

DRAFT NEGATIVE DECLARATION



LOS FELIZ DRIVE SIDEWALK PROJECT – PHASE II

Project No.: CI 5426

Applicant/Proponent: City of Thousand Oaks

Request: The purpose of the project is to provide continuous sidewalks along both sides of Los Feliz Drive, which would require construction of short segments where sidewalks are not currently present. No additional traffic lanes or on-street parking would be provided. Proposed improvements would be located within the existing public right-of-way, except for a portion of the new/reconstructed driveways and power poles. Approximately 1,550 feet of a six-inch diameter water main located under the affected segment of Los Feliz Drive would be abandoned in place and replaced with a 10-inch diameter polyvinyl chloride pipe. The discretionary action requiring California Environmental Quality Act (CEQA) analysis is City Council approval of the construction contract.

Location: Los Feliz Drive from Thousand Oaks Boulevard to North Conejo School Road.

Initial Study Determination / CEQA Findings: As required under the provisions set forth in Section 15063 of the State CEQA Guidelines, an Initial Study has been prepared by the City of Thousand Oaks. The Initial Study, which is attached, evaluates the potential effects of this proposed project on the environment. The Initial Study has determined that the proposed project would not have a significant impact on the environment. Therefore, a Negative Declaration (ND) has been prepared for the proposed project in compliance with the provisions set forth in Section 15070 of the CEQA Guidelines as amended.

Contact Person / Public Review Period: The contact person for this ND is Michelle McCarty. The public review period is a minimum of 30 days. Comments are solicited and must be submitted in writing to the Public Works Department, 2100 E. Thousand Oaks Blvd., Thousand Oaks, California 91362-2903, no later than October 2, 2020.

Draft Negative Declaration Issued

Date: 09/01/2020

Signature: _____

Cliff Finley

Final Negative Declaration Issued

☐ Public Comments and Staff Response Included in Final ND

☐ No Comments Received

Date: _____

Signature: _____

USE OF INITIAL STUDY

The Initial Study is intended to provide information for analysis of the project's environmental effects. Determining the significance of environmental impacts is a critical and often controversial aspect of the environmental review process. It is critical because a determination of significance may require that the project be either substantially altered, or that feasible mitigation measures be employed to avoid the impact or reduce it below the level of significance. Where a project is revised in response to an Initial Study so that potential adverse effects are effectively mitigated, a Negative Declaration shall be prepared instead of an EIR. If the project would still result in one or more significant effects on the environment after mitigation measures are added to the project, an EIR shall be prepared. Correspondingly, the Initial Study also provides documentation of the factual basis for making the finding that the project would, or would not have a significant effect on the environment.

INITIAL STUDY DETERMINATION

- ☒ I find the proposed project will not have a significant effect on the environment. Therefore, a **NEGATIVE DECLARATION** will be prepared.
- ☐ I find that although the proposed project could have a potentially significant effect on the environment, feasible mitigation measures have been recommended that will either avoid such effects, or reduce them to a level of insignificance. Therefore, a **MITIGATED NEGATIVE DECLARATION** will be prepared.
- ☐ I find the proposed project may have one or more significant effects on the environment, which cannot be avoided or mitigated to a level of insignificance. Therefore, preparation of an **ENVIRONMENTAL IMPACT REPORT** is required.
- ☐ I find that although an earlier referenced environmental document has been prepared, resultant minor changes in the project design, environmental effects or mitigation measures, require that an **ADDENDUM** be prepared in order to address these modifications.
- ☐ I find that although an earlier referenced environmental document has been prepared, significant new information has become available pertaining to one or more potential effects of the proposed project, which could not have been known at that time and therefore were not addressed. As a result, a **SUPPLEMENT** will be prepared to analyze these new effects and recommend feasible mitigation measures.
- ☐ I find that all potentially significant effects have been adequately analyzed in an earlier referenced environmental document and that there are no new, or previously unknown, potentially significant effects associated with the proposed project that require additional mitigation or avoidance. Therefore, no further analysis is required.

INITIAL STUDY

1. Project Title: Los Feliz Drive Sidewalk Project – Phase II
2. Lead Agency Name and Address: City of Thousand Oaks, 2100 E. Thousand Oaks Blvd., Thousand Oaks, CA 91362
3. Contact Person and Phone Number: Michelle McCarty, (805) 449-2477
4. Project location: Los Feliz Drive from Thousand Oaks Boulevard to North Conejo School Road (see location map: Attachment A and site photographs: Attachment B)
5. Project sponsor's name and address: see Lead Agency (City of Thousand Oaks)
6. General Plan and Zoning Designation: Land use designations along the affected segment of Los Feliz Drive are Low-Density Residential (2-4.5 dwelling units per acre), Commercial/Residential and Mobile Home Exclusive. Zoning designations along the affected segment of Los Feliz Drive are RPD-30 (Residential Planned Development - 30 units per acre), R-1 (One-Family Residential), RDP-20 (Residential Planned Development - 20 units per acre), RDP-15 (Residential Planned Development - 15 units per acre), PL (Public Lands), TPD (Trailer Park Development) and R-3 (Multiple Family Residence).
7. Description of the project:

The purpose of the project is to provide continuous sidewalks along both sides of Los Feliz Drive, which would require construction of short segments where sidewalks are not currently present. No additional traffic lanes or on-street parking would be provided. The project would be partially funded by the State Active Transportation Program Cycle 3.5 which will require the California Transportation Commission to approve the obligation of the funds prior to advertisement for construction bids.

The new sidewalks would be composed of 4-inch thick Portland cement and vary in width from 4.5 to 6.5 wide, depending on available right-of-way. The sidewalks would be provided with a 6-inch high curb with gutter. The traffic lane width would vary from 12 to 20 feet-wide depending on available right-of-way. Narrow linear segments of pavement section would be demolished and reconstructed as needed to accommodate the curb, gutter and sidewalks. New/reconstructed driveways would be provided at 1741 E. Thousand Oaks Boulevard, 1735, 1745, 1750, 1755, 1762, 1765, 1769, 1782, 1775, 1816, 1824, 1827, 1835, 1855, 1887, 1892, 1901, 2011, 2060 and 2222 Los Feliz Drive and at 167 North Conejo School Road.

Proposed improvements would be located within the existing public right-of-way, except for a portion of the new/reconstructed driveways and power poles. Except for one Canary Island pine requiring removal, all trees (including oak trees) would be protected in place.

The roadway striping would be modified as needed to be consistent with pavement improvements and new crosswalk striping would be provided at the North Conejo School Road intersection. Existing "No Parking" signs would be protected in place or replaced, and new signs added where needed.

Approximately 1,550 feet of a six-inch diameter water main located under the affected segment of Los Feliz Drive would be abandoned in place and replaced with a 10-inch diameter polyvinyl chloride pipe. This new pipeline segment would connect to existing 10-inch diameter water mains installed under Los Feliz Drive both east and west of the proposed pipeline segment as part of previous City projects. The proposed larger diameter pipeline is needed to meet planned City buildout needs, fire flow demand and Public Utilities Commission requirements.

Project construction is anticipated to be initiated in 2021, pending receipt of State funding. The estimated construction period is six months. Temporary lane closures may be required. Traffic control plans would be developed by the construction contractor and approved by the City. Construction staging areas have yet to be identified; however, they are anticipated to be located in proximity to the project site as approved by the City and property owner.

8. Surrounding land uses and setting:

The project site is composed of the public right-of-way along Los Feliz Drive, and small portions of adjacent parcels where driveways would be reconstructed. The area surrounding Los Feliz Drive is fully developed, except for assessors' parcel no. 670-0-192-100 (1735 Los Feliz Drive) which is vacant.

Surrounding land uses along the subject segment of Los Feliz Drive:

North: Commercial (USA gasoline fueling station), multi-family dwellings (including apartment buildings), single-family dwellings, mobile home park.

South: Commercial (7-11 store), single-family dwellings and multi-family dwellings (including apartment buildings).

9. Other public agencies whose approval is required: None.

POTENTIALLY AFFECTED ENVIRONMENTAL FACTORS

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is considered a potentially significant as indicated by the following checklist:

- | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <input type="checkbox"/> Aesthetics <input type="checkbox"/> Transportation/Traffic <input type="checkbox"/> Land Use/Planning <input type="checkbox"/> Population/Housing <input type="checkbox"/> Agricultural Resources <input type="checkbox"/> Other <input type="checkbox"/> Geology/Soils <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Hazards & Hazardous Materials <input type="checkbox"/> Public Services <input type="checkbox"/> Utilities/Service Systems <input type="checkbox"/> Hydrology/Water Quality <input type="checkbox"/> Noise <input type="checkbox"/> Recreation <input type="checkbox"/> Cultural Resources <input type="checkbox"/> Air Quality |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

ENVIRONMENTAL IMPACT CHECKLIST

AESTHETICS. Would the project:

- a. Have an adverse effect on a scenic vista, scenic highway or prominent ridgeline?

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|---------------------------------------------------------------|----------------------------------------------------------------------|-------------------------------------------------------------|--------------------------------------------------|
| Unavoidable Significant Impact <input type="checkbox"/> | Less Than Significant With Mitigation <input type="checkbox"/> | Less Than Significant Impact <input type="checkbox"/> | No Impact <input checked="" type="checkbox"/> |
|---------------------------------------------------------------|----------------------------------------------------------------------|-------------------------------------------------------------|--------------------------------------------------|

Response: The proposal would not have an effect on an existing scenic vista or a prominent ridgeline. Los Feliz Drive is not considered a scenic highway by the City. The project site is not visible from any City-designated scenic route. No ridgelines are located near the project site. Therefore, no impacts to scenic vistas, scenic highways or ridgelines would occur.

Mitigation: None required.

- b. Have a demonstrable negative effect on the existing visual character or quality of the site and its surroundings?

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|-----------------------------------|------------------------------------------|---------------------------------|-------------------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response: Public views are limited to motorists, pedestrians and bicyclists using Los Feliz Drive, and portions of North Conejo School Road and Thousand Oaks Boulevard near their intersection with Los Feliz Drive. All project components would be buried or at grade. Excluding removal of one ornamental pine tree, all street trees and landscaping would be protected in place during construction. Therefore, no changes in the visual quality or visual character of the project site would occur.

Mitigation: None required.

- c. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

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|-----------------------------------|------------------------------------------|---------------------------------|-------------------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response: The proposed project does not include any lighting or glare-producing surfaces. Therefore, no light or glare impacts would occur.

Mitigation: None required.

AIR QUALITY. Would the project:

- a. Exceed any local, state or federal air quality emission threshold or standard?

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|-----------------------------------|------------------------------------------|-------------------------------------|--------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Response: The Ventura County Air Pollution Control District (VCAPCD) has adopted a significance threshold for ozone precursors, reactive organic compounds (ROC) or nitrogen oxides (NOx), of 25 pounds per day (ppd). If a project produces more than this amount of either pollutant, it is considered to have a significant long-term effect on air quality. This threshold is not applied to construction-related emissions, as these emissions are temporary.

Air pollutant emissions would be generated by heavy equipment and motor vehicles used for construction materials and worker transportation, totaling approximately 18.2 ppd NO_x and 2.0 ppd ROC. Following construction, the proposed project would not generate any vehicle trips or otherwise result in long-term air pollutant emissions and would not have a significant impact on air quality.

Mitigation: None required.

- b. Expose sensitive receptors to potentially unhealthful pollutant concentrations?

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|-----------------------------------|------------------------------------------|-------------------------------------|--------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Response: The proposal would produce short-term impacts associated with dust generation and heavy equipment operation during construction of the proposed improvements. It should be noted, however, that the VCAPCD does not require that construction-related ROC and NO_x emissions be included in the emission totals for comparison with the operational ROC and NO_x significance thresholds due to their temporary nature. Nevertheless, construction and demolition activities may expose people in the project vicinity to harmful levels of suspended particulate matter.

Valley Fever (Coccidiomycosis) is a disease contracted by the inhalation of airborne spores of a fungus (*Coccidioides immitis*). The spores often become airborne through soil disturbance as a component of fugitive dust and this health hazard is consequently addressed as an air quality issue. The fungus is typically an inhabitant of undisturbed soil. Since the project area is fully developed, the potential for valley fever fungus to occur at the site is considered low. Dust generated by construction activities may expose adjacent residents to this pathogen. However, the project would incorporate standard dust control measures required by the VCAPCD (listed below), which would minimize dust generation and the potential for valley fever infection.

1. The area disturbed by clearing, grading, earth moving, or excavation operations shall be minimized to prevent excessive amounts of dust.
2. Pre-grading/excavation activities shall include watering the area to be graded or excavated before commencement of grading or excavation operations. Application of water (preferably reclaimed, if available) should penetrate sufficiently to minimize fugitive dust during grading activities.

3. Fugitive dust produced during grading, excavation, and construction activities shall be controlled by the following activities:
4. All trucks shall be required to cover their loads as required by California Vehicle Code §23114.
5. All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible.
6. Graded and/or excavated inactive areas of the construction site shall be monitored by (indicate by whom) at least weekly for dust stabilization. Soil stabilization methods, such as water and roll-compaction, and environmentally-safe dust control materials, shall be periodically applied to portions of the construction site that are inactive for over four days.
7. Signs shall be posted on-site limiting traffic to 15 miles per hour or less.
8. During periods of high winds (i.e., wind speed sufficient to cause fugitive dust to impact adjacent properties), all clearing, grading, earth moving, and excavation operations shall be curtailed to the degree necessary to prevent fugitive dust created by on-site activities and operations from being a nuisance or hazard, either off-site or on-site. The site superintendent/supervisor shall use his/her discretion in conjunction with the APCD in determining when winds are excessive.
9. Adjacent streets and roads shall be swept at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.
10. Personnel involved in grading operations, including contractors and subcontractors, should be advised to wear respiratory protection in accordance with California Division of Occupational Safety and Health regulations.

Mitigation: None required.

- c. Conflict with the recommendations of Assembly Bill AB 32 in achieving a statewide reduction in greenhouse emissions, or be a significant emission source of CO₂?

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| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Response: The project would result in the emissions of greenhouse gases (GHG) during the construction period primarily due to exhaust emissions from heavy equipment and motor vehicles. Construction-related GHG emissions were estimated using California Air Resources Board models (OFFROAD 2017, EMFAC 2017) and the California Climate Action Registry Reporting Protocol. Based on this analysis, the project is estimated to emit 77.0 metric tons of CO₂ equivalent during the construction period.

The VCAPCD has not adopted GHG significance thresholds. However, a November 8, 2011 staff report prepared by VCAPCD stated that consistency with any GHG thresholds developed by the South Coast Air Quality Management District (SCAQMD) is preferred. On December 5, 2008, the SCAQMD governing board adopted an interim GHG significance threshold of 10,000 metric tons per year CO₂ equivalent for industrial projects. As the project would emit less than the 10,000 metric ton threshold, the proposed project would not conflict with the State's ability to achieve the reduction targets under AB 32 and would result in a less than significant impact on climate change.

Mitigation: None required.

- d. Create objectionable odors affecting a substantial number of people?

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|-----------------------------------|------------------------------------------|---------------------------------|-------------------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response: The construction or operation of proposed improvements are not expected to create any objectionable odors affecting a substantial number of people.

Mitigation: None required.

BIOLOGICAL RESOURCES. Would the project:

- a. Have an adverse effect on any plant or animal species listed by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service as a sensitive, special-status species or rare and/or endangered?

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|-----------------------------------|------------------------------------------|---------------------------------|-------------------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response: Based on review of the California Natural Diversity Data Base and the City's General Plan Conservation Element, three special-status plant species (Plummer's' mariposa lily, Lyon's pentachaeta, Braunton's milkvetch) and one special-status wildlife species (southern California legless lizard) have been reported within two miles of the project site. Based on a site visit by a qualified biologist, the project site is entirely developed (excluding one parcel) and does not provide suitable habitat for rare, threatened or endangered (or otherwise sensitive) plant or animal species. Therefore, impacts to such species are not anticipated.

Mitigation: None required.

- b. Have a substantial adverse effect on any jurisdictional riparian or wetland vegetation?

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|-----------------------------------|------------------------------------------|---------------------------------|-------------------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response: There is no jurisdictional riparian or wetland habitat within or adjacent to the project site. The nearest potential riparian or wetland habitat occurs in Skeleton Canyon, located 1.3 miles east of the project site (Los Feliz Drive/North Conejo School Road intersection).

Mitigation: None required.

- c. Substantially interfere with, or create a barrier to the movement of wildlife?

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|-----------------------------------|------------------------------------------|---------------------------------|-------------------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response: The project site is mostly developed, lacks native vegetation and does not connect habitat areas. Therefore, the site does not support any wildlife dispersal or movement corridors. In addition, no movement corridors depicted in the Conservation Element of the City's General Plan occur in the project vicinity.

Mitigation: None required.

- d. Conflict with any General Plan Policies or City Ordinances intended to protect native oak or landmark trees?

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|-----------------------------------|------------------------------------------|---------------------------------|-------------------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response: The City's Oak Tree Preservation and Protection Guidelines require that all oak trees (*Quercus* sp.) that exceed 2" in diameter when measured at a point 4.5 feet above the tree's natural grade are protected and must not be removed, relocated or encroached upon without first obtaining an Oak Tree Permit. Similarly, a Landmark Tree Permit is required for any project that involves encroachment on or removal of designated landmark trees, including larger specimens of black walnut, western sycamore and toyon.

A tree survey was conducted to identify each tree located in proximity to proposed improvements. Planted coast live oaks (street trees) occur along the subject segment of Los Feliz Drive. However, project-related tree removal would be limited to one Canary Island pine at 1765 Los Feliz Drive. No oak trees or landmark trees protected under City ordinance would be removed.

Mitigation: None required.

CULTURAL RESOURCES. Would the project:

- a. Cause the loss or adversely affect a significant historical resource?

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| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response: A cultural records search was conducted by the South-Central Coastal Information Center of the California Historical Resources Information System located at California State University, Fullerton and the results were received by Padre Associates' senior archeologist on June 23, 2020. The records search included a review of all recorded historic-era and prehistoric archaeological sites within a 500-foot radius of the affected segment of Los Feliz Drive as well as a review of known cultural resource surveys and technical reports. The State Historic Property Data Files, National Register of Historic Places, National Register of Determined Eligible Properties, California Points of Historic Interest, and the California Office of Historic Preservation Archaeological Determinations of Eligibility also were analyzed.

The records search did not identify any cultural resources within the project site; however, one previously recorded cultural resource, CA-VEN-654B was identified within 500 feet. This cultural resource site is located on the southwest side of East Thousand Oaks Boulevard between Erbes Road and Zuniga Ridge Place. CA-VEN-654B is an outlier of the larger CA-VEN-654A, the former location of Jungleland USA, a private zoo, animal training facility, and animal theme park that operated until 1969. Archaeological testing since 1970 has revealed a prehistoric campsite or habitation site dating to the Intermediate and Late Prehistoric periods with possible human burials.

At the time of its original recording, CA-VEN-654B was noted, but not formally recorded in a creek behind the former Lupe's Restaurant at Erbes Road and East Thousand Oaks Boulevard. A grooved axe had been found in the creek bank behind the restaurant before his investigation, but only found evidence of large clam shells during his survey. Rincon Consultants conducted an intensive pedestrian survey of the mapped location of CA-VEN-654B, and did not observe any cultural materials. Since 2016, Lupe's Restaurant and other buildings on the parcel have been demolished, most of the parcel has been graded, and a mixed-use development constructed in its place. Due to the lack of known cultural resources and the limitation of project-related ground disturbance to previously disturbed areas, impacts to cultural resources are not anticipated.

Mitigation: None required.

- b. Result in the loss, partial destruction or secondary impacts to a significant archaeological resource?

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|-----------------------------------|------------------------------------------|-------------------------------------|--------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Response: See response to part a. above. Archaeological resources are not expected to be encountered.

Mitigation: In the event that previously undiscovered cultural resources are encountered during construction activities, all work within the immediate vicinity shall be suspended until adequate measures can be implemented to mitigate adverse impacts as per Section 7-3.09(i) of the Thousand Oaks Municipal Code.

- c. Directly or indirectly cause the loss of a unique paleontological resource?

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|-----------------------------------|------------------------------------------|---------------------------------|-------------------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response: Based on review of the University of California Berkeley Museum of Paleontology on-line collections, the project site is not located in an area known to contain paleontological resources. No geological formations that could support intact fossils or other paleontological resources would be disturbed by project-related activities.

Mitigation: None required.

- d. Disturb or displace any human remains, including those interred outside formal cemeteries by Native Americans?

| | | | |
|-----------------------------------|------------------------------------------|---------------------------------|-------------------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response: As noted in part a. above, the project site is not expected to contain any cultural resources, including human remains.

Mitigation: None required.

TRIBAL CULTURAL RESOURCES. 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:

- a. 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 50.1(k).

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| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response: No tribal cultural resources were identified in the immediate project area as part of the cultural records search.

Mitigation: None required.

- b. 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.

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|-----------------------------------|------------------------------------------|---------------------------------|-------------------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response: No tribal cultural resources were identified in the immediate project area by any culturally affiliated tribal representatives.

Mitigation: None required.

GEOLOGY AND SOILS. Would the project:

- a. Expose people or structures to potential substantial adverse effects, due to strong seismic ground shaking or rupture of a known earthquake fault?

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|-----------------------------------|------------------------------------------|-------------------------------------|--------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Response: The entire Southern California region, including the City of Thousand Oaks, is located within a seismically active area. Based on review of the Geologic Map of the Thousand Oaks Quadrangle, there are no reported faults in proximity to the project site. In addition, the project site is not located within a designed Alquist-Priolo Special Studies Zone. Ground shaking is the cause of most damage during earthquakes. The predominant (10 percent probability of exceedance in 50 years) earthquake in the project area is magnitude 7.3. In the project area, the peak ground acceleration with a probability of 10 percent exceedance in 50 years is 0.48 g in alluvium conditions. To reduce the potential for catastrophic damage, project components would be designed in accordance with the seismic requirements of the Uniform Building Code and other applicable standards. In any case, the proposed project would not result in any increase in existing ground shaking hazards to adjacent land uses.

Mitigation: None required.

- b. Be exposed to, or adversely affected by seismic-related ground failure, including liquefaction?

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|-----------------------------------|------------------------------------------|---------------------------------|-------------------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response: Liquefaction occurs when strong, cyclic motions during an earthquake cause water-saturated soils to lose their cohesion and take on a liquid state. Liquefied soils are unstable and can subject overlying structures to substantial damage. The occurrence of liquefaction is highly dependent on local soil properties, depth to groundwater, and the strength and duration of a given ground-shaking event. Based on review of the Seismic Hazard Zone Report for the Thousand Oaks quadrangle, the project site is not located within a liquefaction hazard area. The proposed improvements would be constructed to withstand liquefaction, and no increase in public exposure to this hazard would occur.

Mitigation: None required.

- c. Expose people or structures, either directly or indirectly, to landslides or other types of geotechnical hazards?

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|-----------------------------------|------------------------------------------|---------------------------------|-------------------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response: Areas of high landslide or mudflow potential are typically hillside areas with slopes of greater than 10 percent. The project site does not include any slopes greater than 10 percent and would not affect any slopes that could produce landslides, and is not located within or adjacent to a designated Earthquake-Induced Landslide Hazard Zone.

Subsidence is generally related to over-pumping of groundwater or petroleum reserves from deep underground reservoirs. No recognized subsidence has been identified in the project area.

Expansive soils are primarily clay-rich soils subject to changes in volume with changes in moisture content. Shrinking and swelling of soils can damage overlying structures, roadways, and utilities. Native soil mapped by the Soil Survey Ventura Area, California along the subject segment of Los Feliz Drive include two soil mapping units (Linne silty clay loam 9-15 percent slopes, eroded and Linne silty clay loam 15-30 percent slopes, eroded). These soil units have been classified as having a moderate shrink-swell potential. Virtually all proposed improvements would be constructed within areas previously excavated and compacted as part of construction of Los Feliz Drive and associated driveways. It is not anticipated that expansive soils that could damage proposed improvements would be encountered. In any case, the proposed project would not cause or exacerbate any existing expansive soil hazards at the project site or adjacent land uses.

Mitigation: None required.

GRADING AND TOPOGRAPHIC MODIFICATION. Would the project:

- a. Result in encroachment into natural terrain exceeding 25% twenty-five percent gradient?

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|-----------------------------------|------------------------------------------|---------------------------------|-------------------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response: The proposal would not involve any grading of slopes exceeding 25% gradient.

Mitigation: None required.

- b. Result in the creation of any manufactured cuts or fills exceeding twenty-five (25') feet in height?

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|-----------------------------------|------------------------------------------|---------------------------------|-------------------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response: Based on the project construction plans, there would be no manufactured cuts or fills exceeding twenty-five (25') feet in height.

Mitigation: None required.

- c. Require the import or export of earthen soil or rock materials to, or from the site?

| | | | |
|-----------------------------------|------------------------------------------|-------------------------------------|--------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Response: Project-related earthwork would be very limited with minimal export or importation of earth materials. The selected construction contractor would prepare a traffic control plan (including truck routes) for review and approval by the City Public Works Department which would minimize disruption of traffic patterns and disturbance to neighborhoods.

Mitigation: None required.

HAZARDS AND HAZARDOUS MATERIALS. Would the project:

- a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

| | | | |
|-----------------------------------|------------------------------------------|---------------------------------|-------------------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response: The project is limited to pedestrian improvements to an existing roadway, with no change in traffic volumes or roadway fleet mix (such as trucks carrying hazardous materials). Therefore, the project would not involve the routine transport, use or disposal of hazardous materials.

Mitigation: None required.

- b. Pose a significant biological hazard due to a reasonably foreseeable upset or conditions involving the release of hazardous materials into the environment?

| | | | |
|-----------------------------------|------------------------------------------|---------------------------------|-------------------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response: Land uses along the subject segment of Los Feliz Drive are limited to commercial and residential land uses. Review of hazardous materials data bases (GEOTRACKER, ENVIROSTOR) identified two former leaking underground storage tank sites near the project site. A gasoline storage tank was reported leaking on May 16, 1988 at Thrifty Oil at 1715 E. Thousand Oaks Boulevard. Soil contamination was remediated and the site was formally closed in 2009. A diesel fuel leak was reported on November 20, 1997 at Conejo Elementary School at 280 North Conejo School Road. Contaminated soil was removed, and the site was closed. Contaminated soils associated with these sites or unreported sites is not anticipated to be encountered during project construction, such that public exposure or release of hazardous materials to the environment would not occur.

Mitigation: None required.

- c. Emit hazardous emissions or substances, within one-quarter mile of an existing or proposed school?

| | | | |
|-----------------------------------|------------------------------------------|---------------------------------|-------------------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response: The Conejo Elementary School is located adjacent to proposed improvements at the Los Feliz Drive/North Conejo School Road intersection. However, the project would not result in hazardous emissions.

Mitigation: None required.

- d. Be located on or near a leaking underground fuel tank site which is included on a Ventura County Environmental Health Department LUFT list?

| | | | |
|-----------------------------------|------------------------------------------|---------------------------------|-------------------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response: See response to part b. above. Public exposure to contaminated soil associated with leaking underground storage tanks is not anticipated.

Mitigation: None required.

- e. Interfere directly or indirectly with an adopted emergency response plan or emergency evacuation plan?

| | | | |
|-----------------------------------|------------------------------------------|---------------------------------|-------------------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response: There are no adopted emergency response plans or evacuation plans which would be affected by the proposed project. City-required traffic control would ensure emergency access is maintained throughout the construction period.

Mitigation: None required.

- f. Expose people or structures to a significant risk of loss, injury or death involving wildland fire?

| | | | |
|-----------------------------------|------------------------------------------|---------------------------------|-------------------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response: The project site is not located within a Very High Fire Hazard Severity Zone as mapped by the California Department of Forestry and Fire Protection. The project site is primarily composed of pavement and irrigated landscaping and has a low fire hazard. The vacant lot at 1735 Los Feliz Drive supports flammable vegetation (wild grass), but fuel reduction (mowing) is conducted as required by the Ventura County Fire Department. Wildlands supporting flammable vegetation are located at least 0.3 miles from the project site. Ventura County Fire Station 31 is located at 151 N. Duesenberg Drive, approximately 0.7 miles southeast of the project site, and resident firefighters can quickly respond to any wildland fires. The project would not result in an increase in population or otherwise increase public exposure to fire hazards.

Mitigation: None required.

HYDROLOGY AND WATER QUALITY. Would the project:

- a. Violate any state or federal water quality standards or waste discharge requirements?

| | | | |
|-----------------------------------|------------------------------------------|-------------------------------------|--------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Response: The proposed project would not result in an increase in traffic volumes, or otherwise contribute pollutants that may run-off from the subject roadways into local storm drains and/or Arroyo Conejo. Stormwater best management practices would be implemented during construction to minimize the potential for discharge of sediment and contaminants to surface waters. Therefore, violation of basin water quality standards or water discharge requirements would not occur.

Mitigation: None required.

- b. Substantially deplete ground water supplies or interfere with groundwater recharge?

| | | | |
|-----------------------------------|------------------------------------------|---------------------------------|-------------------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response: Groundwater is not expected to be encountered during project-related excavation. The project does not require a water supply and would not substantially deplete groundwater supplies or interfere with groundwater recharge. In addition, no groundwater within the project area is available for municipal use.

Mitigation: None required.

- c. Substantially alter the existing natural drainage pattern of the site or area?

| | | | |
|-----------------------------------|------------------------------------------|---------------------------------|-------------------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response: The proposed project would not substantially modify local topography such that drainage patterns are altered.

Mitigation: None required.

- d. Substantially increase the rate of surface water run-off which would result in flooding, erosion or sedimentation?

| | | | |
|-----------------------------------|------------------------------------------|-------------------------------------|--------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Response: The proposed sidewalks would primarily be in areas currently supporting pavement. Approximately 5,049 square feet of new impervious surfaces would be created, which is a tiny proportion of the local drainage area. Therefore, the incremental increase in the amount of surface water (stormwater) run-off due to an increase in impervious surfaces would be negligible.

Mitigation: None required.

- e. Exceed the capacity of existing stormwater drainage systems, thereby exposing people or structures to significant risk, injury or loss?

| | | | |
|-----------------------------------|------------------------------------------|-------------------------------------|--------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Response: Along Los Feliz Drive, storm flow is conveyed via storm drains to Arroyo Conejo. Arroyo Conejo ultimately empties into Conejo Creek, Calleguas Creek and the Pacific Ocean. Any increase in stormwater run-off would be negligible (see d. above) such that the proposed project would not cause the capacity of local stormwater drainage systems to be exceeded.

Mitigation: None required.

- f. Construct housing within a 100-year flood hazard area as delineated on a federal Flood Hazard Boundary or Flood Insurance Rate Map?

| | | | |
|-----------------------------------|------------------------------------------|---------------------------------|-------------------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response: Based on the applicable Flood Insurance Rate Map (06111C0986E, effective January 20, 2010), the subject segment of Los Feliz Drive is not located within a regulatory floodway or base floodplain of any watercourse or lake. In any case, the project would not involve the construction of any housing.

Mitigation: None required.

LAND USE AND PLANNING. Would the project:

- a. Physically divide an established community or conflict with a General Plan designation or zoning?

| | | | |
|-----------------------------------|------------------------------------------|---------------------------------|-------------------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response: The proposed project would not involve any change in land use or any other action that could physically divide the surrounding community.

Mitigation: None required.

- b. Conflict with any applicable environmental plans or policies of any agency with jurisdiction over the project?

| | | | |
|-----------------------------------|------------------------------------------|---------------------------------|-------------------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response: The proposed project is consistent with the City's General Plan policies, and land use and zoning designations.

Mitigation: None required.

POPULATION AND HOUSING. Would the project:

- a. Exceed official regional or local population projections?

| | | | |
|-----------------------------------|------------------------------------------|---------------------------------|-------------------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response: The proposed project would not involve any development that could directly or indirectly result in population increase such as new residential or commercial land uses.

The proposed increase in the diameter of the water main under Los Feliz Drive would make it consistent with other portions of the water main located to the east and west. The proposed larger diameter pipeline is needed to meet planned City buildout needs, fire flow demand and Public Utilities Commission requirements. This project component would not increase the local water supply or remove an impediment to population growth. Therefore, the project would not induce population growth or otherwise affect City population projections.

Mitigation: None required.

- b. Induce substantial growth outside the City's Planning Area, Urban Growth Limits, or Sphere of Influence boundaries?

| | | | |
|-----------------------------------|------------------------------------------|---------------------------------|-------------------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response: The proposed project would not involve any change in land use or new development that may induce population growth.

Mitigation: None required.

- c. Displace existing housing, especially affordable housing?

| | | | |
|-----------------------------------|------------------------------------------|---------------------------------|-------------------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response: The proposed project would not displace any housing, either affordable or market rate.

Mitigation: None required.

ENERGY AND MINERAL RESOURCES. Would the project:

- a. Result in the loss of availability of a known mineral resource that would be of a value to the region, or the residents of the state?

| | | | |
|-----------------------------------|------------------------------------------|---------------------------------|-------------------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response: Aggregate is the only locally important mineral resource in the region and is defined as construction grade sand and gravel. The project site is located in an area mapped as having no significant aggregate deposits by the California Division of Mines and Geology. The nearest aggregate mine (Wayne J. Sand and Gravel Quarry) is located approximately 10.7 miles north of the project site.

The project site is not located in a mineral resource area and would not hamper the extraction of such resources in the region. The proposed project would not adversely affect the Wayne J. Sand and Gravel Quarry, Grimes Rock or other mineral resource production sites, or the availability of these mineral resources.

Mitigation: None required.

- b. Conflict with any energy conservation plans?

| | | | |
|-----------------------------------|------------------------------------------|---------------------------------|-------------------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response: The proposed project would not directly consume energy or indirectly increase energy consumption of the surrounding community.

Mitigation: None required.

- c. Use non-renewable resources in a wasteful inefficient manner?

| | | | |
|-----------------------------------|------------------------------------------|---------------------------------|-------------------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response: The proposed project would result in consumption of non-renewable fossil fuels during construction, but not in a wasteful or inefficient manner.

Mitigation: None required.

NOISE. Would the project:

- a. Expose persons to noise levels in excess of standards established in the General Plan or City's Noise Ordinance?

| | | | |
|-----------------------------------|------------------------------------------|---------------------------------|-------------------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response: The proposed project would not result in any increase in traffic volumes, traffic speed, or otherwise result in long-term noise increases at residential and commercial areas along Los Feliz Drive, and Conejo Elementary School along North Conejo School Road.

Mitigation: None required.

- b. Expose people to severe short-term construction noise impacts?

| | | | |
|-----------------------------------|------------------------------------------|-------------------------------------|--------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Response: The proposed project would generate noise during the construction phase (demolition and construction), associated with the project-related operation of heavy equipment and heavy-duty trucks. The Federal Highway Administration Roadway Construction Noise Model was used to estimate construction noise at the nearest residence, approximately 25 feet away. Equipment assumed to be operating on a peak day during demolition includes a dozer, backhoe, wheeled loader and air compressor. The modeled peak noise level at the nearest residence is 81.6 dBA Leq. Note that the Conejo Elementary School is located approximately 500 feet from proposed improvements and would not be affected because project-related noise would be very similar to existing ambient noise levels.

Section 8-11.01 of the City's Municipal Code currently limits public construction projects to the hours of 7 a.m. to 7 p.m. Project construction would be conducted in compliance with the City's Municipal Code. The project would also comply with City policy that does not permit the congregation of construction workers or construction-related vehicles outside of the hours of construction at the project site or in nearby residential areas.

Mitigation: None required.

- c. Result in a significant, 3 dBA, or greater cumulative increase in ambient noise levels?

| | | | |
|-----------------------------------|------------------------------------------|---------------------------------|-------------------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response: See part a. above, no long-term increase in ambient noise would occur.

Mitigation: None required.

PUBLIC SERVICES. Would the project:

Result in substantial impacts associated with the provision of new or expanded:

- a. Fire Protection Services?

| | | | |
|-----------------------------------|------------------------------------------|---------------------------------|-------------------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response: The proposed project does not involve any structures or changes in land use requiring fire protection. The proposal would not result in the need for new or expanded fire protection service beyond what is already received in the area. The project includes increasing the diameter of a segment of a water main to be consistent with the existing water main located under Los Feliz Drive. This would allow for increased fire flow when needed.

Mitigation: None required.

b. Police Protection Services?

| | | | |
|-----------------------------------|------------------------------------------|---------------------------------|-------------------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response: The proposed project does not involve any structures or changes in land use requiring police protection. The proposal would not result in the need for new or expanded police protection service beyond what is already received in the area.

Mitigation: None required.

c. Public Schools?

| | | | |
|-----------------------------------|------------------------------------------|---------------------------------|-------------------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response: The project is not residential and consequently would not generate increased demand for public schools.

Mitigation: None required.

d. Any other public facilities?

| | | | |
|-----------------------------------|------------------------------------------|---------------------------------|-------------------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response: The proposed project involves improvements to public transportation facilities (sidewalks). No new or modified public facilities would be required to serve the project.

Mitigation: None required.

e. Recreation?

| | | | |
|---------------------------------------------------------------|----------------------------------------------------------------------|-------------------------------------------------------------|--------------------------------------------------|
| Unavoidable Significant Impact <input type="checkbox"/> | Less Than Significant With Mitigation <input type="checkbox"/> | Less Than Significant Impact <input type="checkbox"/> | No Impact <input checked="" type="checkbox"/> |
|---------------------------------------------------------------|----------------------------------------------------------------------|-------------------------------------------------------------|--------------------------------------------------|

Response: Recreational facilities in the project area include Beyer Park, Estella Park, Gardens of the World, El Parque de la Paz, Old Meadows Park, Glider Hill Open Space and North Ranch Open Space. The proposed project does not involve residential land uses or other change in land use that would increase the usage of existing recreational facilities or increase the demand for new recreational facilities.

Mitigation: None required.

TRANSPORTATION/TRAFFIC. Would the project:

- a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

| | | | |
|---------------------------------------------------------------|----------------------------------------------------------------------|-------------------------------------------------------------|--------------------------------------------------|
| Unavoidable Significant Impact <input type="checkbox"/> | Less Than Significant With Mitigation <input type="checkbox"/> | Less Than Significant Impact <input type="checkbox"/> | No Impact <input checked="" type="checkbox"/> |
|---------------------------------------------------------------|----------------------------------------------------------------------|-------------------------------------------------------------|--------------------------------------------------|

Response: The proposed project would not conflict with the City's General Plan, City ordinances or other programs or policies related to circulation.

Mitigation: None required.

- b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

| | | | |
|---------------------------------------------------------------|----------------------------------------------------------------------|-------------------------------------------------------------|--------------------------------------------------|
| Unavoidable Significant Impact <input type="checkbox"/> | Less Than Significant With Mitigation <input type="checkbox"/> | Less Than Significant Impact <input type="checkbox"/> | No Impact <input checked="" type="checkbox"/> |
|---------------------------------------------------------------|----------------------------------------------------------------------|-------------------------------------------------------------|--------------------------------------------------|

Response: The proposed project would not generate new vehicle trips and would have no effect on vehicle miles traveled within the City or associated properties along Los Feliz Drive. Therefore, the proposed project would be consistent with CEQA Guidelines Section 15064.3.

Mitigation: None required.

- c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

| | | | |
|-----------------------------------|------------------------------------------|---------------------------------|-------------------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response: The proposed project is limited to sidewalk improvements constructed according to City standards and would not cause or contribute to any traffic hazards or incompatible uses.

Mitigation: None required.

d. Result in inadequate emergency access?

| | | | |
|-----------------------------------|------------------------------------------|---------------------------------|-------------------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response: The proposed project does not involve any change in land use that could alter existing emergency access to residential and commercial areas along Los Feliz Drive. Implementation of the traffic control plan would ensure emergency access is maintained during the construction period.

Mitigation: None required.

UTILITIES AND SERVICE SYSTEMS. Would the project:

a. Exceed local wastewater treatment capacity or be inconsistent with any requirements of the State Regional Water Quality Control Board (SRWQCB)?

| | | | |
|-----------------------------------|------------------------------------------|---------------------------------|-------------------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response: The proposed project would not generate wastewater requiring treatment. Adequate wastewater treatment capacity is available to surrounding land uses. Mandatory compliance with the SRWQCB regulations is required.

Mitigation: None required.

b. Have sufficient water supplies available, or are new or expanded entitlements needed?

| | | | |
|-----------------------------------|------------------------------------------|-------------------------------------|--------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Response: The City's potable water supply is obtained from a wholesale provider (Calleguas Municipal Water District) which in turn provides water to four purveyors that serve the City. These purveyors are the City of Thousand Oaks Municipal Service Center, California American Water Company, California Water Service and Camrosa Water District. Water service in the project area is provided by the City of Thousand Oaks. Project-related construction activities would consume small amounts of water for dust control, soil compaction and concrete mixing. Excluding the construction period, the proposed project would not consume water supplies. Adequate water supplies are available to meet the demands of the project.

The proposed increase in the diameter of the water main under Los Feliz Drive would make it consistent with other portions of the water main located to the east and west. The proposed larger diameter pipeline is needed to meet planned City buildout needs, fire flow demand and Public Utilities Commission requirements. This project component would not affect local water supplies, would not require additional water main improvements to realize its utility and would not provide additional water that could foster population growth and related impacts.

Mitigation: None required.

- c. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

| | | | |
|-----------------------------------|------------------------------------------|-------------------------------------|--------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Response: The proposed project may generate solid waste during the construction period. Adequate landfill capacity is available, and any solid waste generated would be recycled to the extent feasible, including asphalt and concrete.

Mitigation: None required.

MANDATORY FINDING OF SIGNIFICANCE.

- a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

| | | | |
|-----------------------------------|------------------------------------------|---------------------------------|-------------------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

- b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?

| | | | |
|-----------------------------------|------------------------------------------|-------------------------------------|--------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

- c. 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.)

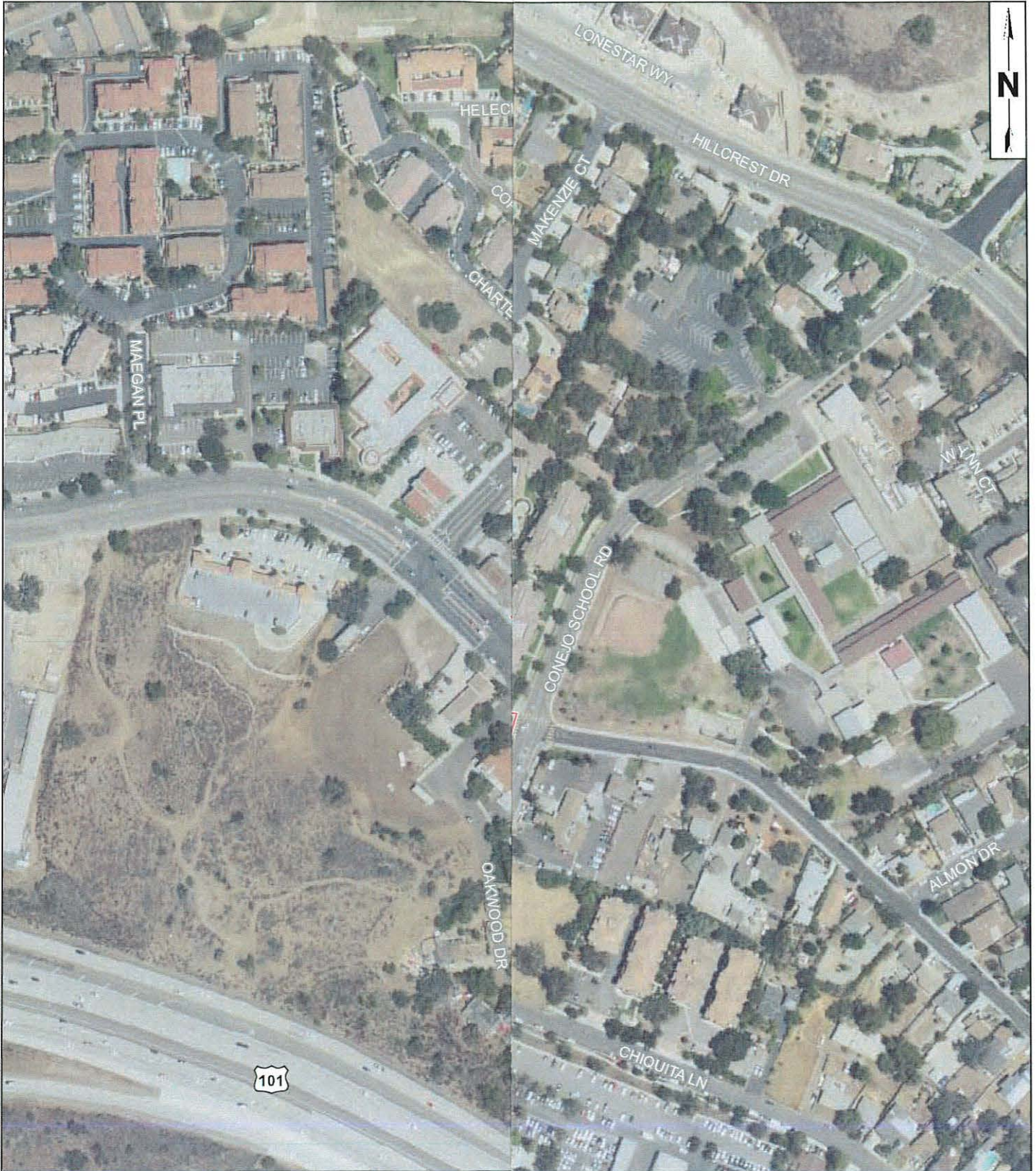
| | | | |
|-----------------------------------|------------------------------------------|-------------------------------------|--------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

- d. Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly?

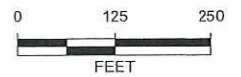
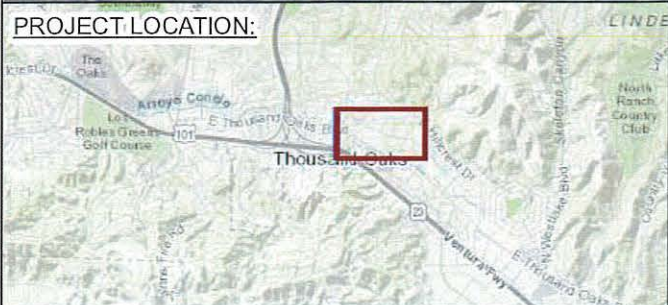
| | | | |
|-----------------------------------|------------------------------------------|-------------------------------------|--------------------------|
| Unavoidable Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

ADDITIONAL SOURCE REFERENCES

| | |
|----|----------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | 90% project plans prepared by MNS Engineers, Project CI 5426 |
| 2 | Site visit, tree survey |
| 3 | City of Thousand Oaks General Plan, Open Space Element |
| 4 | City of Thousand Oaks General Plan, Conservation Element |
| 5 | City of Thousand Oaks General Plan, Scenic Highways Element |
| 6 | City of Thousand Oaks Municipal Code |
| 7 | City of Thousand Oaks Zoning Maps |
| 8 | City of Thousand Oaks General Plan, Safety Element |
| 9 | City of Thousand Oaks Archaeological Resource Map |
| 10 | Ventura County Guidelines for the Preparation of Air Quality Impact Analysis |
| 11 | California Natural Diversity Data Base |
| 12 | Soil Survey, Ventura Area, California |
| 13 | City of Thousand Oaks Police Department |
| 14 | Ventura County Fire Department |
| 15 | Cultural Resources Record Search by the South-Central Coast Information Center |
| 16 | Seismic Hazard Zone Report for the Thousand Oaks 7.5-minute Quadrangle, Ventura and Los Angeles Counties, California |
| 17 | City of Thousand Oaks General Plan, Noise Element |
| 18 | Update of the Mineral Land Classification of Portland Cement Concrete Aggregate in Ventura, Los Angeles and Orange Counties, California, Part I Ventura County |
| 19 | Geologic Map of the Thousand Oaks Quadrangle, Ventura and Los Angeles Counties, California |



PROJECT LOCATION:



E II

PROJECT LOCATION MAP

ATTACHMENT

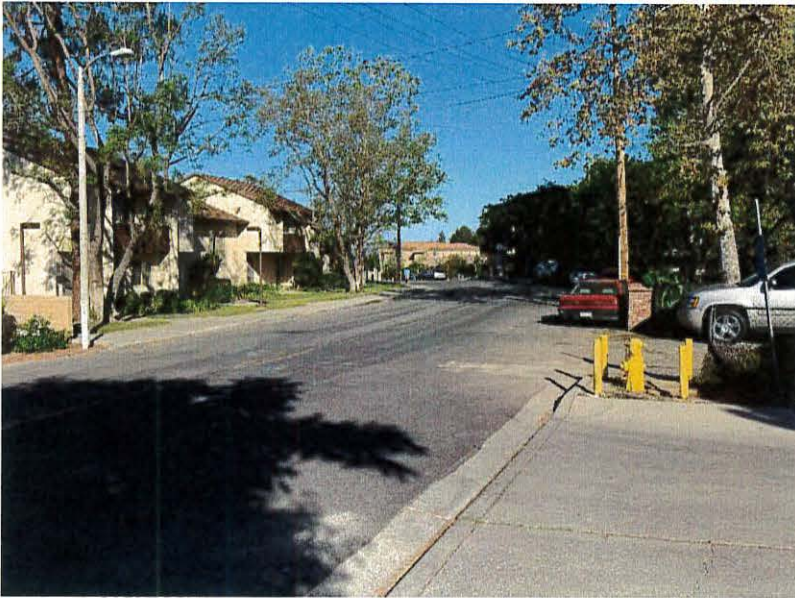
A



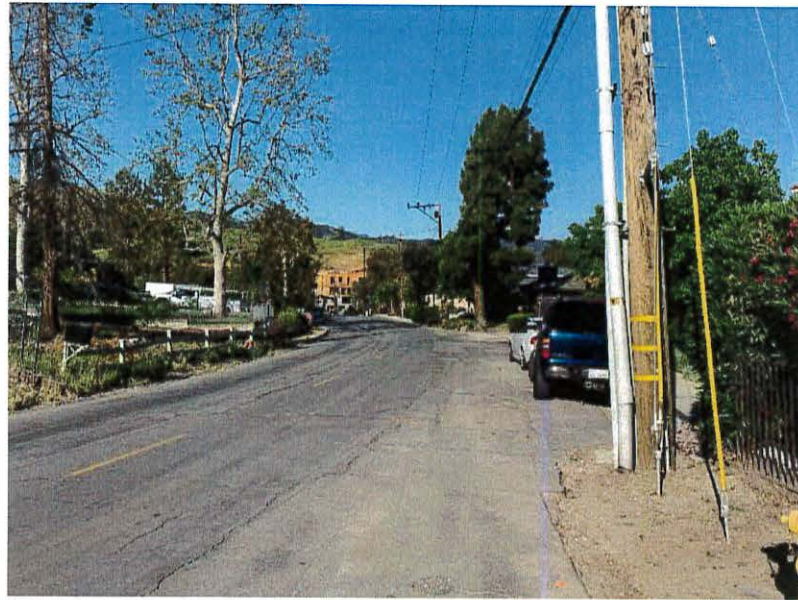
1. Near 2223 Los Feliz Drive, facing west



2. Near 2011 Los Feliz Drive, facing northwest



3. Near 1901 Los Feliz Drive, facing northwest



4. Near 1782 Los Feliz Drive, facing southwest