site at Rancho Conejo Boulevard and Corporate Center which connects to the Thousand Oaks Transit Center. The proposed project would support pedestrian access to nearby bus stops. Impacts to pedestrian access would be less than significant.

With regard to circulation, the City's General Plan outlines transportation goals and policies, and the primary transportation goal of the General Plan is "to provide an integrated circulation and transportation system consistent with the Valley's form and needs" (City of Thousand Oaks, 2022). The proposed project would align with this goal by enhancing the pedestrian environment along Rancho Conejo Boulevard through connection with existing sidewalks in the project area. Furthermore, as discussed above, construction and operation of the proposed project would not involve changes to the local roadway, pedestrian, bicycle, or public transportation environment that could impede circulation or conflict with the General Plan. Therefore, impacts would be less than significant.

- b) **Less Than Significant Impact.** CEQA Guidelines Section 15064.3 describes specific considerations for evaluating a project's transportation impacts. Generally, vehicle miles traveled (VMT) is identified as the most appropriate measure of transportation impacts. For the purposes of this discussion, VMT refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the proposed project on transit and non-motorized travel. Except as provided in subdivision (b)(2) (regarding roadway capacity for some transportation projects), a project's effect on automobile delay shall not constitute a significant environmental impact.

Per CEQA Guidelines 15064.3 subdivision (b)(1), for land use projects, VMT exceeding an applicable threshold of significance may indicate a significant impact. Projects that decrease VMT in the project area compared to existing conditions should be presumed to have a less than significant transportation impact. The City adopted VMT screening criteria and thresholds on July 1, 2020 (City of Thousand Oaks, 2020). The City's two project screening criteria for VMT indicate (1) that a project would have a less than significant VMT impact if it generates fewer than 1:00 p.m. peak hour vehicle trips or (2) is located in a low-VMT area of the City. The below provides an analysis based on the two City-adopted VMT screening criteria for VMT.

*Trip Generation:* Using trip generation rates provided in the Institute of Engineer's (ITE's) current Trip Generation Model (11th Edition) for a 27-unit low-rise multifamily housing development, the proposed project would generate approximately 182 daily vehicle trips, of which 11 would occur during the a.m. peak hour and 14 would occur during the p.m. peak hour (ITE, 2022). The 14 p.m. peak hour vehicle trips generated by the proposed project would meet the trip generation screening criterion.

*Low VMT Area:* VMT modeling outputs from the Ventura County Transportation Model (VCTM), which is maintained by the Ventura County Transportation Commission (VCTC), were used to determine, a) the baseline average citywide VMT per capita for residential uses in Thousand Oaks, and b) the baseline VMT for the transportation analysis zone (TAZ) in which the project site is located. The model identifies a citywide VMT per capita for residential uses in Thousand Oaks of 15.33; for the TAZ in which the project site is located (60169101), the VMT per capita for residential uses is 12.68 (VCTC, 2021). Since the VMT per capita is lower for the project site than the citywide average, the proposed project would meet the low VMT area screening criterion.

Based on the above, the proposed project would meet both of the City-adopted VMT screening criteria. Therefore, impacts would be less than significant.

- c) **Less than Significant Impact.** The proposed project would not include any new public roadways beyond what was previously installed. As result, the proposed project would not result in any new roadway features or alignments or otherwise alter the geometric design of an existing roadway. As such, the proposed project would not increase hazards due to a geometric design feature or incompatible use. Therefore, impacts would be less than significant.
  - d) **Less Than Significant Impact.** Refer to Checklist Question IX f), and Checklist Questions XVII a) and c), above. The proposed project would nominally add vehicles to the local roadway and circulation system. However, no lane or road closures would be required. All project-related activities would occur on-site. The proposed project would not interfere with emergency response access or impact long-term emergency access. Therefore, impacts would be less than significant.
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## Tribal Cultural Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>XVIII. TRIBAL CULTURAL RESOURCES —</b>				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Discussion

The following discussion is based on the results of a Sacred Lands File (SLF) search conducted by the California Native American Heritage Commission (NAHC), as well as the City's AB 52 and SB 18 government-to-government consultation efforts. Documentation is provided in Appendix I of this IS/ND.

- a.i) **No Impact.** The NAHC maintains the confidential SLF, which contains sites of traditional, cultural, or religious value to the Native American community. The NAHC was contacted on November 16, 2021, to request a search of the SLF. The NAHC responded to the request in a letter dated December 29, 2021. The results of the SLF search conducted by the NAHC were negative indicating that Native American traditional/cultural resources are not known to be located within the project vicinity.

No California Native American tribes have requested to be notified by the City through formal notification of proposed projects within the geographic area in which the tribe is traditionally and culturally affiliated, pursuant to AB 52.

Pursuant to SB 18, the City contacted six California Native Tribes. The six Tribes include the Barbareno/Ventureno Band of Mission Indians, the Chumash Council of Bakersfield, the Coastal Band of the Chumash Nation, the Northern Chumash Tribal Council, the San Luis Obispo County Chumash Council, and the Santa Ynez Band of Chumash Indians. The City sent notification letters to individuals associated with the six Tribes on February 11, 2022. The letters included a project description as well as a figure depicting the proposed



project's location. No tribal groups have responded to the City's SB 18 outreach letters as of March 25, 2022.

- a.ii) **No Impact.** As noted above in Checklist Question XVIII a.i), no tribal cultural resources were identified as a result of the consultation as no responses were received. Therefore, no tribal cultural resources that have been determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1, would be impacted by project implementation. No impact would occur.
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## Utilities and Service Systems

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>XIX. UTILITIES AND SERVICE SYSTEMS —</b> Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Discussion

- a) **Less Than Significant Impact.** The proposed project would redevelop the project site with 27 new residential units, totaling approximately 31,707 square feet, representing an increase in the intensity of uses on the project site (existing site uses are vacant under current conditions). The proposed project will also develop 0.33 acres of irrigated landscaping. As such, the proposed project would result in increased water demand, wastewater generation, electricity usage, natural gas usage, and demand for telecommunication services. However, due to the presence of existing infrastructure within the vicinity of project site and the nominal increases in demand that would be generated by the proposed project, construction or relocation of facilities and services is not anticipated, as further detailed below.

### Water

Water facilities would be provided from an existing 12-inch water main along Rancho Conejo Boulevard. One required fire hydrant will be located and spaced appropriately according to the VCFD requirements for spacing, access and fire flow for emergency services. Implementation of the water plan consists of connections to existing facilities. No expansion or construction of new off-site facilities are required and therefore, impacts to the environment from the construction of new or expanded water facilities would be less than significant.

## **Wastewater**

The proposed project would connect to the existing private sewer that was constructed to serve the existing Arroyo Villa Apartments directly adjacent to and north of the project site. The existing private line consists of 6-inch and 8-inch sewer laterals which are connected at their downstream end to a public sewer located in Lawrence Drive. Per the City of Thousand Oaks, there are no capacity restraints associated with this sewer main. Wastewater generated by the proposed project is treated at the Hill Canyon Wastewater Treatment Plant (HCTP) (City of Thousand Oaks, 2022). As discussed below under Checklist Question XIX c), the HCTP has sufficient remaining capacity to treat the full increase in sewage attributable to the proposed project. Additionally, goals and policies in the General Plan aim to conserve water, and in turn, the generation of wastewater. As such, implementation of the proposed project is not expected to require or result in the relocation or construction of new or expanded water treatment facilities. Therefore, impacts would be less than significant.

## **Stormwater**

As discussed above in Section X, *Hydrology and Water Quality*, the drainage from the project site discharges through 2 parkway drains on both the westerly and easterly side of the project site into the northerly curb and gutter of Rancho Conejo Boulevard. From this point the runoff from both drains flows easterly down Rancho Conejo Boulevard to a catch basin near Anchor Court. There are no capacity restraints relative to the capacity of the parkway drains for the project site currently. During operation, site runoff would flow through roof drains, curb, gutter, and pipes through the project site from north to south. The runoff would be detained to match existing flow rates using City of Thousand Oaks criteria and would then discharge to the parkway drain on the easterly side of the project site. The proposed project would include on-site bioswales and catch basin filters. It is not anticipated that capacity restraints relative to the capacity of the parkway drains would occur during operation of the proposed project. As such, implementation of the proposed project is not expected to require or result in the relocation or construction of new or expanded stormwater facilities. Therefore, impacts would be less than significant.

## **Electric Power, Natural Gas, and Telecommunications**

The project site is located in an urbanized area of the City of Thousand Oaks and is currently vacant and undeveloped. While the project site was not previously developed, the surrounding area, including the residential uses to the north of the project site, which the proposed project serves as an expansion to, is served by electric power, natural gas, and telecommunications providers. With regard to existing electrical distribution lines, the proposed project would be required to coordinate electrical infrastructure removals or relocations with SCE and comply with site-specific requirements set forth by SCE, which would ensure that service disruptions and potential impacts associated with grading, construction, and development within SCE easements would be minimized. In addition, the proposed project would also be required to coordinate with SoCalGas to identify the locations and depth of all existing gas lines and avoid disruption of gas service to other properties. Furthermore, the proposed project would implement any necessary connections and upgrades required by SoCalGas to ensure that SoCalGas would be able to adequately

serve the proposed project. As such, implementation of the proposed project is not expected to require or result in the relocation or construction of new or expanded electric power, natural gas, or telecommunications facilities. Therefore, impacts would be less than significant.

- b) **Less Than Significant Impact.** No new sources of water supply, such as groundwater, are required to meet the proposed project's water demand. Potable water would be supplied by California American Water via Calleguas Municipal Water District. According to the Calleguas Municipal Water District 2020 Urban Water Management Plan, Calleguas Municipal Water District has sufficient water supplies available for normal year water demands through the year 2045 with existing supply and recycled water, in addition to dry and multiple dry years (City of Thousand Oaks, 2021). As estimated in the Hydraulic Analysis, provided in Appendix J of this IS/ND, the water demand for the proposed project is 4,860 gallons per day (gpd) or 5.45-acre feet per year (AFY). In addition, Calleguas Municipal Water District has confirmed that adequate water services are available to serve the proposed project from existing commitments (refer to Appendix J of this IS/ND). As such, it is determined that Calleguas Municipal Water District would have sufficient water supplies available to serve the proposed project and reasonably foreseeable future development during normal, dry, and multiple dry years. Therefore, impacts would be less than significant.
- c) **Less Than Significant Impact.** The City uses the Hill Canyon Wastewater Treatment Plant (HCTP) for wastewater treatment. The City serves approximately 38,000 wastewater customers and 17,000 potable water customers. HCTP discharges a daily average of 8 million gallons per day (mgd) of reclaimed water and has the capacity to treat 14 mgd, leaving an available capacity of approximately 6 mgd (City of Thousand Oaks, 2022). Based on the capacities of the HCTP, the wastewater generated by the proposed project (e.g., 4,860 gpd) would be nominal. In addition, the City has confirmed that the City's wastewater collection and treatment facilities have the necessary capacity to serve the proposed project (refer to Appendix J of this IS/ND). Based on current treatment levels and the design capacity, the HCTP has sufficient remaining capacity to treat the full increase in sewage attributable to the proposed project. Therefore, impacts would be less than significant.
- d) **Less Than Significant Impact.** The Simi Valley Landfill & Recycling Center would service the solid waste needs of the proposed project. The Simi Valley Landfill & Recycling Center, which is located in Simi Valley approximately 22 miles to the north of the site. As of March 2022, Simi Valley Landfill & Recycling Center has a permitted throughput of 9,250 tons per day, and has a remaining capacity of 82,954,873 cubic yards (CalRecycle, 2022). The landfill's cease operation date is anticipated to be in the year 2063. Based on solid waste generation estimates from CalEEMod, as provided in Appendix A, of this IS/ND, the proposed project would generate approximately 12.5 tons of solid waste per year. At this rate, the proposed project would account for approximately 0.003 percent of the average daily throughput of the Simi Valley Landfill & Recycling Center. All residential solid waste generated at the project site would be picked up in accordance with

applicable City policies and procedures. The proposed project would comply with federal, State, and local management and reduction statutes and regulations related to solid waste to aid in the attainment of solid waste reduction goals. Therefore, impact to solid waste infrastructure would be less than significant.

- e) **Less Than Significant Impact.** The proposed project would comply with all federal, State, and local construction requirements during construction of the proposed project. The proposed project would be required to comply with the California Integrated Waste Management Act of 1989 and the California Green Building Code requiring 50 percent diversion of its construction waste from landfills through reuse and recycling. The proposed project would also adhere to the requirements of the City and the provisions of AB 341, which focuses on increased waste recycling to reduce daily waste removal. Therefore, project impacts related to potential noncompliance with solid waste statutes and regulations would be considered less than significant.
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## Wildfire

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>XX. WILDFIRE</b> — If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Discussion

As discussed above in Checklist Question IX g), the proposed project is not located in a highly urbanized area, but it is located adjacent to a VHFHSZ LRA, located approximately 0.35 miles east (CAL FIRE, 2022).

- a) **Less Than Significant Impact.** As discussed in response to Checklist Question IX f), the proposed project would include a traffic control plan that would ensure that there would be no inference with emergency response or evacuation plans. The traffic control plan would ensure that all public roads remain passable to emergency service vehicles during construction of the proposed project or clearly delineate alternate detour routes, if needed. As such, implementation of the proposed project is not anticipated to substantially impair an adopted emergency response plan or evacuation plan. Therefore, impacts would be less than significant.
- b) **Less Than Significant Impact.** The project site is located in an urbanized area and would continue to be served by the VCFD. As discussed above, The project site is not located in a highly urbanized area, but it is located adjacent to a VHFHSZ LRA. While the project site adjacent to a VHFHSZ LRA, the development of the proposed project itself would not change slope, prevailing winds, and other factors that would exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. As such, the proposed project would not expose people to significant pollutant concentrations resulting from wildland fires, or the uncontrolled spread of a wildfire. Therefore, impacts would be less than significant.
- c) **Less Than Significant Impact.** The proposed project would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk. While the project

site is currently vacant and undeveloped, the project site would connect to existing power lines and utilities already in the vicinity of the project site. As the proposed project would be constructed in compliance with the CBC and CFC, and given that the project site is not located in a VHFHSZ, project implementation would not exacerbate fire risks or result in ongoing environmental impacts. Therefore, impacts would be less than significant.

- d) **Less Than Significant Impact.** As described above, the project site is located in an urbanized area, and would continue to be served by the VCFD. Additionally, The proposed project is not located in a highly urbanized area, but it is located adjacent to a VHFHSZ LRA. Given the local topographic and environmental characteristics of the project site, the proposed project would not increase the possibility of wildland fire in the project vicinity.

Additionally, no streams, rivers or natural drainages occur on the project site. Due to the relatively flat topography of the project site and surrounding area, the project site would not expose people or structures to flooding or potential landslides. Therefore, impacts would be less than significant.

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## Mandatory Findings of Significance

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>XXI. MANDATORY FINDINGS OF SIGNIFICANCE —</b>				
a) Does the project have the potential to substantially 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, substantially 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) 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 past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Discussion

- a) **Less Than Significant Impact.** Based on the analysis of the proposed project's impacts in the Sections I through XX, above, there is no indication that this project could have the potential to substantially 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, substantially 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. No mitigation measures were required. Therefore, impacts would be less than significant.
- b) **Less Than Significant Impact.** A cumulative impact could occur if the proposed project would result in an incrementally considerable contribution to a significant cumulative impact in consideration of past, present, and reasonably foreseeable future projects for each resource area. No direct significant impacts were identified for the proposed project. The proposed project is a planned development that is a part of SP 7. Any project that would be constructed concurrently with the proposed project would be required to mitigate any potential impacts. Therefore, impacts would be less than significant.
- c) **Less Than Significant Impact.** Based on the analysis of the proposed project's impacts in the Sections I through XX,, above, there is no indication that this project could result in substantial adverse effects on human beings. No mitigation measures were required. The proposed project would not have any long-term impacts. As such, the proposed project would not result in substantial adverse effects to humans, either directly or indirectly. Therefore, impacts would be less than significant.



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