195 EAST HILLCREST DRIVE PROJECT

ADDENDUM
to the
2045 Thousand Oaks General Plan Update
Final Environmental Impact EIR

Prepared for:

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I. Introduction

1. Purpose of the Addendum

When an Environmental Impact Report ("EIR") has been certified for a project, the California Environmental Quality Act ("CEQA") and the State CEQA Guidelines define standards and the procedure for additional environmental review. Sections 15162–15164 of the State CEQA Guidelines define the standards for determining the level of additional environmental review required when an EIR has been certified for a project. The additional review would require either an Addendum to the certified EIR or a Subsequent or Supplemental EIR to the certified EIR.

Specifically, Section 15164(a) of the CEQA Guidelines states that:

> *The lead agency or responsible agency shall prepare an Addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a Subsequent EIR have occurred.*

CEQA Guidelines Section 15162 requires the preparation of a Supplemental or Subsequent EIR when an EIR has been certified or a negative declaration has been adopted for a project and one or more of the following circumstances exist:

(1) Substantial changes are proposed in the project which, will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

> *(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.*

Likewise, California Public Resources Code ("PRC") Section 21166 states that unless one or more of the following events occur, no Supplemental or Subsequent EIR shall be required by the lead agency or by any responsible agency:

> *(a) Substantial changes are proposed in the project which will require major revisions of the environmental impact report;*
>
> *(b) Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; or*
>
> *(c) New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.*

2. Format of the Addendum

On December 18, 2025, EcoTierra Consulting, Inc., and the City of Thousand Oaks prepared the 195. East Hillcrest Drive CEQA Technical Memorandum Development Permit ("DP") 2025-70001 – New Mixed-Use Development. The purpose of CEQA Technical Memorandum was to determine the appropriate level of CEQA environmental documentation that will be required for the analysis of the Project proposed at 195 East Hillcrest Drive ("Project").

After review of the CEQA Guidelines for an Addendum and Subsequent/Supplemental EIR, it was determined that the Project should be evaluated as an EIR Addendum to the previously approved 2045 General Plan Update EIR, as the Project does not meet the criteria for a Subsequent or Supplemental EIR. Specifically, the Project would not introduce new significant effects that have not previously been identified in the 2045 General Plan Update EIR. Though the Project Applicant is seeking specific State Density Bonus Law Concessions and Waivers, including an Objective Design Standard Modification, the Site is zoned MU (Mixed-Use) with a General Plan designation of Mixed-Use. Overall, the Project is a mixed-use proposal as envisioned for the Site that was analyzed for mixed-use development in the 2045 General Plan Update EIR. Specifically, as discussed below under **Section II. Project Description**, the Project's multifamily residential development with 297 residential units, is consistent with, and within the scope of the previously certified 2045 General Plan Update EIR. Therefore, it was determined that an Addendum that is tiered off of the certified 2045 General Plan Update EIR would meet the CEQA threshold for discussing and analyzing the specifics of the Project within the General Plan EIR Update envelope.

As a result of the CEQA Technical Memorandum determination, this document is an Addendum to the certified Thousand Oaks 2045 General Plan Update EIR ("General Plan EIR") prepared for the City of Thousand Oaks 2045 General Plan Update ("General Plan Update"), which serves as the primary environmental compliance document for the Project. This Addendum provides minor changes and

additions to the General Plan EIR, and should be considered with the full text of the previously certified General Plan EIR. All applicable mitigation measures from the General Plan EIR would be applicable to the 195 East Hillcrest Project and, therefore, are incorporated by reference into this Addendum. This Addendum relies on the use of an Environmental Checklist Form, as suggested in Section 15063(d)(3) of the CEQA Guidelines. Per the CEQA Guidelines, an addendum does not need to be circulated for public review.

3. Background

The City of Thousand Oaks 2045 General Plan Update (State Clearinghouse No. 2022060087) was adopted by the City of Thousand Oaks ("City") in 2023 and serves as the comprehensive planning document for the City. The General Plan Update identifies long-term visions, goals, and strategies that will enable the City to protect its most valued characteristics, including the natural open space that surrounds the City, family-friendly neighborhoods, diversity of jobs, and high-quality public facilities and services. The General Plan Update serves as the "blueprint" for the City and directs all decisions related to land use and the City's physical form through the year 2045.

The General Plan EIR reviewed the environmental impacts of the General Plan Update and serves as a primary tiering document for development within the General Plan Update Planning Area, in accordance with Section 15152 of the CEQA Guidelines. The General Plan Update Planning Area covers approximately 37,358 acres, including the City's Sphere of Influence ("SOI"); the General Plan Update focuses on areas of anticipated growth in the City.

The General Plan EIR identifies environmental topics for which project-specific environmental review shall be conducted, topics for which mitigation measures included in the General Plan EIR may be sufficient, and topics for which project-specific technical studies may be required.

The General Plan Update envisioned a mixed-use development for the Project and analyzed this in the accompanying General Plan EIR. The Project proposes retaining an existing commercial building on-site and constructing a stand-alone multifamily residential building in place of the existing office development as further discussed in **Section II. Project Description**. The Project as proposed is a mixed-use development and would be within the envelope of impacts that was analyzed in the General Plan EIR. Implementation of the Project does not meet the CEQA Guidelines criteria for Subsequent or Supplemental EIR as it would not require substantive changes not previously analyzed, resulting in the severity of significant effects that were formerly identified. Therefore, preparation of a Subsequent or Supplemental EIR is not required pursuant to CEQA Guidelines 15162 and 15163. Thus, the Project would be evaluated as an Addendum to the previously approved and adopted General Plan EIR.

The Project would not introduce new significant effects not identified in the General Plan EIR. Though the Project Applicant is seeking specific State Density Bonus Law Concessions and Waivers and Objective Design Standard Modifications, the 8.21-acre parcel located at 195, 275, 325 East Hillcrest Drive ("Site") is zoned Mixed-Use (MU) with a General Plan land use designation of Mixed-Use (>20 to 30 du/acre, 0.25 Floor Area Ratio["FAR"]). The Project is a mixed-use proposal as envisioned for the Site that was analyzed

for mixed-use development in the General Plan EIR. The Project is consistent with, and within the scope of, the previously certified General Plan EIR and an Addendum to the General Plan EIR will be prepared to evaluate and analyze the specifics of the Project within the General Plan EIR development envelope.

Both the General Plan EIR (as analyzed in the Certified EIR) and the Project (as analyzed in this Addendum) are discussed further below.

II. Project Description

1. Project Location

The Project is situated on an 8.21-acre parcel located at 195, 275, 325 East Hillcrest Drive in the southwest portion of the City of Thousand Oaks in Ventura County. The Project is located on Assessor Parcel Number ("APN") 669-0-021-255. Existing and proposed regional access to the Site is provided via U.S. Route 101 ("101 Freeway") using the Moorpark Road exit to the west and via State Route 23 ("23 Freeway") to the east using the Hillcrest Drive/Thousand Oaks Boulevard exit, as shown in **Figure 1, Regional and Vicinity Map**. Direct access to Hillcrest Drive is provided via three private driveways located along the south property line.

2. Environmental Setting

A. Surrounding Land Uses

The Site is bounded by a senior living facility to the north, East Hillcrest Drive to the south, residential and medical office uses to the east, and the Lang Creek concrete drainage channel to the west and multifamily residential uses beyond. To the south and across East Hillcrest Drive is an existing senior living facility and multifamily residential uses. **Figures 2 and 3, Views of the Surrounding Land Uses**, show the views of the surrounding land uses that are bounded by the Site.

The Site is proximate to a variety of job centers that include nearby commercial restaurant, retail, medical, and professional office uses, including the Conejo Business Park (0.4 miles), Parkwood Office Complex (0.7 miles), Tarantula Hill Brewing (0.2 miles). The closest single-family residential use to the Site is located more than 700 feet to the east beyond Hodencamp Road. The closest school is to the Site is Hillcrest Christian School, situated 0.6 mi north-east of the Site.

Several existing multifamily residential uses are located within the vicinity of the Site. As shown in **Table 1, Surrounding Land Uses**, existing multifamily residential buildings consist of 2 to 4-story buildings and range from 36 to 242-units. Construction type of these nearby buildings is primarily wood-framed with surface level parking (Type V), including one construction type consisting of wood frame with concrete parking structure (Type I and V).

Public transit is provided to the south along East Hillcrest Drive, with the nearest bus stop (Route 44) located within 200 feet ("ft") of the Site on East Hillcrest Drive/East of Moorpark Road. Bus stops serving Routes 44, 40, 41, 42, 43, and 45 are located within 0.5 miles of the Site, providing service connections along East Hillcrest Drive, Moorpark Road, Lynn Road, Thousand Oaks Boulevard, Westlake Village, and the Thousand Oaks Transit Center.



Source: Google Maps, 2025; AC Martin, Inc., 2024

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Figure 1
Regional and Vicinity Map



View 1: View to the northeast of the channel



View 2: View to the southeast of the Hillcrest Royal Retirement building



View 3: View to the southwest of residential uses



KEY DIAGRAM

Site Plan Area # View Angle

Source: Google Earth, 2026

Figure 2

Views of the Surrounding Land Uses (View 1, View 2, View 3)



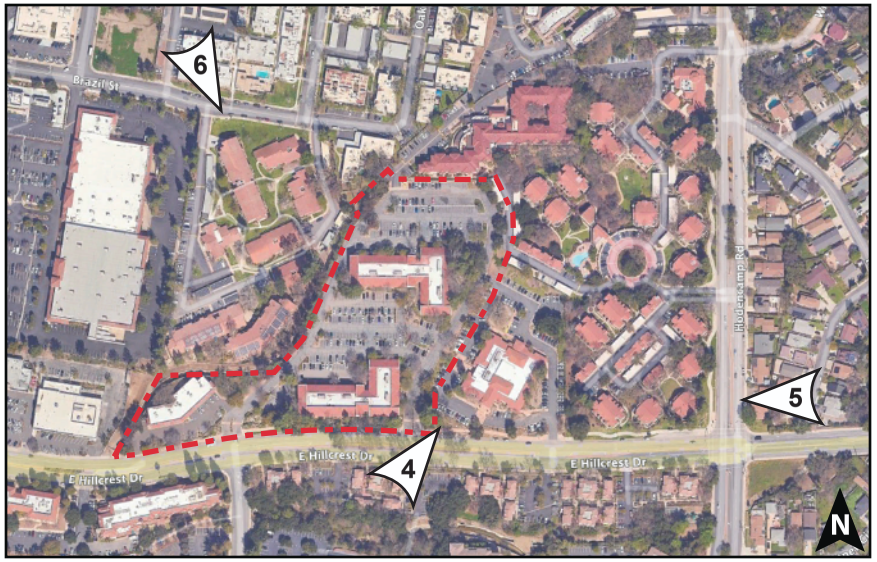
View 4: View to the northeast of the Kaiser clinic



View 5: View to the west of residential uses



View 6: View to the southeast of residential uses



KEY DIAGRAM

Site Plan Area View Angle

Source: Google Earth, 2026

Figure 3

Views of the Surrounding Land Uses (View 4, View 5, View 6)

Table 1
Surrounding Land Uses

Properties	Address	Units	Stories	Height	Construction
Charter Oaks	887 Saint Charles Drive	242	2	23- feet	Type V
Wilbur oaks	450 E Wilbur Road	198	2	23- feet	Type V
Arrive Laurie Lane	555 Laurie Lane	167	2	23- feet	Type V
Eaves	351 Hodencamp Road	158	2	23- feet	Type V
Arrive at the Retreat	550 N Laurie Lane	146	2	23- feet	Type V
Santal Thousand Oaks	299 E Thousand Oaks Boulevard	142	4	50-feet	Type I and V*
St. Charles Oaks	800 Saint Charles Drive	124	2	23-feet	Type V
Enclave 693	693 McCloud Avenue	89	3	35-feet	Type V
The Oaks	951 Warwick Avenue	56	2	23-feet	Type V
Arrive on the Hill	850 Warwick Avenue	50	2	23-feet	Type V
Green Hill Apartments	605 Warwick Avenue	36	2	23-feet	Type V

**Construction Type I and V is concrete podium with Type V wood framing above.*
Source: TC LA MF Development, Inc. December 2025.

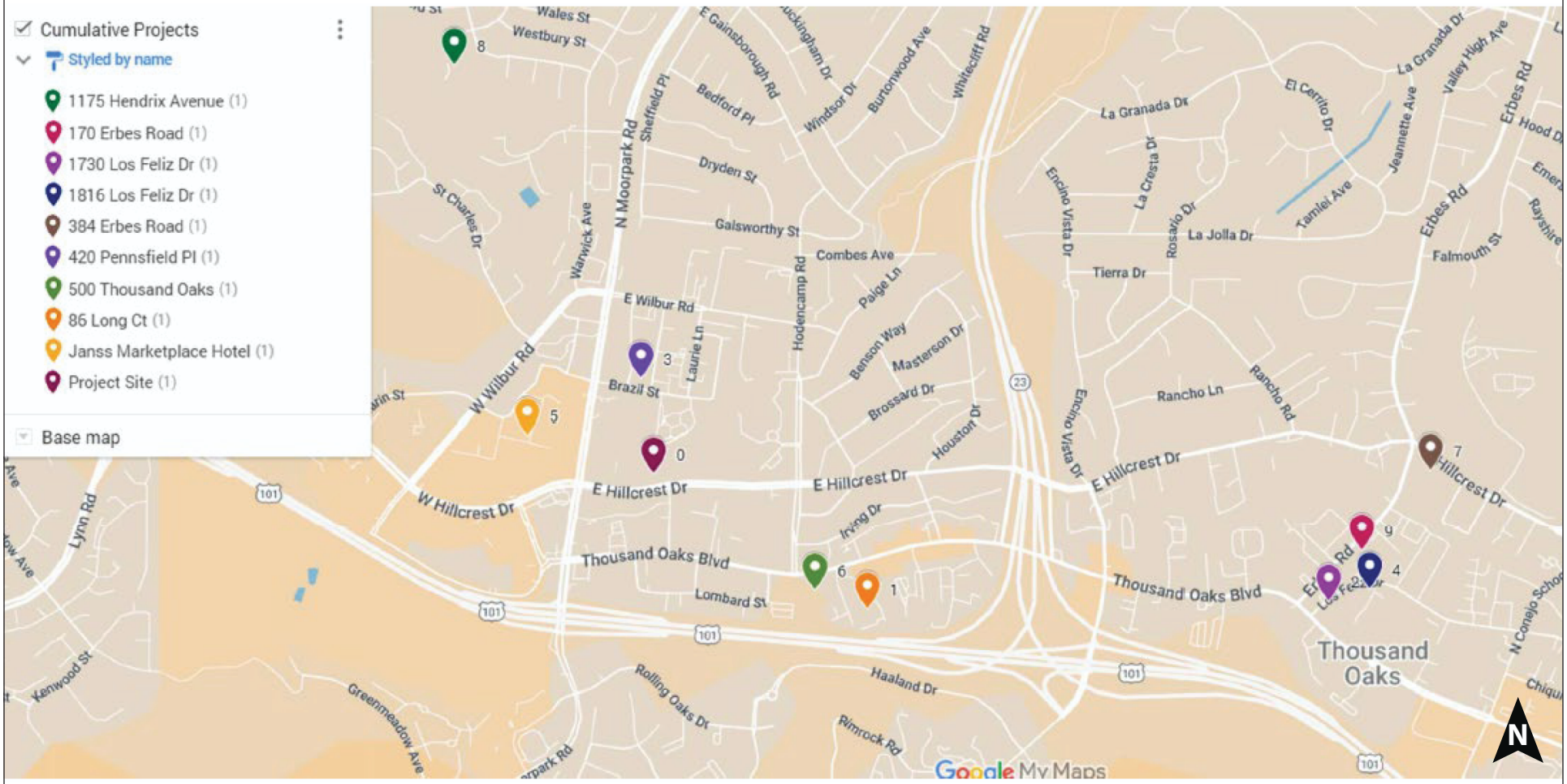
B. Related Projects

There are nine cumulative projects listed in **Figure 4, Cumulative Projects Map** and described in **Table 2, List of Cumulative Projects** that are being considered in the analysis of potential cumulative impacts in this Addendum.

Table 2
List of Cumulative Projects

Related Project Number	Address	Project Uses
1	1175 Hendrix Avenue	9,698 sf. Recreational Building
2	170 Erbes Road	30 DU
3	1730 Los Feliz Drive	24 DU[a]
4	1816 Los Feliz Drive	16 DU[b]
5	384 Erbes Road	78 DU
6	420 Pennsfield Place	12,293 sf. Medical Office[b]
7	500 Thousand Oaks	328 DU 5,300 sf. Retail 3,200 sf. Restaurant 1,359 sf. Commercial 54,763 sf. Public Open Space[b]
8	86 Long Court	73 DU[b]
9	Janss Marketplace Hotel	216 Room Hotel[b]

DU = Dwelling Unit, sf. = square feet
[a] Minutes of Regular Meetings of the Planning Commission, City of Thousand Oaks, Meeting of September 25, 2023, for the project located at 1740 Los Feliz Drive.
[b] Addendum to the 500 East Thousand Oaks Boulevard Mixed-Use Project April 2024.
Source: General Technologies and Solutions, Traffic Signal Warrant Analysis for the Intersection of East Hillcrest Drive and Boardwalk Avenue, August 21, 2025.



Source: General Technologies and Solutions, 2026

EcoTierra consulting

Figure 4
Related Projects Map

3. Project Site Conditions

The Site is currently developed with three commercial buildings totaling approximately 107,859 square feet ("sf"), consisting of two office buildings totaling approximately 97,675 sf and one standalone retail building totaling approximately 10,184 sf as shown in **Figure 5, Views of the Project Site, View 1 through 3**.

As a developed Site operating with commercial office and retail uses, the Site has been previously graded. The topography of the Site is generally flat with gentle sloping terrain towards the west. The Site is not characterized by any significant hills, ridgelines, landforms, outcrops, or other prominent topographic features. Although Lang Creek is improved and consists of concrete drainage channel that runs along the western perimeter of the Site, it is designated as a wetland. An Arborist Report prepared (July 2025) for the Project identified 278 total trees within the tree survey area (Project Site plus 15-foot buffer), including 46 protected oak trees and 15 landmark trees, which are protected tree species per the Thousand Oaks Municipal Code ("TOMC") as shown in **Table 3, Tree Survey**. Specifically, there are three protected trees on the Site. A detailed inventory of protected trees is included in the table below.

Table 3
Tree Survey

Botanical Name	Common Name	Protected Trees	Landmark Trees
Platanus racemosa	California Sycamore		15
Quercus agrifolia	Coast live oak	36 (including 3 protected **street** trees*)	
Quercus kelloggii	California black oak	1	
Quercus lobata	Valley oak	9	
Total		**46 (3)**	**15**

parenthetical numbers represent protected **street trees are included in the total count of protected trees.*
*Source: Dudek, Arborist Report, July 2025, **Appendix C.***

Per the California Department of Forestry and Fire Protection and as adopted by the Ventura County Fire Protection District, the Site is located within a Local Responsibility Area ("LRA") and is not within a fire hazard severity zone.

A. Existing Land Use and Zoning Designations

The City's General Plan Update serves to guide the City and direct all decisions related to land use through the year 2045. Per the General Plan Update, the Site has a land use designation of Mixed-Use (>20 to 30 du/acre, 0.25 FAR) and was selected for re-zoning and re-designation to Mixed-Use (MU) zoning.[1] Development standards for the MU zone are implemented through Article 10.5 of the TOMC and Objective Design Standards are implemented through Article 22 of the TOMC. The Project is consistent with, and within the scope of, the previously certified General Plan EIR.

[1] *City of Thousand Oaks, 2045 General Plan Update, Land Use Element, 2023, Figure 4.9 Moorpark Road/Janss Marketplace, page 75.*



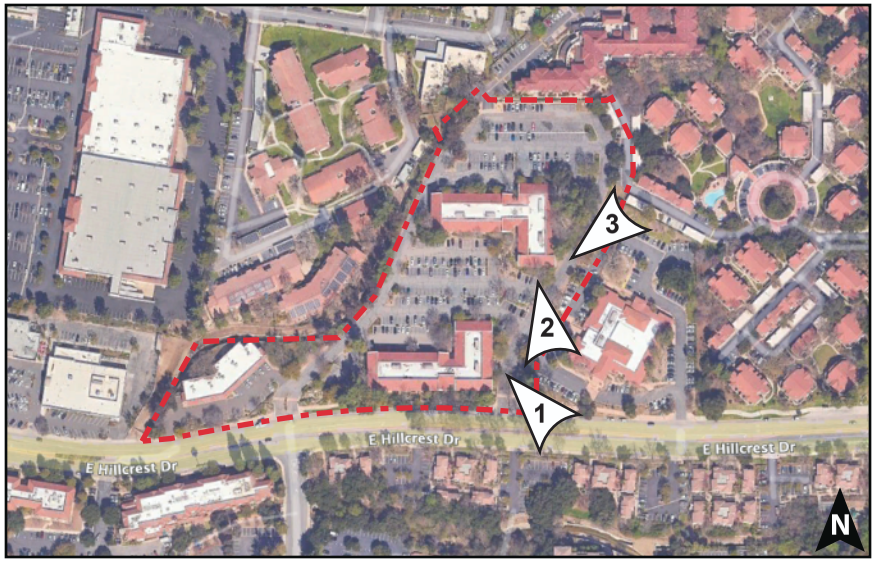
View 1: View to the northwest of on-site commercial uses



View 2: View to the northwest of on-site commercial uses



View 3: View to the southwest of on-site commercial uses



KEY DIAGRAM

Site Plan Area View Angle

Source: Google Earth, 2026

Figure 5

Views of the Project Site (View 1, View 2, View 3)

4. Project Characteristics

A. Project Components

The proposed Project ("Project") is a horizontal mixed-use development that blends a stand-alone multifamily residential apartment building with stand-alone commercial uses adjacent to the southwest. An existing one-story commercial building located at the southwest corner of the Site will continue to operate with commercial uses. The proposed multifamily residential building will be configured as a "wrap style building" consisting of a single 5-story apartment structure with an internal 5 level parking garage concealed by residential units across all 5 stories, including a private access road around the perimeter of the proposed stand-alone multifamily residential structure. The residential building is comprised of 297 apartment units and common indoor and outdoor amenities, including but not limited to a leasing office, clubroom, club lounge, coworking suite, fitness facility, pool, outdoor courtyards, dog park, bike storage, and repair rooms. **Figures 6 though 15** at the end of this **Section II. Project Description** provide overall Project design plans.

Parking is provided separately for the commercial and residential uses, a total of 490 parking spaces are provided on-site. A total of 41 surface parking spaces are provided for the existing commercial building with 34 surface parking spaces located adjacent to the south and east of the commercial building and 7 surface parking spaces located at the northernmost portion of the Site, adjacent to the proposed multifamily residential building. A total of 449 parking spaces are provided for the proposed residential use with 438 parking spaces provided within a 5-level parking garage located within the proposed residential building and 11 surface parking spaces located to the north of the residential building. The commercial parking requirements are governed by TOMC, and as designed the Project requires a minimum of 37 parking spaces for the commercial component. The residential parking requirements are governed by State Density Bonus Law ("SDBL"). Per SDBL parking ratios, a total of 353 parking spaces are required for the residential component of the Project, which is satisfied by the proposed parking provided, as described above. With the 449 residential parking spaces proposed a total of 96 surplus residential parking spaces will be provided.

The Project provides common open space at the southwest corner of the residential building, accessible from East Hillcrest Drive, along the south property line. The Project includes common open space design elements that encourage social interaction and wellness with naturally landscaped open space areas, programmed spaces, and walking paths. The Project is designed in conformance with the TOMC, inclusive of the requested Objective Design Standard Modifications. In accordance with the SDBL, the Project includes 10% of the base number of residential units (247 base units) as affordable units in the low-income category, which equates to 25 affordable low-income units. This allows the Project to add 20% more residential units to the 247 base units as a "Density Bonus," which equates to 50 additional residential units for a total of 297 residential units. As proposed, the Project will be consistent with the goals and policies of the General Plan Update, the Housing Element, and Inclusionary Housing Ordinance by providing rental housing in the form of 25 low-income affordable units. **Table 4, Project Components** provides a listing of the commercial, residential, and Site components of the Project.

Table 4
Project Components

Commercial Components:

- An existing 10,184 sf one-story (20 ft tall) commercial building
- Commercial Parking (per TOMC)
  - Commercial Parking Required: 37 spaces
    - Retail = 8,184 sf / 300 sf per space = 27 spaces
    - Restaurant = 2000 sf / 200 sf per space = 10 spaces
  - Commercial Parking Provided: 41 spaces
    - Existing 34 surface parking spaces (32 standard and 2 accessible parking spaces)
    - Additional 7 parking spaces provided north of the residential building

Residential Components:

- Residential: A new 353,035 gross sf 5-story (66 ft tall) multifamily residential building with 297 dwelling units, of which 25 are affordable to low-income households.
  - Unit sizes range from 550 sf to 1,297 sf and feature studio, 1-bed, 2-bed, and 3-bed configurations in the following unit mix:

Type	Unit Mix	Total	Market Rate	Affordable
Studio	13%	39	36	3
1-Bed	49%	146	134	12
2-Bed	34%	102	93	9
3-Bed	4%	10	9	1
Total	**100%**	**297**	**272**	**25**

  - Residential Density:
    - The General Plan's maximum allowable density of 30 dwelling units per acre for the Site results in a maximum allowable residential density of **247 base units** (30 x 8.21 acres).
    - Under SDBL, by providing 25 units affordable to low-income households, the Project is eligible for a 20 percent density bonus for a total of **297 units** (247 units x 1.2).
  - Residential Parking (Per SDBL parking ratios provided in Government Code Section 65915(p)(1)):
    - Residential Parking Spaces required: 353
      - SDBL Parking Ratios:
        - Studio and 1-bed: 1 space per unit (185 units = 185 spaces)
        - 2-bed: 1.5 spaces per unit (102 units = 153 spaces)
        - 3-bed: 1.5 spaces per unit (10 units = 15 spaces)
    - Residential Parking Spaces proposed: 449
    - Residential Guest Spaces required: 0
    - Residential Guest Spaces proposed: 0
    - Bicycle Parking Spaces: 149
- Common open space (see Amenity section below)
- Common indoor space (see Amenity section below)
- 48,420 cubic ft of private storage

Project Site Components:

- Floor Area per City Floor Area Ratio (FAR) calculation and methodology:
  - Residential: 331,550 sf (FAR = 0.93)
  - Commercial: 10,184 sf (FAR = 0.03)
  - Total FAR sf: 341,734 sf (FAR = 0.96)
- Gross Floor Area is as follows:
  - Residential gross sf: 353,035 sf
  - Commercial gross sf: 10,184 sf
  - Parking Garage gross sf: 142,615 sf
  - Total gross sf: 505,834 sf
  - Total gross building coverage: 35.58% (gross lot area of 8.21 ac)
    - Commercial building coverage: 19.04% (nominal lot A area of 1.2279 ac)
    - Stacked dwelling coverage: 39.35% (nominal lot B area of 6.9829 ac)
  - 10,800 sf of common exterior open space:
    - ~7,550 sf common open space plaza located immediately to the southwest of the residential building. The plaza is accessible directly from East Hillcrest Drive and also provides connection to the residential and commercial structures via pedestrian pathways.
    - ~3,250 sf commercial seating garden located adjacent to and northeast of the existing commercial building.

Source: TC LA MF Development, Inc. December 2025.

B. Project Design Amenities

A common open space park plaza located at the southwest corner of the Site serves as a transition from the public realm from East Hillcrest Drive to the Site, providing an inviting atmosphere for pedestrians to gather within an area consisting of shaded common open space with seating and landscaping as shown in **Figure 14, Open Space Plan**. The plaza will serve as a nexus point from which visitors or tenants of the Site can access the standalone commercial building and adjacent garden seating or the residential building. Pedestrian pathways are provided around the residential building, allowing tenants access to private and secured indoor and outdoor amenities throughout.

The residential building is designed to offer spaces that promote connectivity and wellness for residents. The common exterior open space and common interior amenities are detailed below. Over 54,000 sf common outdoor open space is provided for tenants, inclusive of:

- **Pool court:** located at the southern end of the development, featuring a resort-style pool, sun lounges, and dining areas.
- **Wellness court:** located on the east side of the Project adjacent to the indoor fitness center. The court features a yoga deck and other areas for passive exercise.
- **Entertainment court:** located at the north-west edge of the building, featuring dining facilities, lounge-style seating, and an enclosed 600 sf min children's play area with climbing boulders, discovery play tables, and benches.
- **Co-work garden:** located at the west side of the building, featuring furniture and built-in elements conducive to quiet socialization and outdoor work-from- home.

- **Leasing plaza:** an outdoor space adjacent to the leasing/lobby entrance, which includes seating for outdoor leasing meetings and/or resident waiting areas.
- **Level 5 Roofdeck:** A 1,730 sf roofdeck located on the fifth level adjacent to the club lounge. Offering views of the surrounding area and seating and equipment for dining and socializing.
- **Dog Park:** located at the east side of the building, south of the wellness court. This area will be enclosed for off-leash pet activity.

Over 12,000 sf of common indoor amenity space provided for tenants, inclusive but not limited to:

- **Lobby/Leasing:** 2,750 sf for prospective tenant leasing activities, property management, and tenant use.
- **Co-work:** 3,070 sf to facilitate work-from-home activities and tenant collaboration.
- **Level 1 Clubroom:** 1,970 sf of indoor clubroom space adjacent to the pool deck. To be utilized by tenants for general entertainment and events.
- **Fitness:** 2,190 sf of indoor fitness featuring top-of-the-line gym equipment to promote both active and passive exercise. Located strategically next to the outdoor wellness court for indoor/outdoor wellness activities.
- **Level 2 Space:** 820 sf of amenity space.
- **Level 5 Club Lounge:** 1,050 sf elevated club lounge to provide dining and entertainment space for tenants with premium views.
- **Bike storage and Repair:** located in three rooms located on Level 1.

Private outdoor space is provided to residents of the Project via balconies and patios directly accessible from 264 units (89% of total units).

C. Landscaping

The landscape design of the Project will prominently feature existing ornamental and protected trees as well as additional landscape elements/features as shown in **Figure 15, Landscaping Plan**. The design will foster a sense of connectivity with nature and celebrate a selection of California-native, and drought-tolerant species. The planting and irrigation systems will be developed to adhere to the City of Thousand Oaks and State of California water conservation standards, which include drought tolerant plants and automated irrigation equipment. The use of low and very-low water use plants will help reduce dependence on potable water. The landscape design will also comply with the City of Thousand Oaks' fire-resistant landscape requirements and defensible space guidelines. Further, the Project will comply with the City Forestry Master Plan and landscape and irrigation standards pursuant to Resolution Nos. 2005-011 and 2007-116. The plant palette will offer a diversity of color, size, and texture to create an enhanced experience for tenants and the public alike.

Below is a non-exhaustive list of plant species:

- Fern Leaf Yarrow
- Caribbean Agave
- California Lilac
- Spanish Lavender
- Hummingbird Sage
- Mediterranean Fan Palm
- Western Sycamore
- Fruitless Olive Tree
- Valley Oak
- Coast Live Oak

1. Protected Tree Impacts

The Project will include removal of 111 trees, encroachment upon 32 trees, and preservation of 135 trees. Of the 111 trees to be removed, 8 are protected oak trees and 9 are landmark trees. Of the trees to be encroached upon, a total of 10 are protected oak trees and 3 are landmark trees. Per the City's Oak Tree Preservation and Protection Guidelines mitigation requirements, each protected tree to be removed must be replaced with three (3) trees (two 24-inch box and one 36-inch box sized trees). A total of 50 replacement trees would be required for the Project. Should the 50 replacement trees not be planted on-site due to Site constraints, conditions of approval may be applied to the Project requiring the applicant to plant replacement trees at an off-site location for public benefit or provide an in-lieu payment to the City's Open Space Conservation Fund. The Project will be required to abide by the City's Oak Tree Preservation and Protection Guidelines for those protected trees to be encroached upon.

D. Circulation and Parking

Existing and proposed regional access to the Site is provided via U.S. 101 Freeway using the Moorpark Road exit to the west and via 23 Freeway to the east using the Hillcrest Drive/Thousand Oaks Boulevard. Direct street access is provided via three private ingress and egress driveways along East Hillcrest Drive. The on-site vehicular circulation system has been designed to provide adequate access for emergency vehicles and evacuation of residents as shown in **Figure 16, Fire Access Plan** at the end of this section.

E. Lighting

The Project would introduce lighting for residential, commercial, amenities, open space, and corridors to ensure adequate lighting for operation and safety. All lighting would be developed to adhere to applicable City light and glare regulations.

5. State Density Bonus Law Incentive and Waivers

Under SDBL, because the Project provides at least 10 percent of its base maximum units (247 Base Units) for low-income households, it is entitled to one incentive or concession and unlimited waivers from TOMC development standards. The Project includes a request to utilize SDBL parking ratios for the residential portion of the Project and requests one concession, six waivers, and one modification, as described below and summarized in **Table 5, Summary of Requested Concession, Wavers, and Modifications**, below.

Table 5
Summary of Requested Concession, Waivers, and Modifications

Code Reference	Requirement	Request
Objective Design Standards Sec 9-4.2205 (i) (3) (i)	**Building Windows Details** – Incorporate vinyl window frames instead of aluminum, fiberglass, wood, or manufactured wood, as otherwise required by TOMC Section 9-4.2205(h)(3)(i).	**Concession.** Project proposes to use high-quality vinyl windows similar to other recently approved projects in the City of Thousand Oaks. The use of aluminum, fiberglass, wood, or manufactured wood represents a significant cost burden to the applicant.
Objective Design Standards Sec 9-4.2205 (b) (2)	**Site Development Standards (Building Types)** – Reduce number of building types on parcels exceeding 50,000 s.f., from at least 3 separate building types to 1 building type, as otherwise required by TOMC Section 9-4.2205(b)(2).	**Waiver**. Project must reduce the number of buildings in the development in order to physically accommodate the proposed project inclusive of the density bonus. Designing multiple buildings with required separation results in density inefficiencies that preclude the applicant from achieving the density bonus units. A 3-building configuration planned for this site would allow for only 255 units, representing a reduction of 42 units.
Objective Design Standards Sec 9-4.2205 (e) (8) (iv)	**Building Types and Design** – Increase the stacked dwelling type interior corridor length from the maximum 100 feet to 180 feet, as otherwise required by TOMC Section 9-4.2205(e)(8)(iv).	**Waiver**. Project must exceed the maximum corridor length of 100ft in order to physically accommodate the proposed Project inclusive of the density bonus. The longest corridor length is 138ft at the south west quadrant of the building. The building will exceed the 100ft max requirement in four total instances, which is a required attribute of the Project to achieve the density bonus units. Maximizing building footprint to achieve the proposed density on a long site creates the need for longer corridors. Reducing the corridor length in each identified instance where the corridor exceeds the 100ft max would result in the removal of 13 stacks of units comprised of 56 total units.
Objective Design Standards Sec 9-4.2205 (g) (1)	**Building Massing and Articulation** – Increase residential building length from the maximum 200-foot length to 407-foot length, as otherwise	**Waiver**. Project must exceed the maximum building length in order to physically accommodate the proposed Project inclusive of the density bonus. The reduction of the two sides exceeding 200ft would result in a loss of 9 units.

Table 5
Summary of Requested Concession, Waivers, and Modifications

	required by TOMC Section 9-4.2205(g)(1).	
Zoning Code Sec 9-4.1052 MU Development Standards	**Maximum Height** – Increase building height from maximum allowed 50 feet to 56 feet, as otherwise required by TOMC Section 9-4.1052.	**Waiver**. Project must waive the 50ft height limit in order to physically accommodate the proposed Project inclusive of the density bonus units. As the density bonus units are in addition to/above the number of units that fit within the 50ft height limit, to accommodate the additional units, a maximum height limit of 66ft is proposed for the Project. Maximum height is measured from the lowest exiting grade to the top of the stair overrun. A reduction in height to 50ft would result in the removal of the fifth level of units, equating to 57 fewer residential units.
Zoning Code Sec 9-4.1052 MU Development Standards	**Ground Floor Height** – Decrease the minimum ground floor plate height from 14 feet to 13 feet in height, as otherwise required by TOMC Section 9-4.1052.	**Waiver**. This standard is logical in the context of ground floor retail, but none is proposed for the multifamily component of this Project. The proposed ground floor height is 10'-3" for residential units with double-height spaces for lobbies/amenities. Compliance with this standard would require the elimination of the top level of units due to height limitations and construction type. The removal of the fifth level of units equates to 57 fewer residential units.
Objective Design Standards Sec 9-4.1052 MU Development Standards	**Building Setback** – Increase in the front yard building setback for the multi-family residential building from the maximum 30 feet to 33 feet, as otherwise required by TOMC Section 9-4.1052.	**Wavier.** Proposed front setback varies with a minimum dimension of 33.4ft, which exceeds the maximum setback required by the City of Thousand Oaks. The proposed setback is due to the requirement to preserve existing oak trees within the max setback boundary. Compliance with the maximum setback would require shifting the building within the protected root zones of several protected oaks, resulting in the loss of at least 4 residential units.
Objective Design Standards Sec 9-4.2205 (f) (3) (iii) (iv)	**Terrace Frontage Type Design** – Reduce minimum clear depth of 7 feet to 4 feet, as required by TOMC Section 9-4.2205(f)(3)(iii)	**Modification.** Project does not comply with (iii) min clear depth of seven (7') due to site grading and circulation restrictions. Project does not comply with (iv) min clear height of eight feet (8') only where decorative arch springing points are lower than 8'. Otherwise, clear height is achieved within occupiable terrace space.
ft = feet; sf = square feet; in = inch *Source: City of Thousand Oaks, Municipal Code.*		

6. Vesting Tentative Parcel Map

A Vesting Tentative Parcel Map is proposed for the Project to subdivide the 8.21-acre Site into one master 8.21-acre parcel and one airspace 0.3180-acre parcel. The master parcel (Parcel 1) includes the entire Site and includes the proposed 5-story residential building with parking garage and portions of the Site where the 10,184-sf one-story commercial building is located. The airspace parcel (Parcel 2) located at the southwestern portion the Site is limited to the existing 10,184 sf one-story commercial building.

7. Utilities

A. Water System

The Project's water demands would be served by connections to an existing 10-inch City of Thousand Oaks water main that loops through the Site. A section of this 10-inch water main will be relocated around the northern perimeter of the proposed building. Water connections would serve the Project's demands for domestic water, fire protection for existing and proposed on-site fire hydrants and building sprinkler systems, building mechanical systems, and Site irrigation.

B. Wastewater System

Sanitary wastewater service would be provided by the existing 18-inch City of Thousand Oaks gravity sewer line that runs along the westerly property line of the Site. The wastewater service line connects to the existing 21-inch public wastewater line located along East Hillcrest Drive. Private 6-inch sewer laterals will be provided to serve the building.

C. Drainage Plan

The existing Site is generally flat and drains from the northeast to the west. The Project will implement control measures that meet the City's Municipal Separate Storm Sewer System ("MS4") permit by providing an approved design satisfying the Los Angeles Regional Water Control Review Board requirements.

D. Flood Management

On November 26, 2025, the Federal Emergency Management Agency ("FEMA") issued a Letter of Map Revision ("LOMAR") updating the Flood Insurance Study and Flood Insurance Rate Map ("FIRM") showing the floodplain designations for the Site. According to the revised FIRM, effective April 29, 2026, while a narrow Special Flood Hazard Area ("SFHA") associated with Lang Creek crosses through the southwestern corner of the Site, the entire area proposed for Project development within the Site is located outside of the SFHA.[2]

[2] *United States, Federal Emergency Management Agency, National Flood Insurance Program, Map No. 06111C0967E, Version 2.1.3.0, Panel 967 of 1275, revised to reflect LOMAR, effective April 29, 2026.*

E. Utility Providers

The Site is currently served and would continue to be served by existing utility and public service providers:

- Water and Sanitary Sewer: City of Thousand Oaks
- Electricity: Southern California Edison Company
- Natural Gas: The Gas Company – Distribution
- Communication: AT&T California, Time Warner Cable, Verizon

8. Green Incentives

The Project incorporates the principles of smart growth and environmental sustainability, as evidenced in the Site's location within the established area, the Site's proximity to transit and walkable streets, the proposal to add residential density within a mixed-use zone in proximity to transit, an existing bus stop, and the presence of existing infrastructure needed to service the proposed uses.

The Project residences would also include sustainable design features to meet the requirements of the City of Thousand Oaks building codes, the California Green Building Code, and Title 24 requirements. The Project would be designed and constructed to incorporate the following specific environmentally sustainable design features and green incentives:

A. Location and Transportation

The Site would include the following location and transportation sustainable design features:

- Electric vehicle ("EV") spaces provided to meet California Green Building Standards ("CALGreen") requirements.
- Indoor/Outdoor bike parking with electric charging stations.
- Central location with readily accessible transit.
- Mixed-use development provides opportunity to live, shop, and dine without driving to alternative locations.
- On-site common outdoor areas and amenity space including community collaborative workspaces allow residents to work and play without driving to alternative locations.

B. Sustainable Sites

The Site would include the following sustainable Site design features:

- Ample exterior common open space to encourage interaction with the Site and surrounding environment, including but not limited to social interaction, passive recreation, and physical activities.
- Rainwater management systems to retain on-site rainwater runoff.
- High surface roofing and paving reflectance to reduce the effects of urban heat island.
- Reducing light pollution and improving nighttime visibility by eliminating direct up lighting throughout the Site.

C. Water Efficiency

The Site would include the following water efficiency design features:

- Outdoor water use reduction by incorporating native and drought tolerant landscaping.
- Installation of high-efficiency drip irrigation systems.
- High efficiency plumbing fixtures to promote water conservation.

D. Energy

The Site would include the following energy design features:

- On-site solar photovoltaic array to reduce the environmental and economic impacts associated with fossil fuel energy.
- All new in-unit appliances shall be electric and Energy Star rated.

E. Materials and Resources

The Site would include the following material and resource design features:

- Diversion of construction materials to reduce construction/demolition waste disposed of in landfills and incineration facilities.
- Sourcing products and materials that have environmentally, economically, and socially preferable life-cycle impacts.

F. Indoor Environmental Quality

The Site would include the following indoor environmental quality design features:

- Increased ventilation rates to improve indoor air quality.
- Low-emitting interior finishes to reduce concentrations of chemical contaminants.

- Lighting and thermal controls to promote occupants' comfort and well-being.

9. Site Work

The Project will be developed in a single phase consisting of several construction sequences (per the Construction Schedule below), starting with Site Work activities. Site Work is inclusive of demolition, Site preparation, grading, hardscape, and landscape.

Site demolition would involve the removal of the 97,675-sf existing office building, hardscape, utilities, and various Site trees and vegetation. Per the Arborist Report prepared (July 2025) for this Project, coast live oak, California black oak, and valley oak, which are protected tree species per the TOMC, and California sycamore trees which are landmark trees per the TOMC, were observed on the Site. As part of demolition, the Project requires the removal of 8 protected oak trees and 9 landmark trees. Furthermore, the Project will encroach upon the protected zone of 10 protected oak trees and 3 landmark trees. The Project Development Permit Protected Tree Permit, and associated entitlements include specific conditions of approval related to compliance with the City's Oak Tree Preservation and Protection Guidelines.

Once demolition activities are complete, construction would continue with Site preparation and rough grading. Site excavation would involve removal and re-compaction of existing soils per the recommendations of the Project's soils engineer. The Project would require excavation of soils for the building foundations as well as subgrade cut for proposed residential structure, parking garage, surface parking lots, and Site hardscapes. Proposed grading quantities include approximately 28,000 cubic yards (c.y.) of cut and 25,300 c.y. of fill, with a net export about 2,500 c.y. export due to excavation for the building pad and modifications to the Site characterized by a gentle descending slope from the northeast (rear) to southwest (front) of the Site. Conditions of approval shall be applied to the Project requiring the applicant to provide a haul route and management plan to the Public Works Department for review and approval prior to commencing grading activities.

Typical Project off-site improvements would include, sidewalk, curb, and gutter improvements. It is noted that a Traffic Signal Warrant Analysis for the intersection of East Hillcrest Drive and Boardwalk Avenue was prepared by General Technologies and Solutions ("GTS"). GTS determined that the traffic signal warrants were not met per the guidelines set forth in the State of California Manual on Uniform Traffic Control Devices (**Appendix K**).

10. Construction Schedule

The Project would be constructed over approximately 27 months. Construction is anticipated to begin in the first quarter of 2027 and complete in the second quarter of 2029 as shown in **Table 6, Construction Schedule**.

Table 6
Construction Schedule

Construction	Schedule
Start	2/1/2027
End	4/1/2029
Demolition	February 27-May 27
Site Preparation	May 27-June 27
Grading	June 27-September 27
Building Construction	September 27-January 29
Paving	January 29-February 29
Architectural Coating	February 29-April 29
Source: *TC LA MF Development, Inc. December 2025.*	

11. Discretionary Actions

The list below includes the anticipated requests for approval for the Project. The Addendum will analyze impacts associated with the Project and will provide environmental review sufficient for all necessary entitlements and public agency actions associated with the Project. The discretionary entitlements, reviews, permits, and approvals required to implement the Project include, but are not necessarily limited to, the following:

- **Development Permit (DP) 2025-70001:** Request to demolish an existing commercial office development and construct a new horizontal mixed-use development consisting of 297 residential units with a 20 percent Density Bonus providing 25 lower-income affordable units, refurbishing a 10,184-sf stand-alone commercial space, one parking garage, common exterior gathering areas, roof decks, including grading, hardscape, landscape.

- **Protected Tree Permit (PTP) 2025-70002:** Allow removal of eight (8) protected oak trees and nine (9) landmark trees, including encroachment into the protected zone of ten (10) protected oak trees and three (3) landmark trees.

- **Land Division (LD) 2025-70004 (Vesting Tentative Parcel Map):** to subdivide the subject 8.21-acre property into one master parcel (8.21 acres) and one airspace parcel for the existing commercial building (0.318-acre parcel).

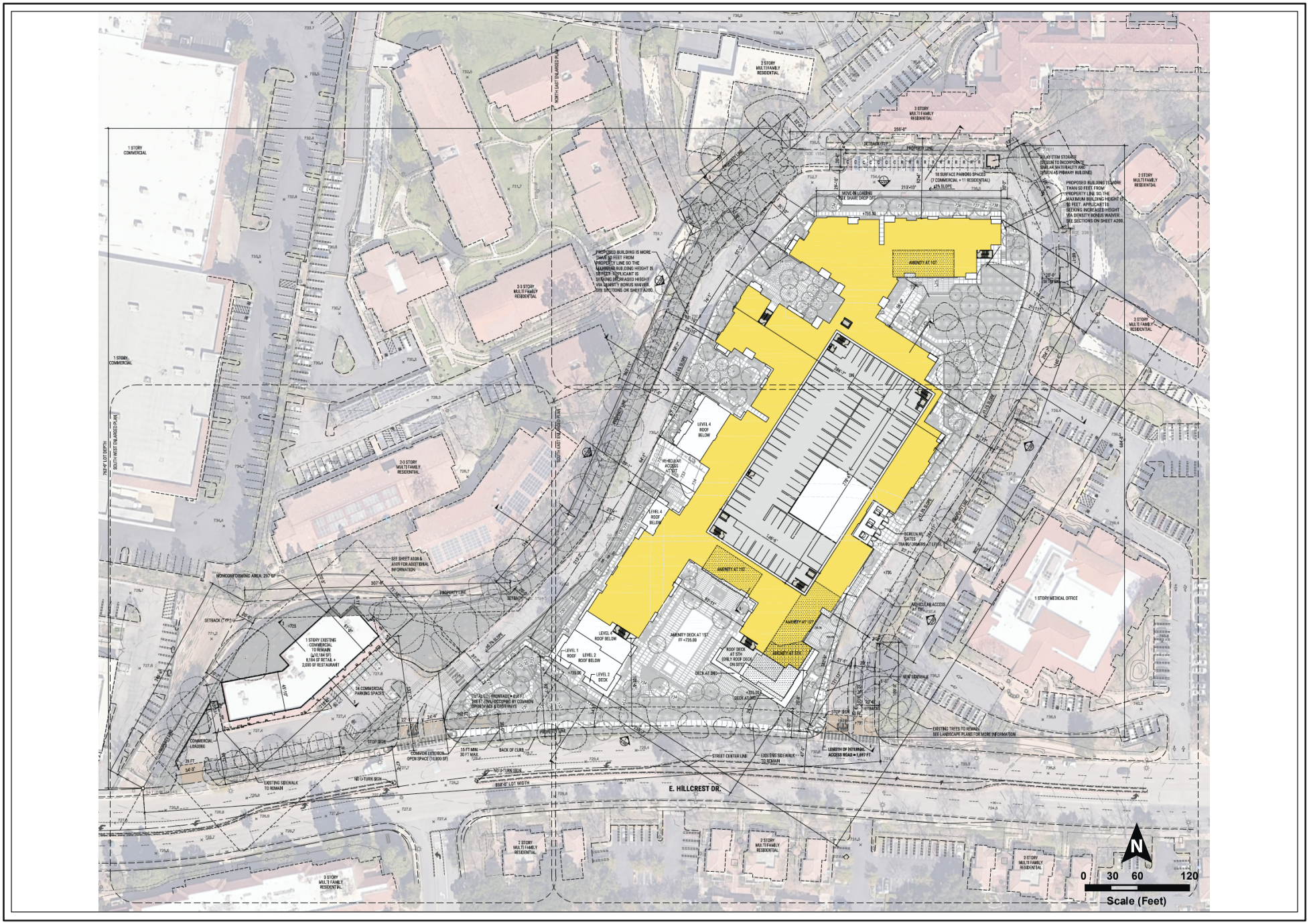
- **Environmental Document (CEQA) 2025-70001:** Consider the Addendum to the 2045 General Plan Update Environmental Impact Report (EIR)No. 2022-70558 (SCH #2022060087). An Addendum has been prepared for the Project pursuant to Sections 15162 and 15164 of the CEQA Guidelines evaluating all potential adverse environmental impacts of the Project which determined that, with the inclusion of recommended mitigation measures contained in the 2045 General Plan Update EIR, the Project will not result in new significant impacts nor substantially increase the severity of previously disclosed impacts beyond those already identified in No. 2022-70558 (SCH

#2022060087). Conditions of approval applied to the Project ensure that all applicable mitigation measures provided in EIR No. No. 2022-70558 (SCH #2022060087) are implemented.

- **Other discretionary and ministerial permits and approvals:** Other approvals that may be deemed necessary, including, but not limited to, haul route permit, temporary street closure permits, grading permits, excavation permits, foundation permits, building permits, and sign permits.

12. Other Public Agencies Whose Approval Is Required

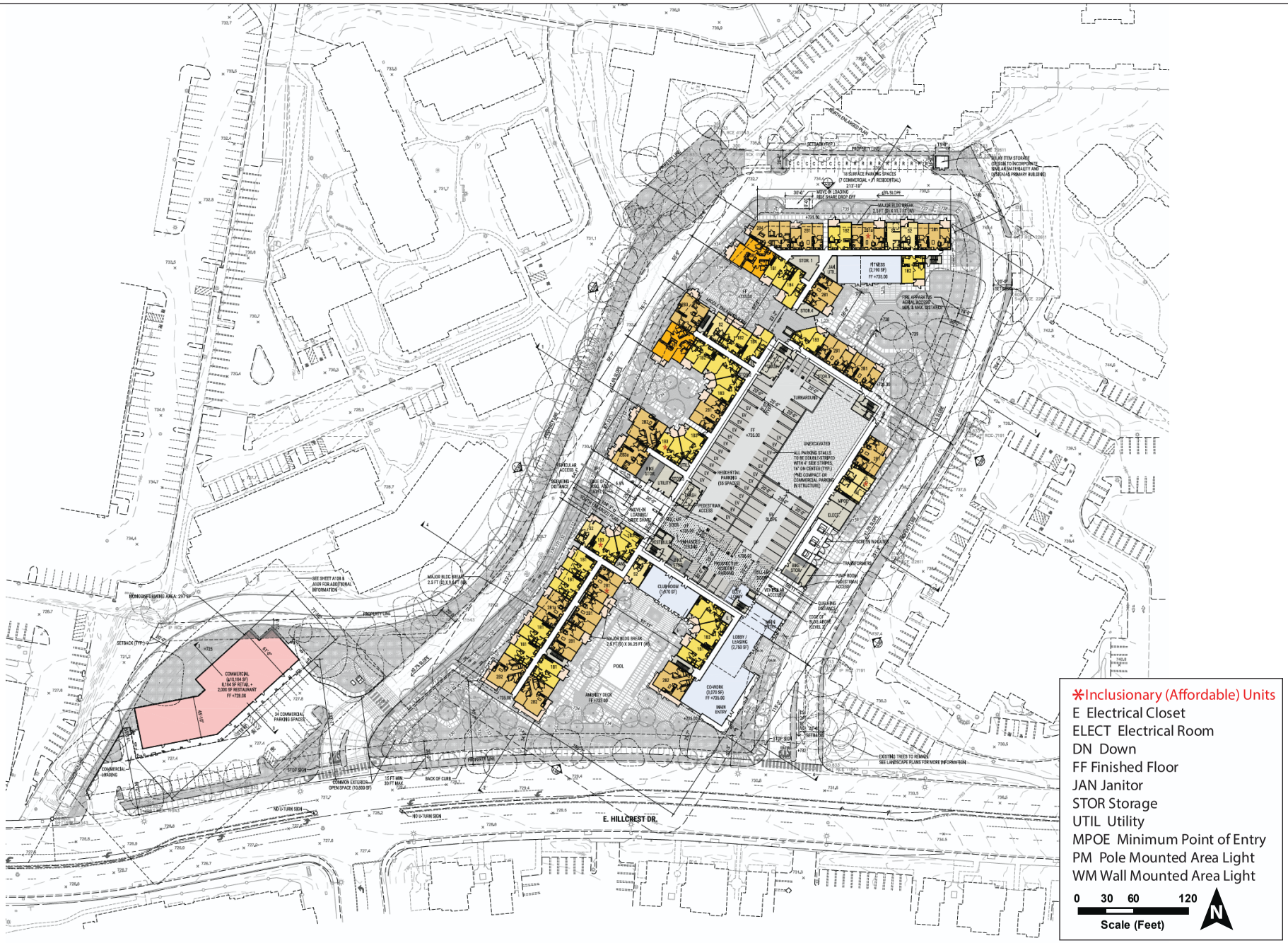
No other approvals by outside public agencies are required for the Project.



Source: AC Martin, 2025

Figure 6
Site Plan

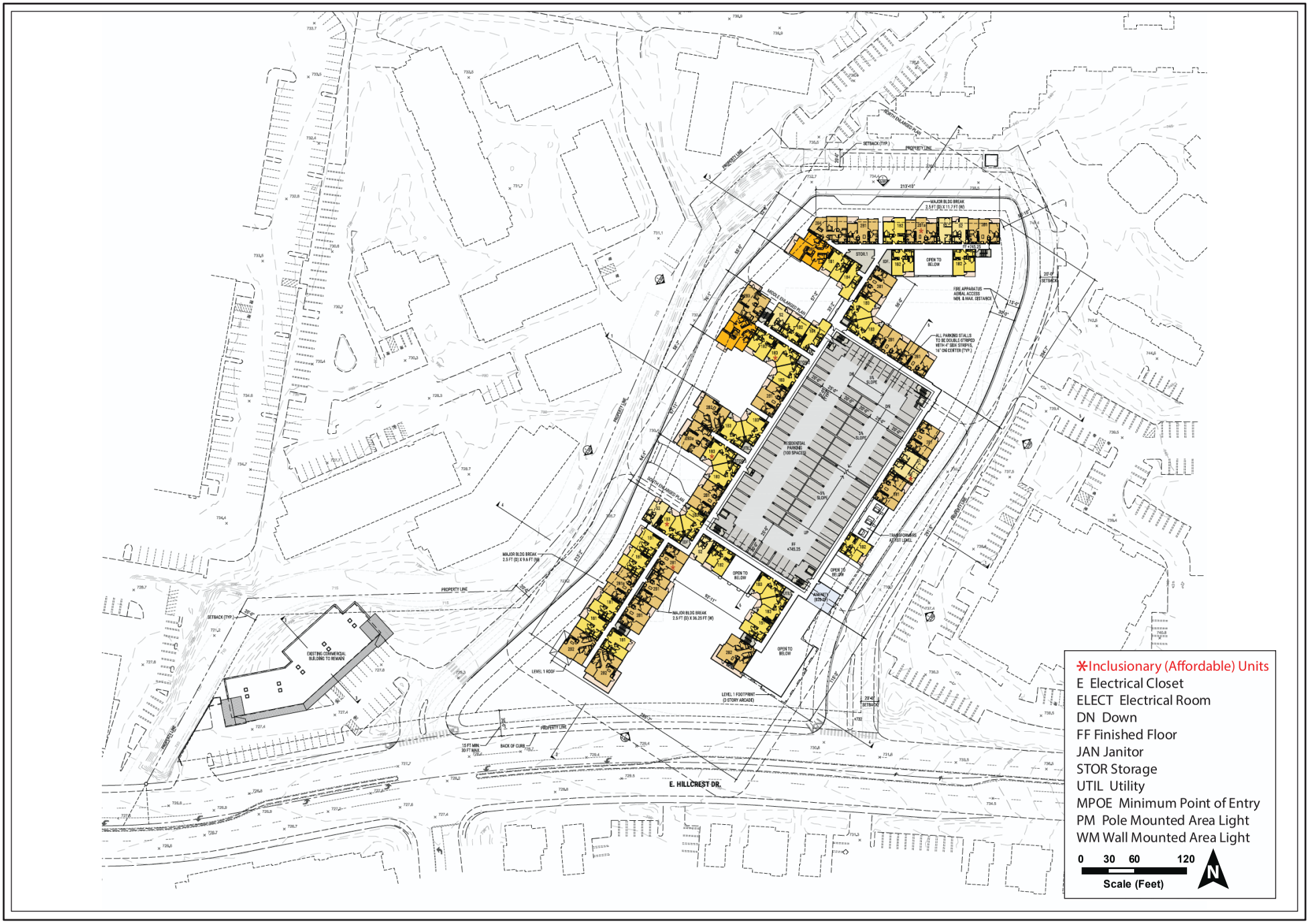
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Source: AC Martin, 2025

Figure 7
Level 1 Plan

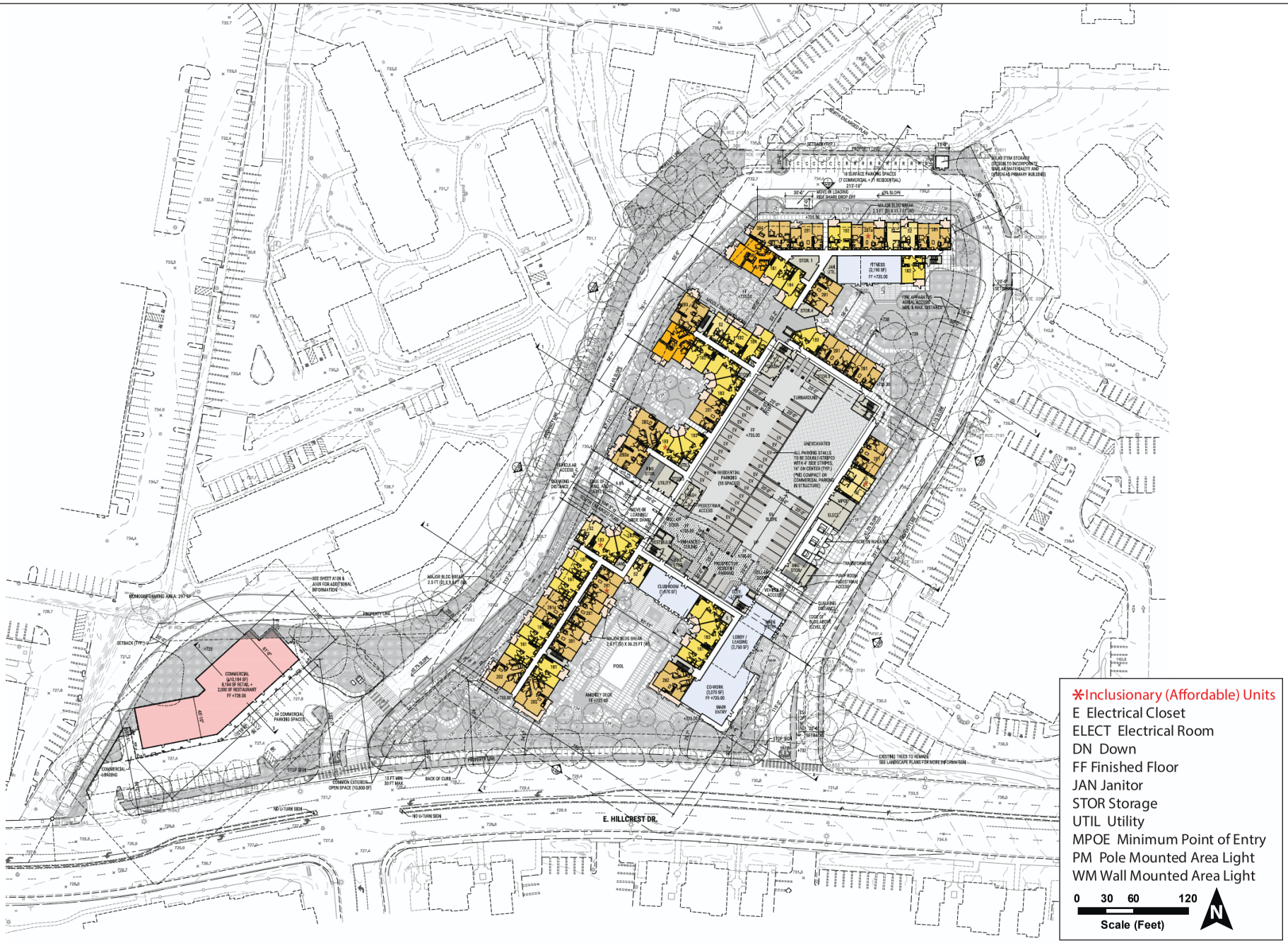
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Source: AC Martin, 2025

EcoTierra consulting

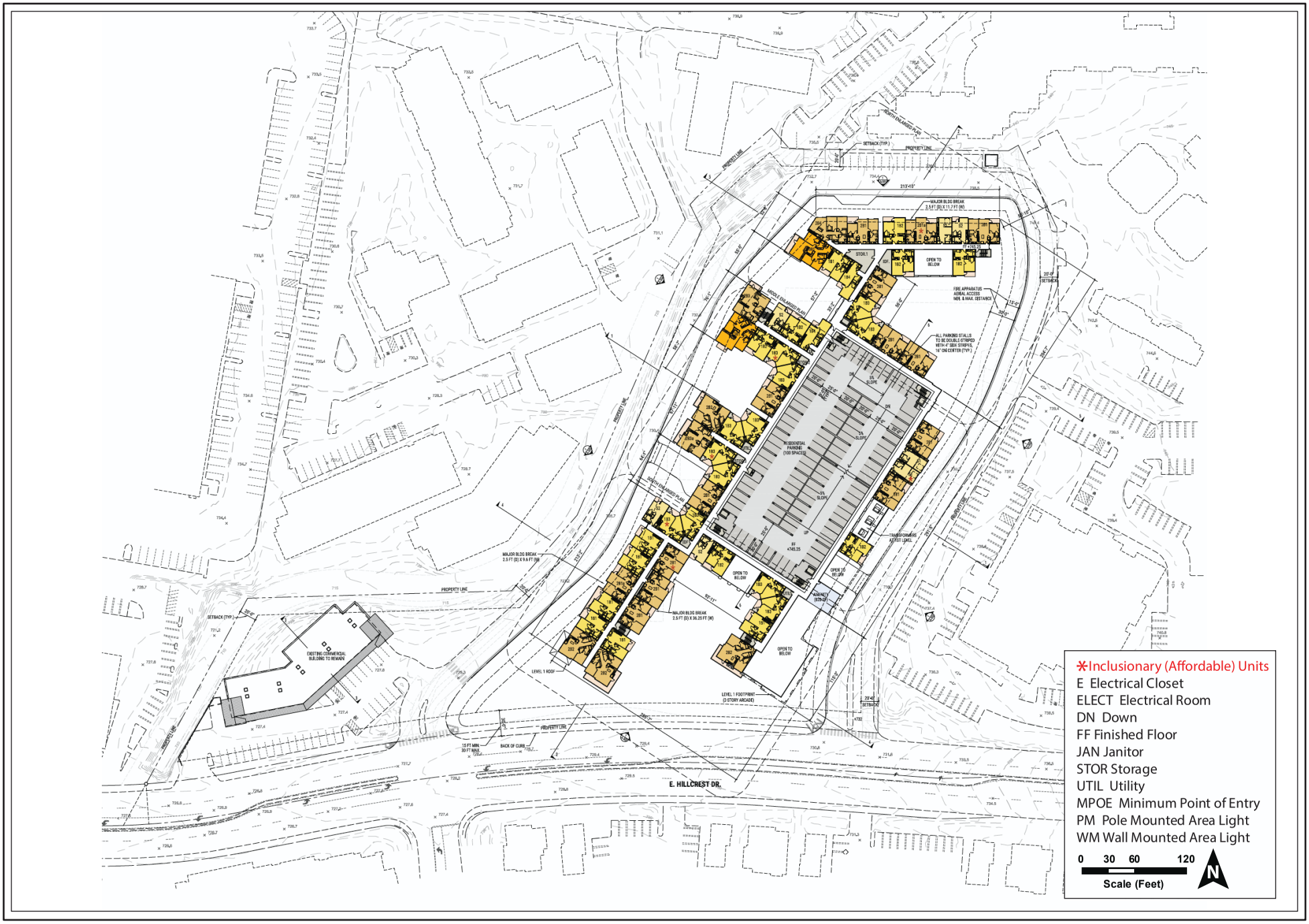
Figure 8
Level 2 Plan



Source: AC Martin, 2025

Figure 7
Level 1 Plan

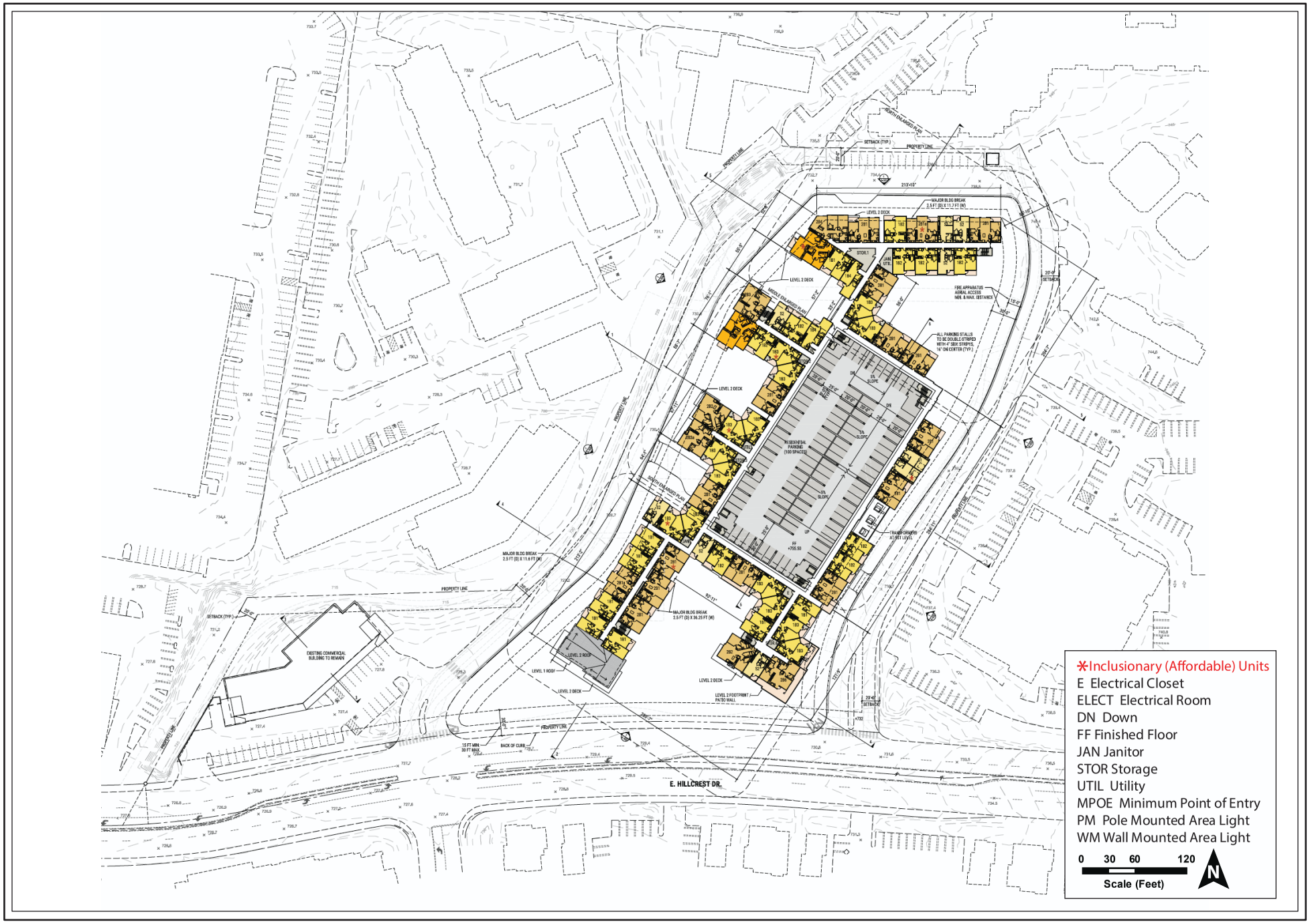
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Source: AC Martin, 2025

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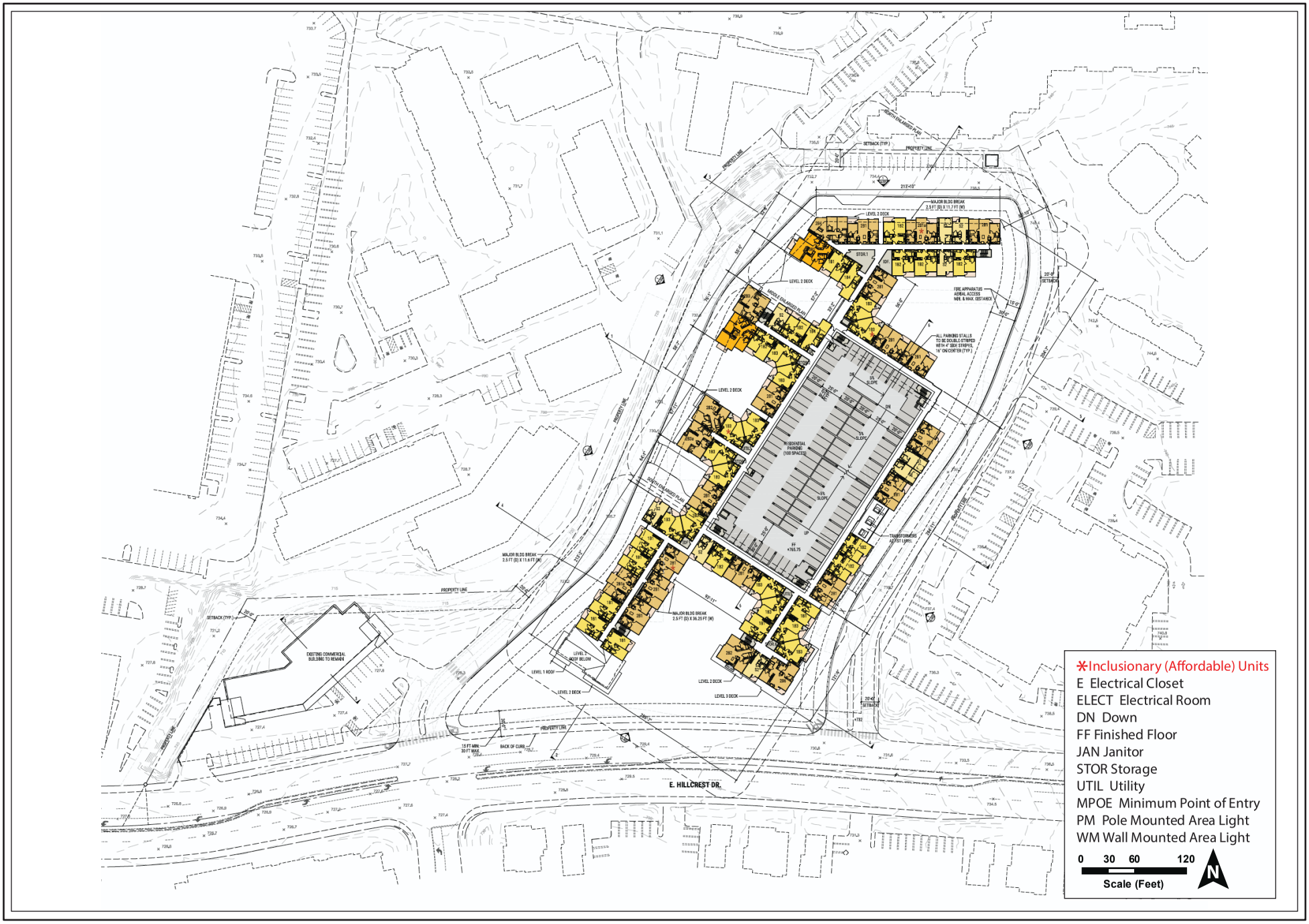
Figure 8
Level 2 Plan



Source: AC Martin, 2025

EcoTierra consulting

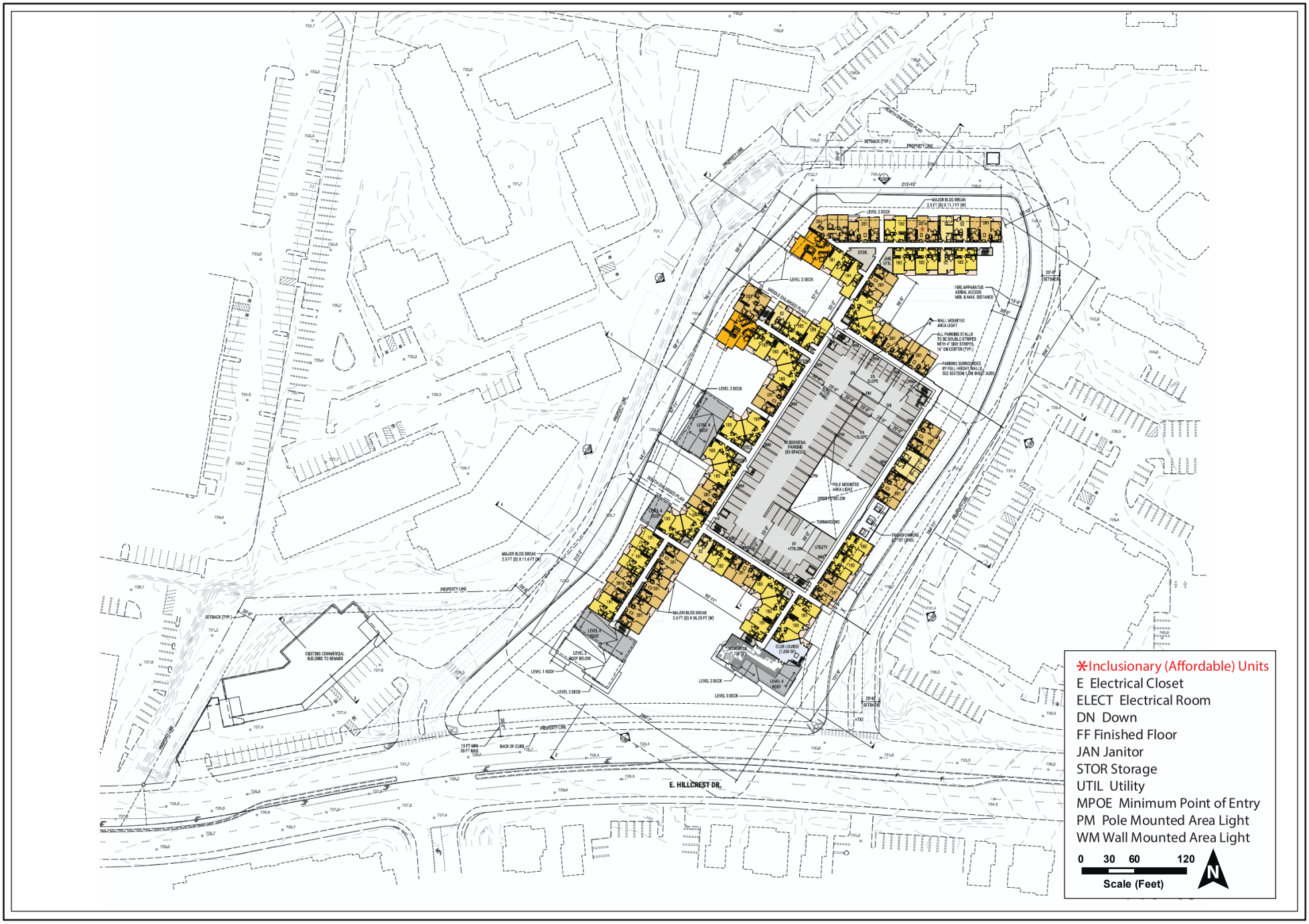
Figure 9
Level 3 Plan



Source: AC Martin, 2025

Figure 10
Level 4 Plan

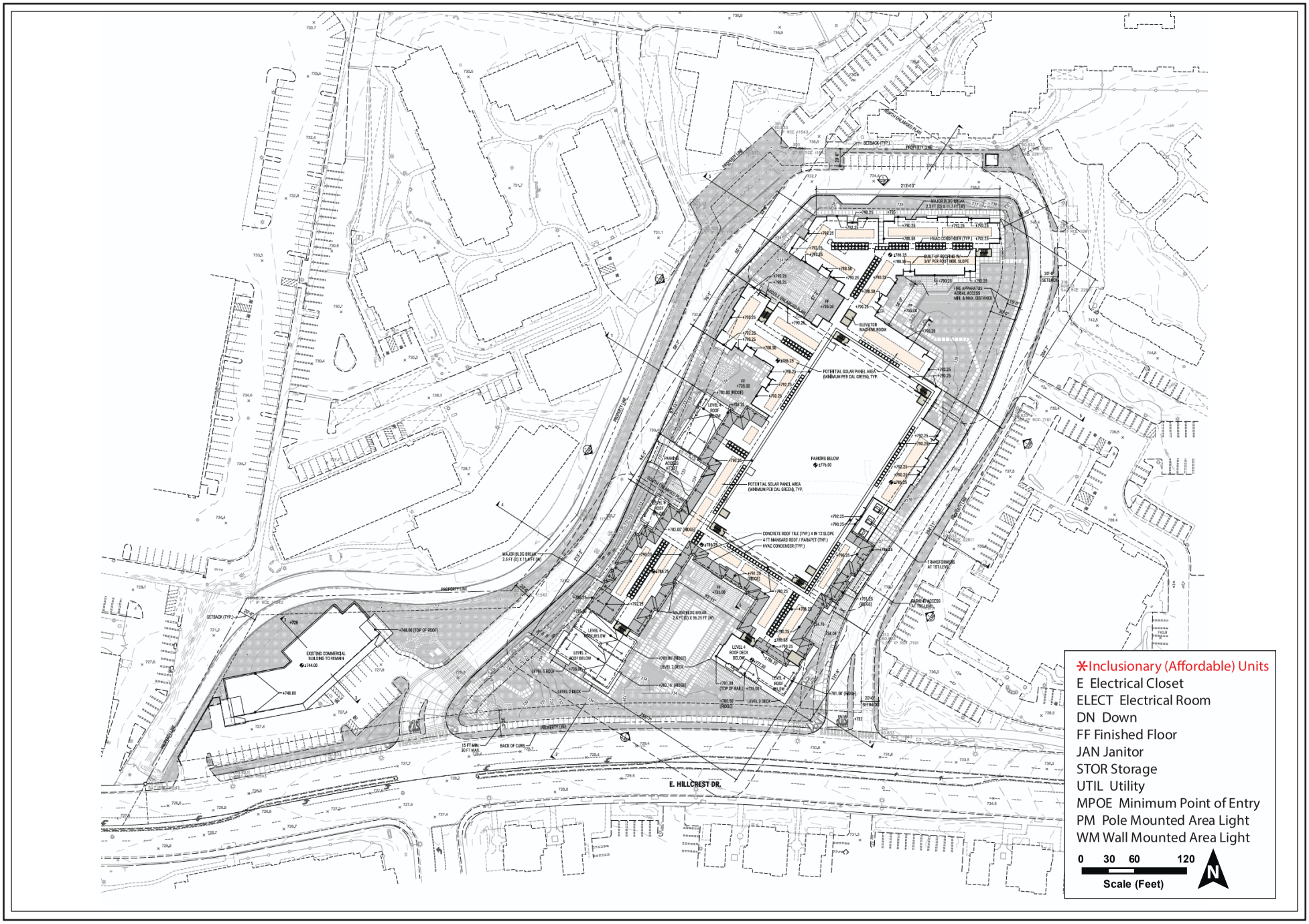
EcoTierra consulting



Source: AC Martin, 2025

EcoTierra consulting

Figure 11
Level 5 Plan



Source: AC Martin, 2025

Figure 12
Roof Plan

EcoTierra consulting





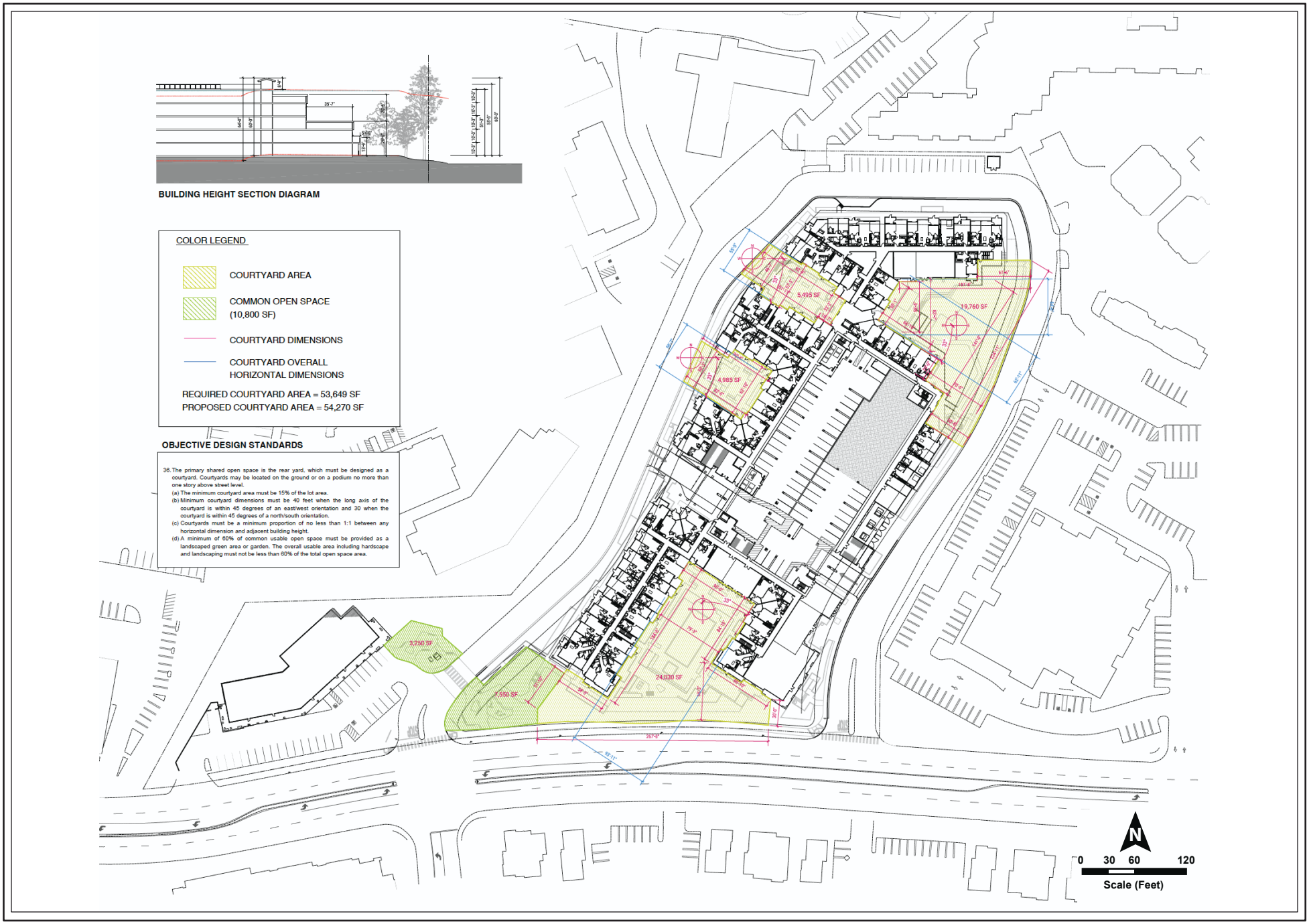


NOTE:
Depiction of landscape is for illustrative purposes and does not represent actual tree species / sizes.

Source: AC Martin, 2025

EcoTierra consulting

Figure 13
Overall Perspectives



Source: AC Martin, 2025

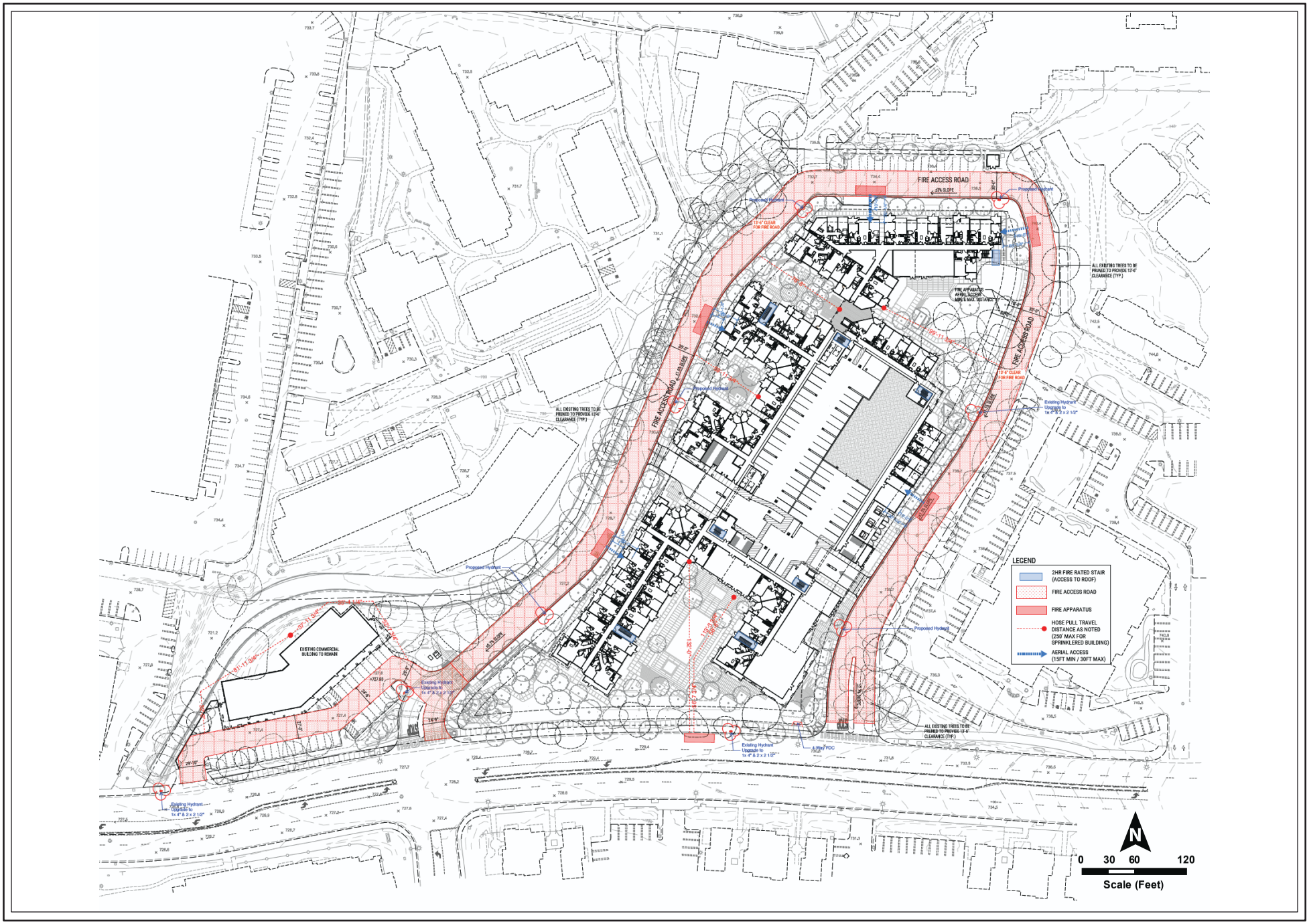
Figure 14
Open Space Plan

EcoTierra consulting



Source: AC Martin, 2025

Figure 15
Landscape Plan



Source: AC Martin, 2025

Figure 16
Fire Access Plan

EcoTierra consulting

III. Evaluation of Environmental Impacts

The purpose of this environmental analysis is to evaluate the Project in terms of any changed condition (e.g., changed circumstances, project changes, or new information of substantial importance) that may result in a new significant impact or substantial increase in the severity of a previously identified significant effect) (CEQA Guidelines § 15162).

The following analysis addresses each of the environmental issues listed in Appendix G, Environmental Checklist Form, of the CEQA Guidelines (CEQA Checklist). For each environmental issue, the analysis summarizes the conclusions of the General Plan EIR with respect to the impacts of the Project. The impacts of the General Plan EIR provide the point of comparison with the impacts of the Project as evaluated in this Addendum. From this conclusion, the analysis determines whether the Project would result in any effects that would meet the criteria set forth in CEQA Guidelines § 15162.

For each threshold identified below, the following questions are addressed and discussed in the narrative for each issue:

What is the General Plan EIR's impact conclusion?

For each impact identified below, a level of significance of the impact is provided. While criteria for determining significant impacts are unique to each issue area, the environmental analysis applies a uniform classification of the impacts based on the following definitions consistent with CEQA and its implementing CEQA Guidelines:

- **No Impact** – A designation of no impact is given when no changes in the environment would occur.
- **Less than Significant Impact** – A less than significant impact would cause no substantial adverse change in the environment.
- **Less than Significant with Mitigation** – A less than significant impact with mitigation incorporated avoids substantial adverse impacts on the environment with adherence to identified mitigation measures. The number of the mitigation measure from the General Plan EIR will be referenced in the summary section of the General Plan EIR.
- **Significant and Unavoidable Impact** – A significant unavoidable impact would cause a substantial adverse effect on the environment, and no feasible mitigation measures would be available to reduce the impact to a less than significant level.

What is the Project's impact conclusion?

Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

Any New or Changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?

Any New Information Requiring New Analysis or Verification?

The analysis presented in the following sections demonstrated that the Project would not result in new significant impacts or a substantial increase in the severity of previously identified impacts.

1. Aesthetics

	Impact Determination for 2045 General Plan Update EIR	Proposed Project Impact Conclusion	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially. More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
Except as provided in Public Resources Code Section 21099, would the project:					
a. Have a substantial adverse effect on a scenic vista?	Less than Significant	Less than Significant	No	No	No
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Less than Significant	Less than Significant	No	No	No
c. 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?	Less than Significant	Less than Significant	No	No	No
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Less than Significant	Less than Significant	No	No	No

A. Summary of Analysis in Final EIR

The General Plan EIR evaluated the potential visual and aesthetic impact of new development facilitated under the General Plan Update which may result in environmental impacts to scenic vistas, scenic resources, the visual character of the City's General Plan Area, including impacts resulting from light and glare environmental impacts.

The General Plan EIR allows for increased development in the General Plan Planning Area, which include increased building density and height. Increased density and height could create adverse effects on views of surrounding open space, knolls, ridges, and hillsides, as well as the City's multitude of protected oak and sycamore trees, in portions of the Planning Area. Views of scenic vistas could change gradually and incrementally, because the General Plan EIR covers approximately the next 20 years, and development would occur gradually according to market demand over that time. Future developments would undergo design review and potentially environmental review on a project-by-project basis to identify and address project-specific impacts to scenic vistas. However, the General Plan EIR proposed policies to preserve views and requires appropriate building height transitions from commercial to residential areas which would minimize the potential for development to obscure or substantially degrade views of scenic vistas or views within scenic routes and corridors. General Plan Policies relating to development and preservation of natural resources are provided in the Conservation Element (Policies 1.2, 3.1-3.4, 4.1, 11.2, 11.5, and 11.8) and the Land Use Element (Policies 1.3, 1.4, 1.6, 2.2, 2.4, 5.1,7.3, 8.1-8.8, and 10.1-10.3), as described on pages 4-1 7 though 4-1 8 of the General Plan EIR. A detailed description of the goals and polices is described below under the Section, General Plan EIR Goals and Polices.

There are no adopted scenic vistas in the General Plan EIR Planning Area. Development and redevelopment that may occur under the General Plan EIR would be governed by the policies listed above in the General Plan Update, as well as design standards contained in the TOMC, which would be applied and enforced through the City's standard development review procedures that reduce potential impacts to public views and/or scenic vistas routes and corridors. Impacts to scenic vistas, including scenic routes and corridors, were determined to be less than significant in the General Plan EIR.

Future development carried out under the General Plan EIR may impact scenic resources, including trees, rock outcroppings, and historic buildings, resulting in direct impacts to scenic resources should construction result in the physical demolition, destruction, relocation, or alteration of a scenic resource. As discussed in Section 4.4, *Cultural and Tribal Cultural* of the General Plan EIR, there are 14 recognized historical resources located in the City. Any future development within proximity of these historical resources would be subject to future environmental review whereby potential impacts to these resources would be identified and mitigated. Future development in the Planning Area may also impact trees, rock outcroppings, and historic buildings through the destruction or alteration of such resources.

There are no officially designated Scenic Highways in the Planning Area. The closest State Scenic Highway, as identified by California Department of Transportation ("Caltrans"), is an approximately 2.5-mile segment of Los Angeles Route 27, approximately 12 miles southeast of Thousand Oaks. Therefore,

potential impacts to trees, rock outcroppings, and historic buildings are not visible from the subject Site and therefore impacts to Scenic Highways will not result from the Project.

U.S. 101, which traverses the City of Thousand Oaks east to west and SR 23, which traverses the City of Thousand Oaks north to south were both found to be eligible for State Scenic Highway designation in the General Plan EIR. A State Scenic Highway changes from "eligible" to "officially designated" when the local jurisdiction adopts a scenic corridor protection program, applies to Caltrans for Scenic Highway approval, and receives notification from Caltrans that the roadway has been designated as a Scenic Highway. The General Plan Planning Area is not visible from Route 27 (or vice versa) because of intervening Simi Hills and Santa Monica Mountains. The Planning Area is visible from portions of U.S. 101 and SR 23. Thus, the Planning Area is required to comply with U.S. 101 Corridor guidelines (Resolution No. 91-172). U.S. 101 Corridor guidelines include special development standards for construction development located within 1,000 feet of a freeway corridor, and landscaping which is necessary to improve the aesthetic conditions along the U.S. 101 scenic corridor by providing a sequence of attractive views for visitors and residents. SR 23 is located 3,139 feet to the east of the Site; and U.S. 101 is located south of the Site, within 1,400 feet of the centerline of the U.S. 101 Freeway. Therefore, the Project is not located within 1,000 feet of the U.S. 101, and thus the Project is not required to comply with U.S. 101 Corridor guidelines (Resolution No. 91-172). As a result, impacts to scenic resources in the General Plan EIR were determined to be less than significant.

Future development would also be required to comply with the proposed General Plan policies and regulations that concern the preservation of scenic resources, including tree protection (Title 9, Planning and Zoning; Chapter 4, Zoning; Articles 42 and 43). Adherence to the policies listed above would ensure that new developments, when proposed would preserve, consider, and take into consideration significant resources such as trees, hillsides, and historical resources. For all the reasons discussed above, potential impacts to scenic resources visible from State Scenic Highways associated with the General Plan EIR were determined to be less than significant.

The land use changes envisioned under the General Plan EIR may affect the visual character of various areas in Thousand Oaks, while facilitating enhancement of visual gateways, expansion of the network of parks and trails, creation of a new downtown core near the Civic Arts Plaza, revitalizing the Oaks Mall and Janns Marketplace, creation of village centers, activation of Thousand Oaks Boulevard, creation of new mixed-use areas, expansion of biotech and technology businesses, creation of diverse housing types, and establish multi-modal transportation networks. While all land uses would be required to adhere to the design, density, and height guidelines applicable to particular land use designations, the General Plan EIR also established goals and policies that would help define and guide the desired visual character and quality of specific areas of change. The vision established by 2045 General Plan places an emphasis on building a tight-knit community within the Conejo Valley surrounded by open space and native and mature oak trees. The General Plan EIR defines (both physically and visually) the desired character and quality of these areas and sets policies in place to ensure that the Planning Area retains the unique aesthetic qualities valued by its residents. The General Plan EIR does not envision substantial changes to established residential neighborhoods, and includes specific policies aimed at retaining existing open space. Furthermore, the General Plan EIR includes area-specific guidance to develop the downtown, Thousand

Oaks Boulevard, The Oaks mall, Janss Marketplace, Rancho Conejo, and Westlake and East End in accordance with the City's vision for the future of these areas. Impacts to the visual character and quality of the Planning Area was determined to be less than significant with the implementation of applicable Land Use Element (Policies 1.3, 1.4, 2.2, 2.4, 5.1, 7.3, 8.1, 8.5, and 8.8 described below), and regulations.

The development changes envisioned in the General Plan EIR includes goals in *Section 4.6 Land Use and Planning* that facilitate the development of complete neighborhoods and promote high-quality mixed-use development that includes office employment, affordable housing and improved transit and pedestrian linkages near existing transit. Such development would occur in areas that are already or at least partly developed. Thus, the General Plan EIR would not in itself substantially increase light and glare beyond existing conditions or levels already allowed under current City regulations and policies.

Development envisioned in the General Plan EIR would be subject to design review. During design review building materials would be reviewed to implement design materials and color options that reduce light and glare resulting from development, and to ensure consistency with the vision overview for the City. Accordingly, highly reflective materials capable of generating substantial amounts of glare would be avoided in development. Some reflective material could be unavoidable, such as glass used in windows of new buildings. However, glare from building windows would be consistent with existing conditions, as there are many glass surfaces already in Thousand Oaks. Thus, it has been determined that with design review of specific project materials for each project, development under the General Plan would not create new sources of substantial light or glare that would adversely affect day or nighttime views in the area, and therefore, was determined to be less than significant. Thus, the General Plan EIR concluded that the potential aesthetic impacts of the General Plan on scenic vistas, scenic resources, the visual character of the area, and light or glare would be less than significant.

General Plan EIR Goals and Policies

The General Plan EIR identified the following goals and policies in the General Plan related to aesthetics:

Conservation Element

- **Policy 1.2: Preservation of Natural Land Features.** Preserve significant natural features including ridges, rock outcroppings, natural drainage courses, wetland and riparian areas, steep topography, important or landmark trees, and views.
- **Policy 3.1: Street Tree Plantings.** Ensure the use of street tree plantings of appropriate species, scale and spacing in all new developments, in accordance with City tree standards.
- **Policy 3.2: Tree Diversity.** Maintain a diversity of species and ages of trees throughout the City in order to avoid potentially unhealthy monocultures.
- **Policy 3.3: Tree Planting.** Actively plant or replant trees in existing neighborhoods where trees are sparse or lacking.
- **Policy 3.4: Tree Replanting.** Enhance the community forest to a level of 25% canopy coverage by planting climate-appropriate street trees, including the City's legacy oak trees, in public spaces and corridors as described in the Forestry Master Plan.

- **Policy 4.1: Protected Tree Preservation.** Continue to implement the City's Oak Tree and Landmark Tree Ordinances per the municipal code and the Oak Tree Preservation and Protection Guidelines.
- **Policy 11.2: Cultural Resource Preservation.** Require that new development preserve or mitigate impacts to significant historic, archaeological, and paleontological resources.
- **Policy 11.5: Historic Resource Management.** Maintain, rehabilitate, and reuse significant historic resources, as feasible.
- **Policy 11.8: Public and Private Involvement.** Collaborate with private and public entities whose goals are to protect and preserve historic resources and important cultural resources.

Land Use Element

- **Policy 1.3: Balance Character and Infill.** Maintain community character while promoting infill development that brings needed housing, amenities, and jobs to the City.
- **Policy 1.4: Infill Locations.** Focus most new development in areas identified in the "Areas-Specific Guidance."
- **Policy 1.6: Non-residential Transitions.** Require transitions in building height, massing, and character for new buildings in mixed-use, commercial, and industrial areas that are immediately adjacent to single-family residential areas. These transitions may include a combination of vegetation, berms, building setbacks, upper story setbacks, and a decrease in building height.
- **Policy 2.2: Deteriorated Structures and Nuisances.** Encourage neighborhood associations to proactively identify and address nuisances and reduce property deterioration.
- **Policy 2.4: Building Additions.** Building additions and expansions should use matching materials to ensure compatibility with the existing character of the neighborhood.
- **Policy 5.1: Mixed-Use Development.** Actively encourage vertical or horizontal mixed-use development projects, especially in areas with underperforming retail and service uses.
- **Policy 7.3: Retail Connectivity to Neighborhoods.** Support retail development that incorporates pedestrian connectivity to surrounding neighborhoods.
- **Policy 8.1: Quality Design and Materials.** Require simple, urban building forms made with permanent, high-quality materials and architectural detailing.
- **Policy 8.5: Iconic Design.** Encourage iconic and memorable building designs, particularly on larger properties and those visible from major thoroughfares, including Highway 101.
- **Policy 8.8: Design of Mixed-Use, Commercial, Office and Industrial Areas.** Design areas to be more urban in character by amending the zoning regulations, including but not limited to the following:
    - **Buildings sited near front lot lines by establishing maximum setbacks**
    - **A high percentage of lot coverage**
    - **Building facades with transparency (e.g., windows) and an active street frontage**
    - **Parking and loading areas located behind or on the side of buildings**
    - **Wide sidewalks with landscaping**
    - **New street connections to create more walkable blocks**

- **Policy 10.1: Public View Corridors.** Reaffirm and update adopted view sheds protection within the Ridgeline Study. Promote development practices that enhance and frame views of the mountains and ridgelines from view corridors along public rights of ways.
- **Policy 10.2: Ridgelines.** Prohibit new development on major ridgelines as identified in the Ridgeline Study within the City.
- **Policy 10.3: Gateways.** Promote gateway signage that serve as entrance points into the City of Thousand Oaks such as:
  - **Westlake Boulevard and Highway 101**
  - **Olsen Road and State Route 23**
  - **Wendy Drive and Highway 101**
  - **Lynn Road and Hillcrest Drive**
  - **Westlake Boulevard and Thousand Oaks Boulevard**

B. Analysis of Proposed Project

1. Existing Setting

Surrounding Area

The Site is bounded by a senior living facility to the north, East Hillcrest Drive to the south, residential and medical office uses to the east, Lang Creek concrete drainage channel to the west, and residential uses beyond. Several existing multifamily residential uses are located within the vicinity of the Site. As shown in **Table 1, Surrounding Land Uses**, in **Section II. Project Description**, existing multifamily residential buildings consist of 2 to 4-story buildings and range from 36 to 242-units. **Figures 2 and 3, Views of the Surrounding Land Uses**, in **Section II. Project Description**, show views of the surrounding area.

The Site is proximate to a variety of job centers that include nearby commercial restaurant, retail, medical, and professional office uses, including the Conejo Business Park (0.4 miles), Parkwood Office Complex (0.7 miles), Tarantula Hill Brewing (0.2 miles). The closest single-family residential use to the Site is located more than 700 feet to the east beyond Hodencamp Road.

West

Lang Creek concrete drainage channel is located along the western perimeter of the Site. Lang Creek is lined with trees along the chain-link fence that encloses the concrete channel. West of the Site across Lang Creek are 2-story multifamily residential uses, and further west beyond the residential uses is a 1-story Grocery Outlet building, and a 1-story commercial strip mall with retail and restaurant land uses.

North

Views to the north of the Site include the tree lined vegetative concrete wall. Further north of the Site across concrete wall is the 2-story Atria Hillcrest Assisted Living Facility, the closest sensitive receptor to the Site, the 2-story Senior Concerns-Conejo Valley senior living facility, and 2-story multifamily residential uses.

East

To the east of the Site is a 1-story Kaiser Permanente medical office building, which is located adjacent to the Site. Northeast of the Site and east of the medical office building is existing 2-story multifamily residential uses. Further east of the 2-story multifamily residential uses is Hodencamp Road. East and across Hodencamp Road are 1-story single-family residential uses. These single-family residential uses are located approximately 700 feet to the east of the Site beyond Hodencamp Road.

South

To the south of the Site is East Hillcrest Drive. South and across Hillcrest Drive are 2-story muti-family residential uses. To the southwest of the Site is the intersection of East Hillcrest Drive and Boardwalk Avenue and Hillcrest Royale 3-story retirement facility. Southwest of the Site across Hillcrest Drive are the Fiore Gardens 2-story multifamily residential uses. Further south of the Site are 2 and 3-story multifamily residential uses, commercial uses, and Thousand Oaks Boulevard beyond.

Scenic Highways

The California Scenic Highway System mapping indicates that no existing or proposed State scenic highways are located in the vicinity of the Site.[3] The closest official designated State scenic highways are the Topanga Canyon State Scenic Highway route 27 to the east and Route 33 to the west. U.S. 101, located south of the Site, is an eligible scenic highway.[4]

The Site is also not located within the City of Thousand Oaks Freeway Corridor Guidelines area, as the guidelines are only applicable to projects located within 1,000 feet of a freeway and the Site is located approximately 1,400 feet from the centerline of U.S. 101. Thus, the City of Thousand Oaks Freeway Corridor Guidelines are not applicable to the Site.

Light and Glare

The Site is located in an urbanized area of the City where there are moderate levels of ambient nighttime lighting, including street lighting, vehicle headlights, architectural and security lighting, and indoor building illumination (light emanating from structures that passes through windows). Glare is generally a result of reflections off of pavement, vehicle windows and chrome, and building materials that include reflective glass and other shiny materials. Potential impacts from light and glare are directly related to the level of urbanization in the vicinity of the Site and the design of the proposed residential use.

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[3] *California Department of Transportation, California Scenic Highway Mapping System, List of eligible and officially designated State Scenic Highways, Los Angeles County, https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa October 2025.*

[4] *California Department of Transportation, California Scenic Highway Mapping System, List of eligible and officially designated State Scenic Highways, Los Angeles County, https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa February 2026.*

2. Regulatory Setting

State Regulations

California Department of Transportation ("Caltrans") Scenic Highway Program

The California Scenic Highway Program was created in 1963 to preserve and protect scenic highway corridors from changes that would reduce the aesthetic value of lands adjacent to highways. Caltrans defines a scenic highway as any freeway, highway, road, or other public ROW, which traverses an area of exceptional scenic quality. Suitability for designation as a State Scenic Highway is based on vividness, intactness, and unity.

State Density Bonus Law

California's Density Bonus Law (Gov. Code §§65915 - 65918) was enacted in 1979 and allows an increase in density on a property above the maximum density allowed by a jurisdiction's General Plan in exchange for allocating a certain number of affordable dwelling units. The number of additional units allowed under State law is set on a sliding scale, based on the percentage of units in the project that would be set aside as affordable and the household income category of those affordable units (very low, low, or moderate household income). Qualifying applicants can also receive reductions in required development standards and regulations as incentives or concessions to lower the cost of providing affordable housing, such as limits on building height, setback, parking, and on-site open space requirements, etc., or as waivers of development standards when such standards physically preclude the project as proposed.

Local Regulations

City of Thousand Oaks Ridgeline Study

The City's Ridgeline Study, published in 1988, identifies ridgelines within and surrounding the Conejo Valley, as well as development issues pertaining to ridgelines. The Ridgeline Study proposes actions for the City to undertake to restrict development on ridgelines. These include maintaining ridgelines as open space, limiting development on ridgelines to single-story residences, and requiring landscaping to soften the visual impacts of residences and disturbed areas.

City of Thousand Oaks Municipal Code

The City of Thousand Oaks Municipal Code ("TOMC") contains development standards and regulations that help shape the form and character of the City. The TOMC contains regulations that pertain to the maintenance of the aesthetic quality of the Project .

- Title 7, Public Works; Chapter 2, Encroachments; Article 9, Landscaping Provisions in Public governs changes to public spaces from acts such as construction, landscaping, and sign post placement.
- Title 8, Building Regulations; Chapter 1, Building Code adopts the 2022 California Building Code.

- Title 9, Planning and Zoning; Chapter 4, Zoning; Section 9-4.2405, General design standard for parking areas of light.
- Title 9, Planning and Zoning; Chapter 4, Zoning; Article 18, Design Review: Requirements and Procedure governs development and architectural design of buildings and structures.
- Title 9, Planning and Zoning; Chapter 4, Zoning; Article 35, Protected Ridgeline Overlay Zone Regulations sets forth grading, building placement and design standards for protection of ridgelines as identified in the 1988 Ridgeline Study.
- Title 9, Planning and Zoning; Chapter 4, Zoning; Article 42, Oak Tree Preservation and Protection sets forth protection of all healthy oak trees.
- Title 9, Planning and Zoning; Chapter 4, Zoning; Article 43, Landmark Tree Preservation and Protection sets forth the City's policy requiring the preservation of all healthy landmark trees unless reasonable and conforming use of the property justifies the removal, cutting, pruning, and/or encroachment into the protected zone of a landmark tree.

Oak Tree Preservation and Protection Guidelines (Resolution No. 2010-14)

The Oak Tree Preservation and Protection Guidelines afford additional protection of Oak trees in the City, similar as under Title 9, Planning and Zoning; Chapter 4, Zoning; Article 42. Oak tree's that exceed two inches in diameter when measured at a point 4.5-feet above natural grade are protected and must not be removed, relocated, or encroached upon without first obtaining a permit. Per the resolution, no encroachments shall be permitted to occur any closer than 15 feet from the trunk of a tree unless exempt from the Thousand Oaks Municipal Code.

Precise Plan of Design Guidelines and Standards (Resolution No. 2006-108)

Resolution No. 2006-108 adopts development design features and elements, building materials and colors that are generally illustrative and reflective of and compatible with the natural setting of the scenic and historic beauty and environment of the Conejo Valley in general and of the City of Thousand Oaks in particular.

The City of Thousand Oaks General Plan

The City of Thousand Oaks General Plan Conservation Element and Land Use Element contains the following goals and policies that pertain to aesthetics and are applicable to the Project:

- **Goal C-4:** Protect oak and landmark trees to maintain Thousand Oak's unique environmental character.
    - **Policy C-4.1 Protected Tree Preservation.** Continue to implement the City's Oak Tree and Landmark Tree Ordinances per the municipal code and the Oak Tree Preservation and Protection Guidelines.

- **Goal C-5:** Properly manage, conserve, and protect native plant communities.
  - **Policy C-5.5 Landscape Design.** Encourage new development to incorporate native or regionally adaptive vegetation into landscape plans and prohibit the use of species known to be invasive according to the California Invasive Plant Inventory.
- **Goal LU-1:** Create a land use pattern of development that preserves existing neighborhoods while providing opportunities for targeted infill projects in strategic locations to enhance the quality of life, preserve the natural environment, and ensure the long-term fiscal viability of Thousand Oaks.
  - **Policy LU-1.5 Mixed-use development.** Allow mixed-use developments, consistent with the General Plan land use map, to support a healthy jobs/housing balance, promote walkability, and increase economic vibrancy.
- **Goal LU-5:** Enhance quality of life, enable active modes of transportation, and provide housing opportunities with vibrant mixed-use areas.
  - **Policy LU-5.1 Mixed-use development.** Actively encourage vertical or horizontal mixed-use development projects, especially in areas with underperforming retail and service uses, including adding multifamily residential uses to underperforming buildings or surface parking lots.
- **Goal LU-8:** Support high-quality and visually interesting design and construction of all buildings throughout the City.
  - **Policy LU-8.1 Quality design and materials.** Require simple, urban building forms made with permanent, high-quality materials and architectural detailing.
  - **Policy LU-8.5 Iconic design.** Encourage iconic and memorable building designs, particularly on larger properties and those visible from major thoroughfares, including Highway 101.
  - **Policy LU-8.8 Design of mixed-use, commercial, office and industrial areas.**
    Design areas to be more urban in character by amending the zoning regulations, including but not limited to the following:
    - Buildings sited near front lot lines by establishing maximum setbacks;
    - A high percentage of lot coverage;
    - Building facades with transparency (e.g., windows) and an active street frontage;
    - Parking and loading areas located behind or on the side of buildings;
    - Wide sidewalks with landscaping;
    - New street connections to create more walkable blocks

3. Impact Analysis

a) Would the project have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. According to the City's 2045 General Plan Update Chapter Seven Conservation Element, the Conejo Valley, mountains, and hills surrounding the City are the primary natural scenic vistas/resources in the community. The City is flanked by two major east-west trending mountain ranges the Santa Monica Mountains to the south and west and the Simi Hills to the north and east. Situated above the Oxnard Plain and separated by the Conejo grade, this upland area generally

ranges in elevation from 600 to 900 feet above sea level, with Conejo Peak, Simi Peak and the Mount Clef Ridge rising another 1,000 to 1,600 feet above the valley floor. Other significant landform features include numerous prominent knolls, hills, rocky outcroppings and lower intervening ridgelines, and a system of deeply entrenched stream channels and barrancas or canyons. Prominent views of the Santa Monica Mountains, the Simi Hills, and surrounding open space areas are visible from U.S. 101 and State Route 23.

Public views would be from East Hillcrest Drive, North Moorpark Road, and Hodencamp Road and/or other streets, and viewpoints. The 8.21-acre parcel located at 195, 275, 325 East Hillcrest Drive, north of U.S. 101, is relatively flat and is currently developed with three commercial buildings totaling approximately 107,859 sf, consisting of two office buildings totaling approximately 97,675 sf and one standalone retail building totaling approximately 10,184 sf, and parking lots.

Site elevations vary from 729 to 736 feet above mean sea level ("msl"). Site demolition would involve the removal of the 97,675-sf existing office building, hardscape, utilities, Site trees and vegetation. The Project is a horizontal mixed-use development that blends residential apartment units with stand-alone commercial uses adjacent to the southwest. An existing one-story commercial building located at the southwest corner of the Site will continue to operate with commercial uses. The proposed multifamily residential building will consist of a single 5-story structure with an internal 5 level parking garage concealed by residential units across all 5 stories.

The California Scenic Highway System mapping indicates that no existing or proposed State scenic highways are located in the vicinity of the Site.[5] The closest official designated State scenic highways are the Topanga Canyon State Scenic Highway route 27 located 16 miles to the east and Route 33 located 50 miles to the west, both of which are not located within the City's Planning Area. U.S. 101, located south of the Site, is an eligible scenic highway.[6]

The Santa Monica Mountains are situated to the south, and the Simi Hills are north and east of the Site with intervening buildings, topography, and the U.S. 101 and SR-23 Freeways. These mountains and hills are considered scenic resources for the City. Public views of these scenic resources are afforded from the freeways and many roadways in the City. However, roadways on or near the Site include views of the existing structures, trees, and landscaping with no visual opportunities for viewing scenic resources or vistas. The Project would not block any views of any ridgeline, hillside, or mountain. There are no views of ridgelines within the surrounding Conejo Valley as described in the City's Ridgeline Study. There are no prominent topographical features on the Site from which scenic vistas could be viewed, nor does the Site contain a scenic vista. The Project would not directly obstruct an existing public view of a scenic vista as no scenic vistas are near the Site vicinity. Therefore, impacts would be less than significant. No mitigation measures were previously required with regard to scenic vistas for the General Plan EIR as there are no

[5] *California Department of Transportation, California Scenic Highway Mapping System, List of eligible and officially designated State Scenic Highways, Los Angeles County, https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa October 2025.*

[6] *California Department of Transportation, California Scenic Highway Mapping System, List of eligible and officially designated State Scenic Highways, Los Angeles County, https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa February 2026.*

scenic vistas in the Planning Area and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less Than Significant Impact. The 8.21-acre parcel is relatively flat and is currently developed with three commercial buildings totaling approximately 107,859 sf, consisting of two office buildings totaling approximately 97,675 sf and one standalone retail building totaling approximately 10,184 sf, and parking lots. There are no historic buildings located on the Site and no rock outcroppings.

The Project will include removal of 111 trees, encroach upon 32 trees, and preservation of 135 trees. Of the 111 trees to be removed, 8 are protected oak trees and 9 are landmark trees. Of the trees to be encroached upon, a total of 10 are protected oak trees and 3 are landmark trees. Per the City's Oak Tree Preservation and Protection Guidelines mitigation requirements, each protected tree to be removed must be replaced with three (3) trees (two 24-inch box and one 36-inch box sized trees). A total of 50 replacement trees would be required for the Project, those trees would be replaced on-site The Project will be required to abide by the City's Oak Tree Preservation and Protection Guidelines for those protected trees to be encroached upon.

The California Scenic Highway System mapping indicates that no existing or proposed State scenic highways are located in the vicinity of the Site.[7] The closest official designated State scenic highways are the Topanga Canyon State Scenic Highway route 27 to the east and Route 33 to the west. U.S. 101, located south of the Site, is an eligible scenic highway.[8] Although the Project is removing oak trees and landmark trees, with the implementation of the City's Oak Tree Preservation and Protection Guidelines mitigation requirements, the Project would not result in substantial damage to scenic resources in a State scenic highway. Therefore, impacts would be less than significant. No mitigation measures were previously required with regard to scenic vistas for the General Plan EIR and none would be required for the Project, as there are no historic buildings located on the Site and no rock outcroppings and the Site is not located within a scenic highway. The Project would not result in substantial damage to scenic resources. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

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7 *California Department of Transportation, California Scenic Highway Mapping System, List of eligible and officially designated State Scenic Highways, Los Angeles County, https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa October 2025.*

8 *California Department of Transportation, California Scenic Highway Mapping System, List of eligible and officially designated State Scenic Highways, Los Angeles County, https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa February 2026.*

c) Would the project, 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?

Less Than Significant Impact. The Project is located in a developed urban area of the City; therefore, the applicable threshold with respect to the project is consistency with applicable zoning and other regulations governing scenic quality.

The General Plan EIR identified Land Use Element goals (LU-1, LU-5, LU-8), policies (LU-1.5, LU 5.1- LU-8.1, LU-8.5, and LU-8.8) described in detail in the regulation section above, and major strategies related to preserving visual character and quality:

- Maintain the "ring of green" open space at the outer edges of the City to provide a physical separation from adjacent communities, beautiful vistas, and a connection with nature.
- Preserve and expand the existing urban forest, especially oak trees, through tree preservation and the significant addition of new trees.
- Enhance visual gateways to the City with iconic architecture, open spaces, and monument signs.
- Preserve and enhance single-family and multifamily neighborhoods as low-scale, family-friendly, and safe places to live; recognize that the majority of residential neighborhoods will experience minimal change over the time horizon of the General Plan.
- Revitalize the Oaks Mall and Janss Marketplace as higher-density, mixed-use areas.

The second and fourth bullet items are applicable to the Project. The Project would replace on-site trees and would preserve 135 trees some of which are oak trees, thus expanding the existing urban forest of the City. Further, the Project will prominently feature existing ornamental and protected trees as well as additional landscape elements/features. The design will foster a sense of connectivity with nature and celebrate a selection of California-native, and drought-tolerant species. The planting and irrigation systems will be developed to adhere to the City of Thousand Oaks and State of California water conservation standards, which include drought tolerant plants and automated irrigation equipment. The use of low and very-low water use plants will help reduce dependence on potable water. The landscape design will also comply with the City of Thousand Oaks' fire-resistant landscape requirements and defensible space guidelines. Further, the Project will comply with the City Forestry Master Plan and landscape and irrigation standards pursuant to Resolution Nos. 2005-011 and 2007-116. The plant palette will offer a diversity of color, size, and texture to create an enhanced experience for tenants and the public alike as shown in **Figure 15, Landscape Plan** in **Section II. Project Description**.

Related to the fourth bullet item, views of the Site would change from a commercial lot to residential uses. The Site is bounded by a senior living facility to the north, East Hillcrest Drive to the south, residential and medical office uses to the east, and the Lang Creek concrete drainage channel to the west and residential uses beyond. To the south and across East Hillcrest Drive is an existing senior living facility and

multifamily residential uses. Several existing multifamily residential uses are located within the vicinity of the Site. As shown in **Table 1, Surrounding Land Uses**, in **Section II. Project Description** existing multifamily residential buildings consist of a 2 to 4-story and range from 36 to 242-units. The Project visually would be consistent with nearby residential uses and the height of nearby existing buildings. The Project would enhance the residential area "as low-scale, family-friendly, and safe place to live". In addition, the Project would enhance the surrounding multifamily residential neighborhood by providing a residential building that has a height and mixed-use design that is compatible with the surrounding multifamily neighborhood.

The first, third and fifth bullet items do not apply as the Project is a residential development that would not provide open space to the outer edge of the City. The Project would not enhance visual gateways to the City with iconic architecture, open space, or monument signs. Furthermore, the Project would not revitalize the Oaks Mall and/or the Janss Marketplace.

Zoning Consistency

The Project includes SDBL concessions and waivers and Objective Design Standard ("ODS") modifications from City development standards that may relate to visual character of the Site. Specifically, these development standards would change the visual character of the Site from a commercial use to a multi-story residential use, modifying the height, and design, and scale of the Site. Under SDBL, because the Project provides at least 10 percent of its base maximum units (247 Base Units) for low-income households, it is entitled to one concession and unlimited waivers from TOMC development standards. The Project includes a request to utilize SDBL parking ratios for the residential portion of the Project and requests one concession and six waivers (Nos. 1-6), and one objective design standard as described below.

Concessions

- **Building Windows Details** – Incorporate vinyl window frames instead of aluminum, fiberglass, wood, or manufactured wood, as otherwise required by TOMC Section 9-4.2205(h)(3)(i).

Waivers

- **Site Development Standards (Building Types)** – Reduce number of building types on parcels exceeding 50,000 s.f., from at least 3 separate building types to 1 building type, as otherwise required by TOMC Section 9-4.2205(b)(2);
- **Building Types and Design** – Increase the stacked dwelling type interior corridor length from the maximum 100 feet to 180 feet, as otherwise required by TOMC Section 9-4.2205(e)(8)(iv);
- **Building Massing and Articulation** – Increase residential building length from the maximum 200-foot length to 407-foot length, as otherwise required by TOMC Section 9-4.2205(g)(1);
- **Maximum Height** – Increase building height from maximum allowed 50 feet to 56 feet, as otherwise required by TOMC Section 9-4.1052;
- **Ground Floor Height** – Decrease the minimum ground floor plate height from 14 feet to 13 feet in height, as otherwise required by TOMC Section 9-4.1052; and

- **Building Setback** – Increase in the front yard building setback for the multi-family residential building from the maximum 30 feet to 33 feet, as otherwise required by TOMC Section 9-4.1052.

Objective Design Standards Modifications

- **Terrace Frontage Type Design –** Reduce minimum clear depth of 7 feet to 4 feet, as required by TOMC Section 9-4.2205(f)(3)(iii).

Though the Project applicant is seeking specific SDBL concessions and waivers from various TOMC development standards and Objective Design Standard ("ODS") Modifications, the Site is zoned Mixed-Use (MU) with a General Plan Land Use designation of Mixed-Use (>20 to 30 du/acre, 0.25 FAR) in the General Plan Update. Thus, the Project is consistent with the General Plan Update because the mixed-use development is an allowed use in the MU zone, is consistent with the Mixed-Use land use designation, and complies with various City codes, standards, and policies, inclusive of the requested concessions and waivers. Further, the Project would not conflict with applicable zoning and other regulations governing the visual character. Overall, while the Project would change the visual character of the Site, the height of the proposed building, design, massing, and scale would be compatible with the existing urban uses that set the aesthetic character of the vicinity. The Project, inclusive of the requested concessions, waivers, and ODS modifications, is consistent with the development and design guidelines in the TOMC and General Plan Update goals and policies. Based on the analysis above, the Project would not substantially degrade the existing visual character or quality of the Site or surrounding vicinity. Therefore, impacts would be less than significant. No mitigation measures were previously required with regard to scenic character and quality for the General Plan EIR and none would be required for the Project. As development and redevelopment that may occur under the General Plan EIR and thus the Project would be governed by the goals and policies above, which would be applied and enforced through the City's standard development review procedures. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact.

Lighting

The Site is located within an urban environment with light emanating from different sources . Moderate levels of ambient nighttime lighting, include street lighting, vehicle headlights, architectural and security lighting, and indoor building illumination (light emanating from structures that passes through windows). The Site currently contains pole-mounted lights throughout the parking areas, and vehicle headlights also provide sources of lighting at the Site. As uses surrounding the Site are already impacted by lighting from existing development within the area, any additional amount of new light sources must be noticeably visible to light-sensitive uses to have any notable effect.

The Project would have the potential to alter lighting patterns in the area of the Site as compared with the existing setting of the Site. Exterior residential lighting and landscaping lighting for the Project would be provided to illuminate home entrances and the driveways. The Project would also include monument signage. Low-level lighting would be provided throughout the Site for security and would include identity signage for the entrance. Project signage would be illuminated by means of low-level external lighting, internal halo lighting, or ambient light. The Project would not include electronic signage or signs with flashing, mechanical, or strobe lights. Therefore, the perception of project lighting sources would be similar to that already provided by the surrounding buildings. Although additional lighting sources associated with the Project could add to the ambient glow of the Site and immediately surrounding uses, the area along East Hillcrest Drive is already characterized by moderate to high ambient light levels consistent with an urban residential area.

It is anticipated that the amount of light emanating from the Project would represent an increase over current light levels. However, all new exterior lighting associated with the Project, including internally-illuminated signs, would be required to comply with the City's lighting regulations established in TOMC Section 9-4.2405(b) and Section 9-4.2309(d) which regulate light spillage, exterior lighting placement, and direction, style, and luminosity. Accordingly, parking lot and exterior lights would be downward facing, shielded, and limited in brightness to prevent spillover onto adjacent properties while providing sufficient illumination to comply with the safety requirements of the TOMC. With compliance with all applicable TOMC standards, exterior lighting on the Site would not illuminate adjacent properties, nor would they represent a substantial change in the lighting environment of the Site and surrounding area. As such, Project lighting would not result in substantial changes to existing artificial light conditions and would not interfere with off-site activities. Therefore, impacts related to Project interior and exterior light sources would be less than significant.

Construction could include nighttime activities involving the use of on-site lighting during demolition, excavation, framing, and building construction. Lighting would include floodlights focused on the work area that would be shielded to focus the light on-site and preclude light trespass onto nearby properties. The principal effect of nighttime construction lighting would be to increase the overall ambient glow emanating from the Site. Per the requirements of the TOMC, construction hours would be limited to 7:00 AM to 7:00 PM Monday through Saturday. As such, Project construction lighting would not result in substantial changes to existing artificial light conditions or interfere with off-site activities. Therefore, less than significant impacts would occur related to construction lighting.

Glare

Potential reflective surfaces in the Project vicinity include vehicles traveling and parked on streets in the vicinity of the Site and exterior building windows. Excessive glare not only restricts visibility, but also increases the ambient heat reflectivity in a given area.

The Project would incorporate both solid and glass surfaces. Exterior building materials of the proposed buildings would use various non-reflective material designed to minimize the transmission of glare from the Project's buildings. Furthermore, the Project's compliance with the City's existing regulations,

including TOMC which prohibits reflective materials and appurtenances that cause glare or a negative visual impact on neighboring properties, would ensure potential glare impacts are not significant. Moreover, the Project would not use polished metals in its design. Therefore, the Project would not create a new source of substantial glare that would adversely affect day or nighttime views in the area. Therefore, impacts related to glare would be less than significant.

Based on the above, the Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area**.** Therefore, impacts would be less than significant. No mitigation measures were previously required with regard to light and glare impacts for the General Plan EIR and none would be required for the Project. Development envisioned in the General Plan EIR and thus the Project, would be subject to design review. During design review building materials would be reviewed to ensure consistency with the overview vision for the City. Accordingly, highly reflective materials capable of generating substantial amounts of light and glare would be avoided in development. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

4. Cumulative Analysis

Visual Character/Quality

The geographic scope for cumulative impacts to aesthetics and visual resources is limited to the Project viewshed. Due to intervening development, vegetation, mature trees, and terrain, the Project would be largely screened from view. Thus, the Project viewshed primarily consists of immediately surrounding areas. Because the Project is not highly visible from public viewpoints or scenic vistas, would be constructed according to local policies regulating scenic quality, and is proposed for an area that currently contains similar development, it would not result in significant impacts to the visual environment. Although the proposed development intensity on the Site would be greater than existing conditions, the Project would be considered infill development of a previously developed Site with all existing utility and services available for installation connection. Proposed building design would be in conformance with the City's standards for development on MU zoned sites, inclusive of the SDBL concessions and waivers and ODS modifications. Similarly, cumulative projects would be required to comply with the TOMC, General Plan, and other regulations governing scenic quality. The Project and related projects would be subject to the City's architectural design review guidelines, which are intended to ensure that the scenic resources and identity of Thousand Oaks are retained and enhanced. Therefore, with adherence to development standards, design review guidelines, and regulations governing scenic quality, the Project would not result in a cumulatively significant impact to aesthetics or scenic resources. Therefore, the Project, in combination with the past, present, and reasonably foreseeable future projects, would result in less-than-significant cumulative impacts to aesthetics and visual resources. As a result, the Project's aesthetic impacts would not be cumulatively considerable and the cumulative impact would be less than significant. Therefore, no mitigation measures are required.

Light and Glare

Build-out of related projects would contribute to the overall level of light and glare in the vicinity of the Site. However, as with the Project related projects are distributed throughout an urbanized area with a high degree of existing nighttime illumination and additional glow from these projects is anticipated in the Thousand Oaks General Plan. Furthermore, all related projects would be subject to the same requirements as the Project where exterior lighting and glare effects are possible, and this would be analyzed in a site-specific, separate environmental analysis for each project to determine impacts to light and glare and to mitigate them if they arise. As a result, the Project's impacts related to light and glare would not be cumulatively considerable and the cumulative impact would be less than significant. Therefore, no mitigation measures are required.

2. Agriculture and Forest Resources

	Impact Determination for 2045 General Plan Update EIR	Proposed Project Impact Conclusion	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially. More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
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. 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?	No Impact	No Impact	No	No	No

	Impact Determination for 2045 General Plan Update EIR	Proposed Project Impact Conclusion	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially. More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact	No Impact	No	No	No
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))?	No Impact	No Impact	No	No	No
d. Result in the loss of forest land or conversion of forest land to non-forest use?	Less than Significant	No Impact	No	No	No
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?	Less than Significant	No Impact	No	No	No

A. Summary of Analysis in Final EIR

The General Plan EIR evaluated the potential for development facilitated by the General Plan Update to result in environmental impacts to agricultural land uses, farmlands, and forests.

According to the General Plan EIR, portions of land in the northern City limits have a zoning designation of Rural-Agricultural. These include the land bounded by SR 23 to the east, residential uses to the west and south, and Read Road to the north, as well as McCrea Ranch, which is under the management of the Conejo Recreation and Parks District ("CRPD"). The General Plan EIR would change the land use designations of this area to Parks, Golf Courses, and Open Space. However, the change in land use designation would not remove agricultural land as the areas zoned Rural-Agricultural are not currently used for agricultural activities. Therefore, the General Plan EIR would not conflict with existing zoning for agricultural uses. The General Plan EIR Area is not part of a Williamson Act Contract, nor does the area contain forestland, timberland, or timberland production zoned areas. Therefore, the General Plan EIR concluded that it would not involve changes to the existing environment that could result in the conversion of Farmland to non-agricultural use; conflict with agricultural zoning, a Williamson Act contract, forest land zoning, timberland zoning, or timberland production zoning; or allow the conversion of forest land to non-forest use.

General Plan EIR Goals and Policies

The General Plan EIR did not identify any goals or policies in the General Plan related to agricultural resources.

B. Analysis of Proposed Project

1. Existing Setting

The Project is an urban environment designated for residential and commercial uses and is essentially built out. There is no land designated as farmland, forest, or timber production nor are there any existing agricultural, farmland, forest or timber production uses on the Site. Pursuant to the Farmland Mapping and Monitoring Program, the City is designated as Urban and Built-Up Land.[9] The Site is designated as zone MU (Mixed-Use) with a General Plan designation of Mixed-Use. The Site is not under a Williamson Act contract.

2. Regulatory Setting

State Regulations

California Department of Conservation Farmland Mapping and Monitoring Program

The California Department of Conservation ("DOC"), the Division of Land Resource Protection ("DLRP") serves as the State's leader in conserving California's agricultural lands. The Department of Conservation's

[9] *State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Orange County Important Farmland 2018, published 2018.*

Farmland Mapping and Monitoring Program ("FMMP") produces maps and statistical data used for analyzing impacts on California's agricultural resources.

The DLRP also collects data on Williamson Act contracts, which are formed between a county or City and a landowner for the purpose of restricting specific parcels of land to agricultural or related open space use. Private land within locally-designated agricultural preserve areas are eligible for enrollment under a contract.

Williamson Act Contracts

The Williamson Act is a means to restrict the uses of agricultural and open space lands to farming and ranching uses during the length of the contract period. The Williamson Act Program was also envisioned as a way for local governments to integrate the protection of open space and agricultural resources into their overall strategies for planning urban growth patterns. To this end, three principal objectives were originally outlined: Protection of Agriculture Resources, Preservation of Open Space Land, Promotion of Efficient Urban Growth Patterns.

The Williamson Act Program enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. Private land within locally designated agricultural preserve areas is eligible for enrollment under contract. The minimum term for contracts is ten years. However, since the contract term automatically renews on each anniversary date of the contract, the actual term is essentially indefinite.

California Public Resources Code Section 12220(g) – Forestland and Timberland

Forest land is defined by Section 12220(g) of the California PRC as "land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits." PRC Section 4526 defines timberland as "land, other than land owned by the Federal government and land designated by the State Board of Forestry as experimental forest land, which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees."

Timberland production zone ("TPZ") is defined in PRC Section 51104(g) as an area that has been zoned pursuant to California Government Code ("CGC") Section 51112 or 51113 and is devoted to and used for growing and harvesting timber and compatible uses. In this context, "compatible uses" include any use that "does not significantly detract from the use of the property for, or inhibit, growing and harvesting timber" (CGC Section 51104[h]).

3. Impact Analysis

a) Would the project 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?

No Impact. The Site is designated Mixed-Use in the General Plan Update and zoned MU (Mixed-Use) zone in the TOMC. According to the California DOC FMMP, the Site is designated as Urban and Built-Up land, and the Site is not located on designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the FMMP.[10] The designation of the Site as Mixed-Use is intended for development with residential, commercial, and other urban facilities. Therefore, the Project would not convert farmland to nonagricultural uses, and no impact would occur. No mitigation measures were previously required with regard to the conversion of farmland to non-agricultural use for the General Plan EIR and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. A Williamson Act contract is a contractual agreement for farmland owners to not develop their farmlands into urban uses for a certain amount of time in return for tax benefits. The Site does not contain any farmland and is developed with commercial uses. The Site is zoned MU, Mixed-Use and has a General Plan Land Use designation of Mixed-Use. Thus, the Site is not zoned for agricultural use, nor are there any agricultural uses currently occurring at the Site or within the surrounding area. Additionally, according to the State's most recent Williamson Act land data, neither the Site nor surrounding area are under a Williamson Act contract.[11] As such, the Project would not conflict with existing zoning for agricultural uses or a Williamson Act contract, and no impact would occur. No mitigation measures were previously required with regard to zoning for agricultural use for the General Plan EIR and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

c) Would the project 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))?

No Impact. There are no forest or timberland resources the immediate vicinity of the Site. As stated above, the Site is zoned MU, Mixed-Use and has a General Plan Land Use designation of Mixed-Use. The Site is not zoned for forest land, timberland, or timberland production land uses. Further, the City of

[10] *State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Orange County Important Farmland 2018, published 2018.*

[11] *State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Orange County Important Farmland 2018, published 2018.*

Thousand Oaks does not have any land that is designated or zoned for forest use or timber production. Therefore, the Project would not conflict with existing zoning or cause the rezoning of such land uses and no impact would occur. No mitigation measures were previously required with regard to forest land zoning for the General Plan EIR and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. There are no forest or timberland resources the immediate vicinity of the Site. As stated above, the Site is zoned MU, Mixed-Use and has a General Plan Land Use designation of Mixed-Use. The Site is not zoned for forest land, timberland, or timberland production land uses. Further, the City of Thousand Oaks does not have any land that is designated or zoned for forest use or timber production and no impact would occur. No mitigation measures were previously required with regard to the loss or conversion of forest land to non-forest use for the General Plan EIR and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

e) Would the project 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?

No Impact. The Site has been previously developed with commercial uses. No agricultural uses, designated Farmland, or forest land uses occur at the Site or within the surrounding area. As such, implementation of the Project would not result in the conversion of existing Farmland, agricultural uses, or forest land on- or off-site and no impact would occur. No mitigation measures were previously required with regard to the loss or conversion of farmland land to non-agricultural use or conversion of forest land to non-forest use for the General Plan EIR and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

4. Cumulative Analysis

Development of the Project in combination with the related projects would not result in the conversion of State-designated agricultural land from agricultural use to a non-agricultural use, nor result in the loss of forest land or conversion of forest land to non-forest use. The Extent of Important Farmland Map Coverage maintained by the Division of Land Protection indicates that the Site and the surrounding area are not included in the Important Farmland category. The Site and the surrounding area are highly urbanized area and do not include any State-designated agricultural lands or forest uses. Therefore, no cumulatively considerable impacts to agricultural or forestry resources would occur, and no mitigation measures are required.

3. Air Quality

	Impact Determination for 2045 General Plan Update EIR	Proposed Project Impact Conclusion	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially. More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
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?	Less than Significant	Less than Significant	No	No	No
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?	Significant and unavoidable	Less than Significant	No	No	No
c. Expose sensitive receptors to substantial pollutant concentrations?	Less than Significant with Mitigation	Less than Significant with Mitigation	No	No	Yes
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Less than Significant	Less than Significant	No	No	No

A. Summary of Analysis in Final EIR

The General Plan EIR evaluated the potential for development facilitated by the General Plan Update to result in environmental impacts due to air quality.

The analysis in the General Plan EIR for potential air quality impacts resulting from the General Plan Update was completed in accordance with the Ventura County Air Pollution Control District ("VCAPCD")

Air Quality Assessment Guidelines (VCAPCD Guidelines).[12] The VCAPCD has established criteria for determining significant air quality impacts from a project. The VCAPCD does not consider normal construction-related impacts to be significant.

The General Plan EIR identified that short-term impacts to air quality resulting from the construction of individual development projects within the General Plan Update area would be generated by construction activities and equipment as well as from temporary mobile sources from workers commuting to individual project sites within the General Plan Update area. The VCAPCD recommends that individual projects that have the potential to exceed ROC/VOC or NOx emissions, implement mitigation measures to minimize these impacts. To promote clean air quality to protect public health and safety and to mitigate adverse air quality impacts, TO2045 includes policies in the Land Use Element (Policy 4.3) and Conservation Element (Policies 10.1 - 10.3, and Implementation Action C-A.12) that support implementation of feasible measures to reduce construction emissions associated with buildout of the General Plan. Policy 10.3 supports reducing pollutants from non-mobile sources, such as construction activity. In addition, Policy 10.1 emphasizes air quality meeting State and Federal standards. Additionally, Land Use Element Policy 4.3 encourages construction practices to reduce air quality impacts to new residential development. These policies would reduce construction emissions generated by future projects facilitated by TO2045. Implementation Action C-A.12 requires implementation of mitigation measures in the most recent version of the VCAPCD's Guidelines. Such mitigation regarding ROCs would include measures to reduce ROC emissions during project construction by using architectural coatings with ROC contents of 25 grams per liter or less. Measures to reduce NO*x* emissions during construction for projects larger than single-family residences, ADUs, or duplexes would include minimizing equipment idling time, maintaining equipment engines in good condition and in proper tune as per manufacturers' specifications, lengthening the construction period during smog season (May through October) to minimize the number of vehicles and equipment operating at the same time, and using alternatively fueled construction equipment, such as compressed natural gas, liquefied natural gas, or electric, if feasible. While consistency with VCAPCD's Guidelines pursuant to Implementation Action C-A.12, would reduce impacts from construction emissions to less than significant for the majority of projects, specific project-level details are unknown at this level of planning and individual projects may exceed VCAPCD thresholds after mitigation. Therefore, the General Plan EIR determined that construction impacts would be significant and unavoidable.

The General Plan EIR identified that long-term emissions would result from the operation of individual projects within the General Plan EIR area from both stationary and mobile sources. Development facilitated by the General Plan Update could generate particulate matter and the ozone precursors. Development facilitated by the General Plan EIR could result in a net increase of approximately 7,871 additional residential units and 11,845 new jobs in Thousand Oaks. Development facilitated by the 2045 General Plan Update in accordance with land use and zoning regulations would not site land uses that typically generate toxic air contaminants ("TAC"), such as industrial land uses near residential land uses. Additionally, if the proposed commercial, retail, warehouse, research and development, and industrial uses site a new stationary TAC source, like an emergency generator, then said stationary source would be

[12] *Ventura County Air Pollution Control District (VCAPCD). Air Quality Assessment Guidelines. October 2003. http://www.vcapcd.org/pubs/Planning/VCAQGuidelines.pdf. Accessed February 2025.*

required to receive a permit. The permitting process would ensure that the stationary source does not present a health risk to existing nearby sensitive receptors. Therefore, future development that may result from the adoption of the General Plan EIR was determined to not result in a cumulatively considerable net increase of criteria pollutants. To minimize health risks to sensitive receptors located near stationary sources and/or freeways and high-volume roadways, the General Plan EIR includes policies from the Conservation Element (Policies 10.4-10.6), that aim to improve air quality and minimize exposure to TAC. A detailed description of the goals and polices is described below under the Section, General Plan EIR Goals and Polices. Therefore, the General Plan EIR determined that impacts would be reduced to a level of less than significant after implementation of **Mitigation Measures AQ-1: Adopt and Implement a New General Plan Policy that Requires Construction HRA.** and **AQ-2: Conduct Operational HRA** (see below under the Mitigation Measures Section).

The General Plan Update would be consistent with the overall goal of the 2022 County AQMP and does not contain elements that would disrupt or hinder implementation of the 2022 County AQMP. Discussion of these impacts considers the cumulative nature of criteria pollutants in the region. Therefore, the General Plan Update would not result in a cumulatively considerable contribution to a conflict with or obstruction of implementation of the applicable air quality plan. construction facilitated by the General Plan EIR temporarily increase air pollutant emissions, possibly creating localized areas of unhealthy air pollution levels or air quality nuisances. These temporary impacts would be mitigated with Implementation Action C-A.12 but remain significant and unavoidable. Discussion of these impacts considers the cumulative nature of criteria pollutants in the region; therefore, with mitigation the project would result in a cumulatively considerable net increase of a criteria pollutant from construction emissions. In addition, the General Plan EIR would result in an increase of operational VMT that would be less proportionally than the projected service population increase. Thus, impacts from operational criteria pollutant impacts from the General Plan EIR would not be cumulatively considerable. Therefore, the General Plan EIR determined that the overall cumulative impact related to criteria air pollutants would be significant and unavoidable due to construction emissions.

Thus, the General Plan EIR concluded that the potential air quality impacts of the General Plan Update would be less than significant with compliance with policies listed above and with the incorporation of **Mitigation Measures AQ-1** and **AQ-2** (see below under the Mitigation Measure Section**)**.

General Plan EIR Goals and Policies

The General Plan EIR identified the following goals and policies in the General Plan related to air quality:

Land Use Element

- **Policy 4.3: Barriers and buffers.** Require design features such as site and building orientation, trees or other landscaped barriers, artificial barriers, ventilation and filtration, construction, and operational practices to reduce air quality impacts to new residential development from high-volume roadways.

Conservation Element

- **Policy 10.1: Ambient air quality.** Air quality should meet State and Federal standards, whichever are more protective, for human health.
- **Policy 10.2: Alternative transportation.** City actions shall seek to reduce dependency on gasoline- or diesel-powered motor vehicles by encouraging the use of alternative transportation modes and energy sources (e.g., transit, walking, bicycling) thereby reducing vehicle trips and vehicle miles traveled.
- **Policy 10.3: Non-mobile pollution sources.** Reduce air pollution from non-mobile sources, such as landscape equipment, manufacturing, power generation, and construction activity by transitioning to the use of electric equipment or low emission alternatives.
- **Policy 10.4: Air pollution exposure mitigation.** Minimize exposure to harmful levels of air pollution of residents and employees by reducing toxic air contaminants.
- **Policy 10.5: Vulnerable communities.** Avoid locating residences, schools, retirement homes, hospitals, etc. and vulnerable communities near major sources of air pollution, when feasible**.**
- **Policy 10.6: Health Risk Assessments for Sensitive Receptors.** Require new development within 500 feet of freeways and roadways with over 100,000 vehicle trips per day that include residential uses or other sensitive receptors prepare a health risk assessment (HRA) to identify potential health risk impacts. Based on the results of the HRA, the City shall require mitigation measures as necessary, to reduce potential exposure to toxic air contaminants.
- **Policy 10.7: Construction Health Risk Assessments.** Require new development that is within 1,000 feet of sensitive receptors, will take longer than 2 months, or does not utilize construction equipment that is USEPA Tier 4, fitted with Level 3 Diesel Particulate Filter, or uses alternative fuel to prepare a construction health risk assessment (HRA) to identify potential health risk impacts. Based on the results of the HRA, the City shall require mitigation measures as necessary, to reduce potential exposure to toxic air contaminants.
- **Implementation Action C-A.12. Reduce Air Pollution.** Require individual contractors to implement the construction mitigation measures included in the most recent version of the Ventura County Air Pollution Control District Air Quality Assessment Guidelines as standard conditions of approval for developments.

Mitigation Measures

Mitigation measures applicable to individual development projects in the General Plan EIR Area:

- **AQ-1: Adopt and Implement a New General Plan Policy that Requires Construction HRA.** To reduce impacts of substantial pollutant concentrations on sensitive receptors, the City shall adopt the following General Plan policy in the Conservation Element to be implemented as part of the project approval process:
    - Policy 10.7: Require new development that is within 1,000 feet of sensitive receptors, will take longer than 2 months, or does not utilize construction equipment that is USEPA Tier 4, fitted with Level 3 Diesel Particulate Filter, or uses alternative fuel to prepare a construction

health risk assessment (HRA) to identify potential health risk impacts. Based on the results of the HRA, the City shall require mitigation measures as necessary, to reduce potential exposure to toxic air contaminants.

- **AQ-2: Conduct Operational HRA.** Prior to permit approval for warehousing or commercial land uses that would generate at least 100 diesel trucks per day or 40 or more trucks with diesel-powered transport refrigeration units per day, the applicant shall submit an operational HRA or submit proof that an HRA is not required in accordance with health risk thresholds of an increased cancer risk of greater than 10.0 in a million and an increased non-cancer risk of greater than 1.0 Hazard Index (Chronic or Acute) to the City for review and approval. If required by the City, the operational HRA shall be prepared in accordance with the OEHHA and mitigated to below the health risk thresholds. Typical measures to reduce risk impacts may include, but are not limited to:
  - Restricting idling on-site beyond Air Toxic Control Measures idling restrictions, as feasible
  - Electrifying warehousing docks
  - Truck Electric Vehicle (EV) Capable trailer spaces
  - Requiring use of newer equipment and/or vehicles
  - Restricting off-site truck travel through the creation of truck routes

The operational HRA shall be provided to the City for review and concurrence prior to project approval.

B. Analysis of Proposed Project

The following analysis in this air quality section is based on the following:

- CalEEMod Emissions Modeling Outputs, for the Project is available in **Appendix A** of this document.

1. Existing Setting

The Site is located in the South Central Coast Air Basin ("Air Basin"), which covers Ventura, Santa Barbara, and San Luis Obispo Counties. The VCAPCD monitors and regulates the local air quality in Ventura County and manages the Air Quality Management Plan ("AQMP"). The analysis presented in this section is based upon information found in the Ventura County Air Quality Assessment Guidelines ("Guidelines"), adopted by the VCAPCD in 2003.

Air quality is affected by stationary sources (e.g., industrial uses and oil and gas operations) and mobile sources (e.g., motor vehicles). Air quality at a given location is a function of several factors, including the quantity and type of pollutants emitted locally and regionally and the dispersion rates of pollutants in the region. Primary factors affecting pollutant dispersion are wind speed and direction, atmospheric stability, temperature, the presence or absence of inversions, and topography. The Site is located in the southeastern portion of the Basin, which has moderate variability in temperatures, tempered by coastal processes. The air quality in the Basin is influenced by a wide range of emission sources, such as dense population centers, heavy vehicular traffic, industry, and weather.

Air Quality Standards and Attainment

The VCAPCD is required to monitor air pollutant levels to ensure National Ambient Air Quality Standards ("NAAQS") and California Ambient Air Quality Standards ("CAAQS") are met. If the standards are met, the Basin is classified as being in "attainment." If the standards are not met, the Basin is classified as being in "nonattainment," and the VCAPCD is required to develop strategies to meet the standards. According to the California Air Resources Board ("CARB") Area Designation Maps, the Site is located in a region identified as being in nonattainment for ozone ("O_3") NAAQS and CAAQS and for particulate matter less than 10 microns in diameter ("PM_{10}") CAAQS.[13] In December 2022, the VCAPCD adopted the 2022 Ventura County AQMP, which provides a strategy for the attainment of Federal O_3 standards.[14]

San Joaquin Valley Fever (formally known as Coccidioidomycosis) is an infectious disease caused by the fungus *Coccidioides immitis*. Valley Fever is a disease of concern in the Basin. Infection is caused by inhalation of *Coccidioides immitis* spores that have become airborne when dry, dusty soil or dirt is disturbed by natural processes, such as wind or earthquakes, or by human-induced ground-disturbing activities, such as construction, farming, or other activities.[15] A total of 7,252 and 8,030 new Valley fever cases were reported in California in 2020 and 2021, respectively; 266 cases and 181 cases were reported in Ventura County in 2020 and 2021, respectively.[16]

Existing Uses

The Site is currently developed with three commercial buildings totaling approximately 107,859 sf, consisting of two office buildings totaling approximately 97,675 sf and one standalone retail building totaling approximately 10,184 sf. Approximately 51,554 sf of the existing general office uses will be demolished, and the existing retail building will remain and will be re-used in the Project.

Emissions from the removal of the existing use were estimated using the California Air Pollution Control Officers Association ("CAPCOA")'s California Emissions Estimator Model ("CalEEMod") Version 2022.1.1.37 which is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas ("GHG") emissions from a variety of land use projects. CalEEMod was developed in collaboration with the air districts of California. Regional data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) have been provided by the various California air districts to account for local requirements and conditions. The model is considered to be an accurate and comprehensive tool for quantifying air quality and GHG impacts from land use projects throughout

[13] *California Air Resources Board, Maps of Current State and Federal Area Designations, November 2025, https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations, accessed February 2025.*

[14] *Ventura County Air Pollution Control District, 2022 Ventura County Air Quality Management Plan, December 13, 2022.*

[15] *Ventura County Air Pollution Control District, Ventura County Air Quality Assessment Guidelines, October 2003, page 2-15.*

[16] *California Department of Public Health, Epidemiologic Summary of Valley Fever (Coccidioidomycosis) In California – 2020–2021, https://www.cdph.ca.gov/Programs/CID/DCDC/CDPH%20Document%20Library/CocciEpiSummary2020-2021.pdf. Additional yearly summaries and provisional monthly reports available at: https://www.cdph.ca.gov/Programs/CID/DCDC/Pages/ValleyFeverDataPublications.aspx. Accessed February 2025*

California. **Table 7, Existing Operational Pollutant Emissions,** shows the criteria pollutant emissions from the existing use being removed.

Table 7
Existing Operational Pollutant Emissions

Activity	Pollutant Emissions (pound/day)					
	ROG	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$
Emissions from Existing Uses Being Removed	3.81	2.13	17.09	0.04	3.39	0.90
*Source: CalEEMod Version 2022.1.1.37 output for the Project (see **Appendix A** of this Addendum). The higher of either Summer or Winter is presented in this table.*						

2. Regulatory Setting

Local Regulations

Air Pollutant Emission Thresholds

VCAPCD's Guidelines recommend specific air emissions criteria and threshold levels for determining whether a project may have a significant adverse impact on air quality within the Basin. A project would have a significant impact if operational emissions exceed 25 pounds per day of reactive organic compounds ("ROC"); also referred to as reactive organic gases ("ROG"), or volatile organic compounds ("VOCs") or 25 pounds per day of nitrogen oxides ("NOx"). The 25 pounds per day threshold for ROC and NOx is not intended to be applied to construction emissions since such emissions are temporary. Nevertheless, VCAPCD's Guidelines state that construction-related emissions should be mitigated if estimates of ROC or NOx emissions from heavy-duty construction equipment exceed 25 pounds per day for either ROC or NOx.

VCAPCD has not established quantitative thresholds for particulate matter for either operation or construction. However, VCAPCD indicates that a project that may generate fugitive dust emissions in such quantities as to cause injury, detriment, nuisance, or annoyance to any considerable number of persons, or which may endanger the comfort, repose, health, or safety of any such person, or which may cause or have a natural tendency to cause injury or damage to business or property, would have a significant air quality impact. This regulation applies to the generation of fugitive dust during construction grading and excavation activities. The VCAPCD Guidelines recommend application of fugitive dust mitigation measures for all dust-generating activities. Such measures include minimizing the project disturbance area, watering the Site prior to commencement of ground-disturbing activities, covering all truck loads, and limiting on-site vehicle speeds. These measures, together with local municipal code requirements for grading permits, reduce fugitive dust particulate matter emissions.

Watering, the most common and generally least expensive method, provides only temporary dust control. Watering also usually requires the use of diesel-powered watering trucks or pumps. The effectiveness of water for fugitive dust control depends greatly on the prevailing weather conditions and frequency of application. Chemical dust control agents provide longer dust suppression, but are not effective in reducing the large portion of construction dust emissions caused by grading, excavation, and cut-and-fill

operations. Dust control agents for soil stabilization are useful primarily for application on completed cuts, fills, and unpaved roadways. Fugitive dust emissions from inactive portions of a construction site can be reduced up to 80 percent with chemical stabilizers. Chemical stabilizers, however, may be costly and should be limited to environmentally-safe materials to avoid adverse effects on plant and animal life.

Scheduling activities during periods of low wind speed will also reduce fugitive dust emissions. Low wind speeds typically occur during morning hours. Highest wind speeds are observed during Santa Ana wind conditions, which commonly occur between October and February with December having the highest frequency of events. Additionally, vehicle speed control can reduce fugitive dust emissions from unpaved roads and areas at construction sites by up to 60 percent, assuming compliance with a 15 miles per hour (mph) on-site speed limit.

Applicable Ventura County Air Pollution Control District Rules and Regulations

VCAPCD implements rules and regulations for emissions that may be generated by various uses and activities. The rules and regulations detail pollution-reduction measures that must be implemented during construction and operation of projects. Rules and regulations relevant to the Project include those listed below.

Rule 50 (Opacity)

This rule sets opacity standards on the discharge from sources of air contaminants. This rule would apply during construction of the Project.

Rule 51 (Nuisance)

This rule prohibits any person from discharging air contaminants or any other material from a source that would cause injury, detriment, nuisance, or annoyance to any considerable number of persons or the public or which endangers the comfort, health, safety, or repose to any considerable number of persons or the public. The rule would apply during construction and operational activities.

Rule 55 (Fugitive Dust)

This rule requires fugitive dust generators, including construction and demolition projects, to implement control measures limiting the amount of dust from vehicle track-out, earth moving, bulk material handling, and truck hauling activities. The rule would apply during construction and operational activities.

Rule 55.1 (Paved Roads and Public Unpaved Roads)

This rule requires fugitive dust generators to begin the removal of visible roadway accumulation within 72 hours of any written notification from the VCAPCD. The use of blowers is expressly prohibited under any circumstances. This rule also requires controls to limit the amount of dust from any construction activity or any earthmoving activity on a public unpaved road. This rule would apply throughout all construction activities.

Rule 55.2 (Street Sweeping Equipment)

This rule requires the use of PM_{10} efficient street sweepers for routine street sweeping and for removing vehicle track-out pursuant to Rule 55. This rule would apply during all construction and operational activities.

Rule 74.2 (Architectural Coatings)

This rule sets limits on the VOC content of architectural coatings. Non-flat coatings are limited to 50 grams per liter of VOC content, flat coatings are limited to 50 grams per liter ("g/L") of VOC content, and traffic marking coatings are limited to 50 g/L of VOC content.

Compliance with TO2045 Conservation Element Implementation Action C-A.12. Reduce Air Pollution limits architectural coatings to 25 g/L or less (page 4.2-14 2045 General Plan Update DEIR, August 2023.) The Project would be required to comply with this General Plan Implementation Action. The CalEEMod defaults were adjusted to 25 g/VOC content to reflect compliance.

Rule 74.4 (Cutback Asphalt)

This rule sets limits on the type of application and VOC content of cutback and emulsified asphalt. The Project would be required to comply with the type of application and VOC content standards set forth in this rule.

The City of Thousand Oaks General Plan

The City of Thousand Oaks General Plan Conservation Element contains the following policies that pertain to air quality and are applicable to the Project:

- **Goal C-10:** Achieve and maintain air quality that protects public health, safety, and welfare for those who live or work in the City and for visitors.
    - **Policy C-10.1 Ambient air quality.** Air quality should meet State and Federal standards, whichever are more protective, for human health.
    - **Policy C-10.3 Non-vehicular pollution sources.** Reduce air pollution from non-vehicular sources, such as landscape equipment, manufacturing, power generation, and construction activity by transitioning to the use of electric equipment or low emission alternatives.
    - **Policy C-10.4 Air pollution exposure mitigation.** Minimize exposure to harmful levels of air pollution of residents and employees by reducing toxic air contaminants.

The City of Thousand Oaks Municipal Code

The City of Thousand Oaks Municipal Code contains the following policies that pertain to dust control:

Sec. 7-3.09. Permit limitations and conditions.

a) General. The issuance of a grading permit shall constitute an authorization to do only that work which is described or illustrated on the application for the permit or on the site plans and specifications approved by the City Engineer.

b) Responsibility of the permittee and contractor and their agents. The permittee and contractor and their agents shall carry out the proposed grading in accordance with the approved plans and specifications, the conditions of the permit, and the requirements of this chapter and all other applicable laws. The permittee and contractor and their agents shall maintain all required protective devices and temporary drainage during the progress of the grading work and shall be responsible for the observance of the hours of work, dust control, and methods of hauling. The permittee and contractor and their agents shall be responsible for the maintenance of the site and the removal of all debris until such time as a notice of completion has been issued by the City Engineer. The permittee and contractor and their agents, and each or all of them, shall become subject to the penalties set forth in this chapter in the event of failure to comply with the provisions of this chapter and other applicable laws of the City. No approval shall exonerate the permittee or his agents from the responsibility of complying with the provisions and intent of this chapter.

3. Impact Analysis

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. A project is non-conforming with an air quality plan if it conflicts with or delays implementation of any applicable attainment or maintenance plan. A project is conforming if it complies with all applicable VCAPCD rules and regulations, complies with all proposed control measures that are not yet adopted from the applicable plan, and is consistent with the growth forecasts in the applicable plan (or is directly included in the applicable plan). Zoning changes, specific plans, general plan amendments, and similar land use plan changes that do not increase dwelling unit density, do not increase vehicle trips, and do not increase vehicle miles traveled are also deemed to comply with the applicable air quality plan.[17]

Consistency with land use and population forecasts in local and regional plans, including the AQMP, is required under CEQA for all projects. VCAPCD further describes consistency with the AQMP for projects subject to these guidelines, which means that direct and indirect emissions associated with a project are accounted for in the AQMP's emissions growth assumptions, and the project is consistent with policies adopted in the AQMP. The 2022 AQMP was adopted by the VCAPCD Board on December 13, 2022, and is

[17] *Ventura County Air Pollution Control District, Ventura County Air Quality Assessment Guidelines, October 2003, pages 4-1 through 4-8.*

the most recent applicable air quality plan. The 2022 AQMP is the 3-year update required by the State to show how VCAPCD plans to meet the 2015 Federal 8-hour O_3 standard.[18]

The AQMP relies primarily on the land use and population projections provided by the Southern California Association of Governments ("SCAG") and the CARB on-road emissions forecast as a basis for vehicle emission forecasting. Per the General Plan Update, the Site has C-3 zoning and was selected for re-zoning and re-designation to Mixed-Use (MU) zoning.[19] The 2022 AQMP relies upon growth projections within SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal).[20] The Project proposes to remove the 97,675 sf of office space and construct a new 331,550 sf residential building containing 297 dwelling units, including 25 units reserved as affordable; the 10,184 sf retail building would be retained. Because the Project would result in a reduction of commercial space, it would not generate employment growth that could lead to unplanned population growth. However, the Project's new residential uses would generate population growth through the addition of new housing.

As detailed above, the 2021-2029 Regional Housing Needs Allocation ("RHNA") projects the need for an additional 2,621 housing units in the City by 2029. The Project's addition of 297 units would contribute 11.3 percent of the City's allotment of housing units for the current cycle of regional housing needs. In addition, the Project's housing would represent 3.8 percent of the 7,871 new residential units allowed under the General Plan Update, which would not be considered substantial. Based on the current (2025) housing ratio of 2.57 persons per household, the Project's new residential units would be expected to generate a population growth of 763 new residents. As detailed above, SCAG projects that the City's current population will increase by 14,152 persons by 2050. The Project's 763 new residents would represent 5.4 percent of this anticipated growth. Furthermore, the General Plan EIR anticipated a population growth of 20,261 persons by 2045 under the General Plan Update. The Project's population increase would represent 3.8 percent of this anticipated growth. Accordingly, the population growth associated with the Project would not be substantial when evaluated within the envelope of growth anticipated and accounted for within local and regional long-range plans and would not be considered unplanned. As such, the Project would be consistent with the underlying growth projections of the AQMP.

Based on the above, the Project would not conflict with or obstruct implementation of the AQMP and impacts would be less than significant. No mitigation measures were previously required with regard to conflicts with the AQMP for the General Plan EIR and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

[18] *Ventura County Air Pollution Control District, 2022 Ventura County Air Quality Management Plan, December 13, 2022.*

[19] *City of Thousand Oaks, 2045 General Plan Update, Land Use Element, 2023, Figure 4.9 Moorpark Road/Janss Marketplace, page 75.*

[20] *Southern California Association of Governments, 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments, adopted on September 3, 2020.*

b) Would the project 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?

Less Than Significant Impact. Air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development, and VCAPCD develops and implements plans for future attainment of ambient air quality standards. Based on these considerations, project-level thresholds of significance for criteria pollutants are relevant in the determination of whether a project's individual emissions would have a cumulatively significant impact on air quality.

Construction Emissions

Fugitive Dust

Fugitive dust is typically a major concern during demolition, Site preparation and rough grading activities. Because such emissions are not amenable to collection and discharge through a controlled source, they are called "fugitive emissions." Fugitive dust emissions rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). Control techniques for fugitive dust generally involve watering, chemical dust control agents for soil stabilization, scheduling of activities, and vehicle speed control. The VCAPCD recommends minimizing fugitive dust, especially during grading and excavation operations, rather than quantifying fugitive dust emissions. The Project would be required to comply with VCAPCD Rule 55 ("Fugitive Dust"). Consistent with Rule 55, during clearing, grading, earth moving, or excavation operations, excessive fugitive dust emissions shall be controlled by regular watering, paving construction roads, or other dust preventive measures using the following procedures:

- All material excavated or graded will be sufficiently watered to prevent excessive amounts of dust. Watering will occur at least twice daily with complete coverage, preferably in the late morning and after work is done for the day, so that water penetrates sufficiently to minimize fugitive dust during grading activities. Reclaimed water will be used if available.

- All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved roadways on-site, will be treated to prevent fugitive dust. Measures may include watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate.

- Graded and/or excavated inactive areas of the construction Site will be monitored at least weekly for dust stabilization. If a portion of the Site is inactive for over four days, soil on-site should be stabilized.

- Signs will be posted limiting on-site traffic to 15 miles per hour.

- All clearing, grading, earth moving, or excavation activities will cease during periods of high winds (i.e., greater than 20 miles per hour averaged over one hour) so as to prevent excessive amounts of dust.

- All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust pursuant to California Vehicle Code Section 23114.
- The area disturbed by clearing, grading, earth moving, or excavation operations will be minimized so as to prevent excessive amounts of dust.

Compliance with Rule 55 would prevent significant impacts from fugitive dust.

Pollutant Emissions

Emissions from the construction phase of the Project were estimated using CalEEMod Version 2022.1.1.37. The construction-related regional air quality impacts have been analyzed for both criteria pollutants and GHGs. Daily regional emissions during construction are 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 and fugitive dust emissions factors. The input values used in this analysis were adjusted to be project-specific for the Project's construction schedule and phases and the equipment used was based on CalEEMod defaults. The CalEEMod program uses CARB's On-Road Emission Factor Model ("EMFAC2021") computer program to calculate the emission rates specific for Ventura County for construction-related employee vehicle trips and the OFFROAD2017 computer program to calculate emission rates for heavy truck operations. EMFAC2021 and OFFROAD2021 are computer programs generated by CARB that calculates composite emission rates for vehicles. Emission rates are reported by the program in grams per trip and grams per mile or grams per running hour. Daily truck trips and CalEEMod default trip length data were used to assess roadway emissions from truck exhaust. The maximum daily emissions are estimated values for the worst-case day and do not represent the emissions that would occur for every day of Project construction. **Mitigation Measure AQ-1, Adopt and Implement a New General Plan Policy that Requires Construction of an HRA**, requires a construction HRA for new development that is within 1,000 feet of sensitive receptors, or that will take longer than 2 months, or that does not utilize construction equipment that is USEPA Tier 4, fitted with Level 3 Diesel Particulate Filter, or uses alternative fuel to prepare a construction HRA to identify potential health risk impacts. The Project will incorporate the use of Tier 4 Final construction equipment equipped with Level 3 diesel particulate filters ("DPF"). The use of Tier 4 Final construction equipment was included in the modeling. Therefore, the Project complies with **Mitigation Measure AQ-1** and no HRA needs to be prepared.

Construction activities associated with the Project would result in emissions of ROCs, NOx, sulfur oxides ("SOx"), carbon monoxide ("CO"), PM_{10}, and particulate matter less than 2.5 microns in diameter ("$PM_{2.5}$"). Construction timing and phasing was provided by the applicant. Construction involves the demolition and removal of 97,675 SF of existing office building and approximately 112,000 SF of paving (totaling approximately 5,249.05 tons of debris). Construction is expected to begin no sooner than the first quarter of 2027 and be completed by the second quarter of 2029. See the construction schedule in the Project Description for more detail on the timing on each construction phase. The construction schedule utilized in the analysis represents a "worst-case" analysis scenario even if construction was to

occur any time after the respective dates since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent.[21]

The construction activities for the Project are anticipated to include: demolition of 5,249.05 tons of existing office building and paving; approximately 7.9 acres of Site preparation and grading; building construction of a 5-story residential building with 297 units and 5 levels of parking. The residential building is 343,364 SF and the parking area is 142,615 SF. The parking structure footprint is 38,015 SF (0.873 acres) and approximately 28,300 SF of landscaping is proposed. The applicant has stated that an estimated 200 cubic yards of soil would require hauling from the Site. Details pertaining to the Project's construction timing and the type of equipment modeled for each construction phase are available in the CalEEMod Modeling Outputs in **Appendix A** of this Addendum.

The estimated maximum daily construction emissions are summarized in **Table 8, Construction-Related Pollutant Emissions – Unmitigated**. The VCAPCD Thresholds for ROG and NOx do not apply to construction emissions, however they have been included in **Table 8** for informational purposes only. Detailed construction model outputs are presented in **Appendix A** of this Addendum. As shown in **Table 8,** no emissions would exceed VCAPCD's daily threshold during construction of the Project.

Table 8
Construction-Related Pollutant Emissions – Unmitigated

Activity	Pollutant Emissions (pound/day)					
	ROG	NOx	CO	SO_2	PM_{10} [a]	$PM_{2.5}$ [a]
Maximum Daily Emissions [b,c,d]	17.73	6.91	38.04	0.05	5.44	2.78
VCAPCD Thresholds	*25*	*25*	--	--	--	--
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

-- = no threshold exists
[a] Grading/excavation PM10 and PM2.5 emissions include compliance with VCAPCD Rule 55.
[b] Includes both on-site and off-site emissions. On-site emissions from equipment operated on-site that is not operated on public roads.
[c] Building Construction and Paving/Architectural Coatings phases may overlap.
[d] All construction phases will use Tier 4 Final Construction equipment with level 3 DPFs.
*Source: CalEEMod Version 2022.1.1.37 outputs for the Project (see **Appendix A** of this Addendum).*

Operational Emissions

CalEEMod was also used to calculate emissions associated with operation of the Project. Operational emissions were modeled as operational in 2029. Operational uses were modeled as detailed above under construction, together with the operations of the retained existing uses (41-space parking lot; 9,207 SF of retail and 2,000 SF of fast casual restaurant; on approximately 0.32 acres). As stated previously, the emissions from the existing uses being removed (51,554 SF of office use) were also analyzed and are shown in **Table 8**.

[21] *As shown in the "Off-Road Equipment Emission Factors" input screen of CalEEMod Version 2022, as the analysis year increases, emission factors for the same equipment pieces decrease due to the natural turnover of older equipment being replaced by newer less polluting equipment and new regulatory requirements.*

Operational activities associated with the Project would result in emissions of VOCs, NOx, SOx, CO, PM_{10}, and $PM_{2.5}$. Operational emissions would be expected from the following primary sources:

- Area Source Emissions
- Energy Source Emissions
- Mobile Source Emissions

Area Source Emissions

Architectural Coatings

Over a period of time the buildings that are part of the Project will be subject to emissions resulting from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings as part of Project maintenance. VCAPCD's Rule 74.2 ("Architectural Coatings") limits paints applied to buildings to 50 g/L VOC content. Compliance with Conservation Element Implementation Action C-A.12. Reduce Air Pollution limits architectural coatings to 25 g/L or less (page 4.2-14 2045 General Plan Update DEIR, August 2023.); however, to be conservative, defaults ("50 g/L VOC") were used for operational emissions in this analysis.

Consumer Products

Consumer products include, but are not limited to detergents, cleaning compounds, polishes, personal care products, and lawn and garden products. Many of these products contain organic compounds which when released in the atmosphere can react to form ozone and other photochemically reactive pollutants.

Energy Source Emissions

Combustion Emissions Associated with Natural Gas and Electricity

Energy usage includes emissions from the generation of electricity and natural gas used on-site. Criteria pollutant emissions are emitted through the generation of electricity and consumption of natural gas. The project includes numerous sustainability features that are detailed in the Project Description under 8. Green Incentives.

Mobile Source Emissions

Vehicles

Mobile source air quality impacts are dependent on both overall daily vehicle trip generation and the effect of a project on peak hour traffic volumes and traffic operations in the vicinity. Operational air quality impacts are derived primarily from vehicle trips generated by a project. Trip generation rates for the existing (to be demolished), existing (to be re-used) and proposed land uses, were obtained from the *Traffic Signal warrant analysis for the intersection of East Hillcrest Drive and Boardwalk Ave.* (General Technologies and Solutions [GTS], August 21, 2025).

Fugitive Dust Related to Vehicular Travel

Vehicles traveling on paved roads would be a source of fugitive emissions due to the generation of road dust inclusive of tire wear particulates.

Operational Emissions Summary

The potential operations-related air emissions have been analyzed below for the criteria pollutants and cumulative impacts. The worst-case summer or winter criteria pollutant emissions created from the Project's long-term operations have been calculated and are shown below in **Table 9, Operational Pollutant Emissions**. The emissions from the existing uses being removed are also shown in order to obtain a net emissions total for the project. As shown in **Table 9**, emissions from operation of the Project would not exceed any VCAPCD threshold.

Table 9
Operational Pollutant Emissions

Activity	Pollutant Emissions (pound/day)					
	ROG	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	18.33	6.76	73.08	0.13	12.44	3.29
Emissions from Existing Uses Being Removed	-3.81	-2.13	-17.09	-0.04	-3.39	-0.90
Net Maximum Daily Emissions	**14.52**	**4.63**	**55.99**	**0.09**	**9.05**	**2.39**
VCAPCD Thresholds	*25*	*25*	--	--	--	--
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

-- = no threshold exists
*Source: CalEEMod Version 2022.1.1.37 output for the Project (see **Appendix A** of this Addendum). The higher of either Summer or Winter is presented in this table.*

Overall, construction and operation emission impacts would be less than significant. The General Plan EIR found that the construction and operation of the future development would result in potentially significant impacts. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact with Mitigation.

Construction

As previously evaluated for the General Plan EIR, Project construction would result in emissions of diesel particulate matter from heavy construction equipment and trucks accessing the site. Diesel particulate matter is characterized as a TAC by the State of California. The Office of Environmental Health Hazard Assessment has identified carcinogenic and chronic noncarcinogenic effects from long-term exposure but has not identified health effects due to short-term exposure to diesel exhaust. According to the Office of Environmental Health Hazard Assessment, health risk assessments, which determine the exposure of

sensitive receptors to toxic emissions, should be based on a 30-year exposure period for the maximally exposed individual resident; however, such assessments should be limited to the period/duration of activities associated with the Project. Construction would take place over approximately 27 months and thus, would represent a small fraction of the recommended exposure duration. Due to this relatively short period of exposure and minimal particulate emissions on site, TACs generated during construction would not be expected to result in concentrations causing significant health risks. Furthermore, as discussed on response to **CEQA Checklist Question III.3(a)**, the Project would still implement the previously identified air quality mitigation, which would further limit emissions of diesel particulate matter from construction equipment on-site.

As stated previously, the Project will incorporate the use of Tier 4 Final construction equipment equipped with Level 3 DPF. Therefore, the Project complies with **Mitigation. Measure AQ-1** and no HRA needs to be prepared. However, to ensure further compliance with the General Plan EIR **Mitigation Measure AQ-1** described above, a Project-specific mitigation measure has been included below.

Under **Mitigation Measure AQ-1,** the Project is required to use construction equipment that is USEPA Tier 4, fitted with Level 3 Diesel Particulate Filter, or uses alternative fuel, throughout all phases of construction.

Compliance with **Mitigation Measure AQ-1** will reduce construction-related TAC impacts to less than significant and the Project will comply with General Plan EIR **Mitigation Measure AQ-1** with the exception that as the Project will utilize Tier 4 equipment, fitted with Level 3 Diesel Particulate Filter, no HRA is needed for the Project.

Mitigation Measures

- **AQ-1: Adopt and Implement a New General Plan Policy that Requires Construction HRA.** To reduce impacts of substantial pollutant concentrations on sensitive receptors, the City shall adopt the following General Plan policy in the Conservation Element to be implemented as part of the project approval process:

    - **Policy 10.7:** Require new development that is within 1,000 feet of sensitive receptors, will take longer than 2 months, or does not utilize construction equipment that is USEPA Tier 4, fitted with Level 3 Diesel Particulate Filter, or uses alternative fuel to prepare a construction health risk assessment (HRA) to identify potential health risk impacts. Based on the results of the HRA, the City shall require mitigation measures as necessary, to reduce potential exposure to toxic air contaminants.

Operation

Toxic Air Contaminants

As previously evaluated for the General Plan EIR, based on the proposed mixed-use residential and commercial land uses, it is not expected that operation of the Project would result in any non-permitted direct emissions (e.g., those from a point source such as diesel generators). In addition, the Project would

not require substantial diesel vehicle trips (i.e., delivery trucks). Therefore, operation of the Project would not be a source of substantial TAC concentrations.

Carbon Monoxide

The VCAPCD recommends conducting a Carbon Monoxide (CO) hotspot screening analysis for any Project that meets both of the following conditions:

1) The project would generate indirect CO emissions are greater than the applicable ozone project significance thresholds (i.e., 25 pounds per day); and
2) The project would generate traffic that would significantly impact congestion levels at roadway intersections currently operating at, or that are expected to operate at, LOS [level of service] E or F.

The VCAPCD has not established a daily significance threshold for CO emissions; however, as shown in **Table 9**, as previously evaluated for the General Plan EIR, operation of the Project would not exceed the VCAPCD threshold of 25 pounds per day for O_3 precursors (ROCs or NOx). As discussed in **Section III.17, Transportation**, the Project would generate a total daily trip generation of 2,046 trips and a net daily project trip generation of 790 trips. Therefore, the Project is not anticipated to significantly affect congestion levels at roadway intersections due to the relatively low number of vehicle trips generated by the Project. As a result, the Project does not trigger the need for a CO hotspot analysis and would not cause or contribute to a CO hotspot. As such, operation of the Project would not be a source of substantial CO concentrations.

Valley Fever

As previously discussed, the City has a low incidence rate of Valley Fever. Furthermore, the Project would not impact undisturbed land; it would be built upon the grounds of the existing commercial uses which is not a source of Valley Fever spores. Therefore, operation of the Project would not be a source of Valley Fever spores.

Conclusion

As discussed above, with compliance with 2024 General Plan Update Implementation Action C-A.12, neither construction nor operation of the Project would be a source of substantial pollutant concentrations. Furthermore, the Site is bounded by a senior living facility to the north, East Hillcrest Drive to the south, residential and medical office uses to the east, and the Lang Creek concrete drainage channel to the west and residential uses beyond. To the south and across East Hillcrest Drive is an existing senior living facility and multifamily residential uses. As such, impacts of the Project would be less than significant. **Mitigation Measures AQ-1** and **AQ-2** was required to reduce pollutant emissions during construction of the General Plan EIR Project-specific **Mitigation Measure AQ-1** was added above to ensure Project consistency with General Plan **Mitigation Measure AQ-1**. The Project is not a warehouse or commercial land use that would generate at least 100 diesel trucks per day or 40 or more trucks with diesel-powered transport refrigeration units per day; therefore, General Plan **Mitigation Measure AQ-2**

is not applicable. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. Land uses and industrial operations associated with odor complaints include agricultural uses, wastewater treatment plants, food-processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding.[22] Therefore, as previously evaluated for the General Plan EIR, the Project does not propose land uses that would result in other emissions, such as odors, that would adversely affect a substantial number of people and no impact would occur. Thus, the Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified. No mitigation was previously required for the General Plan EIR with regard to odors and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

4. Cumulative Analysis

As noted previously, the South-Central Coast Air Basin has been designated as a State and national nonattainment area for O_3 and PM_{10}. Construction and operation of the Project would generate ROG and NOx emissions (which are precursors to O_3) together with emissions of PM_{10} and $PM_{2.5}$. As indicated in **Table 8** above, Project-generated construction emissions of ROG and NOx would be below the VCAPCD significance thresholds. As indicated in **Table 9** above, even before the existing emissions (being removed) are subtracted, Project-generated operational emissions would be below the VCAPCD emission-based significance thresholds for all criteria air pollutants.

Based on the results above, the Project would not result in a cumulatively considerable increase in emissions of nonattainment pollutants during either construction or operation and impacts would be less than significant. Thus, the Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified. Although mitigation was required to reduce pollutant emissions during construction of the General Plan EIR none would be required for the Project. Therefore, no cumulatively considerable impacts to air quality would occur, and no mitigation measures are required.

[22] *Ventura County Air Pollution Control District, Ventura County Air Quality Assessment Guidelines, October 2003, page 2-16.*

4. Biological Resources

	Impact Determination for 2045 General Plan Update EIR	Proposed Project Impact Conclusion	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially. More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
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 Wildlife or U.S. Fish and Wildlife Service?	Less than Significant with Mitigation	Less than Significant with Mitigation	No	No	No
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 Wildlife or US Fish and Wildlife Service?	Less than Significant	Less than Significant	No	No	No

	Impact Determination for 2045 General Plan Update EIR	Proposed Project Impact Conclusion	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially. More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
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?	Less than Significant	No Impact	No	No	No
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?	Less than Significant	No Impact	No	No	No
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Less than Significant	Less than Significant	No	No	Yes

	Impact Determination for 2045 General Plan Update EIR	Proposed Project Impact Conclusion	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially. More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
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?	No Impact	No Impact	No	No	No

A. Summary of Analysis in Final EIR

The General Plan EIR evaluated the potential for development facilitated by the General Plan Update to result in environmental impacts to biological resources including special-status species and sensitive habitats.

As discussed in the General Plan EIR there are 24 animal species and 38 plant species meeting the criteria for special-status species that have the potential to occur in the City. Critical habitat for three special-status species is also present in the General Plan EIR Planning Area. Potentially significant effects on candidate, sensitive, or special-status species would occur if temporary disturbance associated with construction projects or permanent impacts due to development facilitated by the project would result in incremental direct loss of habitat, fragmentation of larger open areas and wildlife corridors, or disturbance of special-status wildlife or vegetation species.

Development facilitated by the General Plan EIR would be subject to the provisions of Federal and State regulations protecting biological and water resources, including, but not limited to, Federal Endangered Species Act (“FESA”), California Endangered Species Act (“CESA”), Clean Water Act (“CWA”) and California Native Plant Protection Act (“NPPA”). These regulations include requirements for biological studies where potential habitat exists, identification of potential jurisdictional waters, and consultation with applicable regulatory agencies where special-status resources are found. In addition, the Conservation Element would implement (Policies 5.2-5.6 and 6.1, and 6.2) to prevent loss of special-status wildlife habitat in the open space areas throughout the General Plan EIR Planning Area, minimize impacts to sensitive biological resources, and protect sensitive habitats for special-status species. A detailed description of the goals and polices is described below under the Section, General Plan EIR Goals and Polices.

The General Plan EIR found it could have a substantial adverse effect, either directly or through habitat modifications, on special-status species. Implementation of Federal, State, and local regulations and policies, as well as **Mitigation Measures BIO-1, BIO-2 and BIO-3** (see below under the Mitigation Measures Section), would ensure development facilitated by the General Plan EIR would not have a substantial adverse effect on candidate, sensitive, or special-status species. Therefore, this impact was determined to be less than significant with mitigation incorporated in the General Plan EIR.

The City's EIR Planning Area supports many streams and tributaries, including the Arroyo Conejo Creek, Lang Creek, and Potrero Valley Creek that support important riverine, wetland, and riparian habitats. Three key agencies regulate activities within inland streams, wetlands, and riparian areas in California: the U.S. Army Corps of Engineers ("USACE"), Regional Water Quality Control Board ("RWQCB"), and California Department of Fish and Wildlife ("CDFW"). Any project that involves permanently or temporarily impacting jurisdictional water and/or wetlands through project activities would likely require permits from these State and Federal agencies, before any land disturbance can commence. Pursuant to Section 7-3.13 of the City's Municipal Code, the issuance of a grading permit for all development is contingent upon compliance with the requirements of other applicable permits for a specific development. These permit clearances may also be required as conditions of approval for grading work to commence. Approval of permits also requires findings that the proposed grading will not result in erosion, stream sediment, or other adverse off-site effects to riparian habitat. In addition, the Conservation Element would implement (Policies 8.1, 8.6, 9.1 and 9.2) to reduce impacts to riparian, wetland, and other sensitive natural communities (see policy descriptions below).

Development facilitated by the General Plan EIR would be subject to adopted Federal, State, and local policies, including those the General Plan EIR would implement, which would ensure that riparian habitat, wetlands, and other sensitive natural communities would not be substantially degraded or removed. Therefore, these impacts were determined to be less than significant in the General Plan EIR.

Title 9, Chapter 4, Article 35 of the City's Municipal Code establishes the Protected Ridgeline Overlay Zone which, in part, includes areas of Thousand Oaks designated as a wildlife corridor. As discussed in the General Plan EIR the northern, western, and northeastern City limits partially encompass the Santa Monica-Sierra Madre Wildlife Corridor, however, due to the existing level of development in the City and surrounding the City, the urban areas of the City are not considered wildlife corridors. In addition, the Conservation Element would implement (Policies 7.1-7.3) to promote preservation of wildlife corridors. Thus, implementation of the General Plan EIR would not substantially impede the movement of native resident or migratory fish or wildlife species, or conflict with established native resident or migratory wildlife corridors. Therefore, this impact was determined to be less than significant in the General Plan EIR.

The majority of development facilitated by the General Plan EIR would be infill development in areas previously disturbed. However, some development would potentially result in tree removal. The City's Oak Tree Preservation and Protection and Protection Ordinance and Landmark Tree Preservation and Protection Ordinance require a permit for the removal or relocation of an oak or landmark tree, or when encroaching into the tree protection zone of an oak or landmark tree. In addition, these ordinances

require implementation of mitigation measures for projects that would remove, relocate, or encroach upon an oak tree or landmark tree. Mitigation measures include, but are not limited to, tree replacement, planting new trees off-site, requiring implementation of a tree maintenance program, or payment of an in-lieu fee to be used to preserve open space which protects existing trees located on open space. Furthermore, Title 7, Chapter 2, Article 9 of the Municipal Code sets requirements for the trimming, removal, and replacement of street trees. These requirements include conditions of approval to trim, remove, or replace a street tree, which is contingent upon the tree posing a substantial hazard or identified for removal by a City Council approved program. Development facilitated by the General Plan Update would be required to conform with applicable local policies and ordinances protecting biological resources. Therefore, this impact was determined to be less than significant in the General Plan EIR.

Implementation of the General Plan EIR would not conflict with the provision of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. Thus, the General Plan EIR determined no impact would occur.

General Plan EIR Goals and Policies

The General Plan EIR identified the following goals and policies in the General Plan related to biological resources:

Conservation Element

- **Policy 1.2: Preservation of Natural Land Features**. Preserve significant natural features including ridges, rock outcroppings, natural drainage courses, wetland and riparian areas, steep topography, important or landmark trees, and views.
- **Policy 3.1: Street Tree Plantings**. Ensure the use of street tree plantings of appropriate species, scale and spacing in all new developments, in accordance with City tree standards.
- **Policy 3.2: Tree Diversity**. Maintain a diversity of species and ages of trees throughout the City in order to avoid potentially unhealthy monocultures.
- **Policy 3.3: Tree Planting**. Actively plant or replant trees in existing neighborhoods where trees are sparse or lacking.
- **Policy 3.4: Tree Replanting**. Enhance the community forest to a level of 25 percent canopy coverage by planting climate-appropriate street trees, including the City's legacy oak trees, in public spaces and corridors as described in the Forestry Master Plan.
- **Policy 4.1: Protected Tree Preservation**. Continue to implement the City's Oak Tree and Landmark Tree Ordinances per the municipal code and the Oak Tree Preservation and Protection Guidelines.
- **Policy 5.2: Critical Habitat Protection**. As feasible, protect, restore, and enhance critical wildlife habitat resources such as movement corridors, chaparral and coastal sage scrub plant communities, surface water impoundments, streams, and springs in order to maintain the biodiversity, biological productivity, and ecological integrity of natural open space areas.
- **Policy 5.3: Critical Habitat Restoration**. Support local and regional conservation projects that will have beneficial effects on vegetation and wildlife, including the restoration and enhancement of critical habitat resources that have been degraded or disturbed.

- **Policy 5.4: Native Landscaping and Plant Viability.** Utilize native, pollinator-friendly plants appropriate to the soil type and environmental conditions of the site.
- **Policy 5.5: Landscape Design**. Encourage new development to incorporate native or regionally adaptive vegetation into landscape plans and prohibit the use of species known to be invasive according to the California Invasive Plant Inventory.
- **Policy 5.6: Nesting Sites and Foraging Areas.** Foster a holistic habitat that provides nesting sites and foraging areas for native pollinators.
- **Policy 6.1: Avoidance of Species Disturbance.** Prioritize protection of rare and endangered species through avoidance as a first priority, utilizing other forms of mitigation only if avoidance is infeasible.
- **Policy 6.2: Natural Space.** Preserve complete ecosystems as natural open space in order to avoid the loss of sensitive plant and animal species.
- **Policy 7.1: Wildlife Movement Corridors.** Design urban land uses adjoining natural open space in a manner that is sensitive to the needs of wildlife and avoids or minimizes adverse impacts to wildlife movement corridors.
- **Policy 7.2: Habitat Linkages.** Support efforts by other government agencies or non-profit organizations to acquire additional land to complete vital habitat linkages and provide access by wildlife to these resources.
- **Policy 7.3: Urban-Wildlife Education.** Educate the public on local wildlife species and their habits and provide recommendations to reduce human–wildlife conflicts
- **Policy 8.1: Stream and Creek Protection.** Maintain streams and creeks in as natural a state as possible and protect from the adverse effects of development.
- **Policy 8.6 Development Review.** Review all development projects on properties that include or are adjacent to streams to ensure stream protection.
- **Policy 9.1: Wetlands and Riparian Habitat.** Preserve wetlands and riparian habitat by maintaining existing wetland and riparian buffers as open space to protect the community's water quality, biodiversity, and aesthetic value.
- **Policy 9.2: Wetland and Riparian Restoration.** Encourage the restoration and enhancement of degraded wetland and riparian habitats in order to conserve and protect native plant and animal species, increase biological diversity and productivity, and maintain permanent access for wildlife to surrounding open space.

Mitigation Measures

Mitigation measures applicable to individual development projects in the General Plan EIR Area:

- **BIO-1: Conduct Pre-construction Bird Surveys and Implement Avoidance and Minimization Measures.** For construction activities initiated during the bird nesting season February 15 through September 15 (as early as January 1 for raptors), involving removal of vegetation, abandoned structures, man-made features, or other nesting bird habitat, a pre-construction nesting bird survey shall be conducted no more than 5 days prior to initiation of ground disturbance and vegetation removal. The nesting bird pre-construction survey shall be conducted on foot and shall

include an area on and around the construction site at a distance determined by a qualified biologist, including staging and storage areas. The minimum survey radii surrounding the work area shall be 500 feet. The survey shall be conducted by a qualified biologist familiar with the identification of avian species known to occur in the Thousand Oaks region. If construction lapses for 5 days or longer, the qualified biologist shall conduct another focused survey before project activities are reinitiated. If nests are found, an avoidance buffer shall be determined by the biologist dependent upon the species, the proposed work activity, and existing disturbances associated with land uses outside the site. The qualified biologist shall observe the active nest to establish a behavioral baseline of the adults and nestlings, if present. The qualified biologist shall monitor the active nests, while construction activities are happening to detect signs of disturbance and behavioral change as a result of construction impacts, such as noise, vibration, odors, or worker/equipment motion. If signs of disturbance and behavioral changes are observed, the qualified biologist shall stop all construction work causing those changes and until a larger avoidance buffer is established or until it is determined that the nesting period is completed. The buffer shall be demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means to demarcate the boundary. All construction personnel shall be notified of the buffer zone as a "Nesting Bird Area" and to avoid entering the buffer zone until a biologist determines that the nest is no longer active. No ground-disturbing activities shall occur within the buffer until the biologist has confirmed that breeding/nesting is completed and the young have fledged the nest. A report summarizing the pre-construction survey(s) shall be prepared by a qualified biologist and shall be included on project site plans and submitted to the City prior to the commencement of construction activities.

- **BIO-2: Special Status Bat Species Habitat Assessment Survey and Emergence Survey(s).** For future projects where trees, abandoned structures, or other habitat for roosting bats is present and construction activities may occur during seasonal periods of bat activity, construction activities shall occur outside the maternity season from April 1 through August 31, as feasible. Should construction timing not allow for it, a special-status bat habitat assessment survey shall be conducted by a qualified biologist no more than 5 days prior to any construction activities during the bat maternity season. The survey will document any evidence of special-status bat species that may occur in proposed work areas through direct observation (e.g., roosting bats) and/or sign (e.g., bat guano). If no observance and/or sign of special-status bats are detected during these surveys, then construction-related activities may proceed. If observance or sign of special-status bat species are detected during the survey, and construction activities occur during the bat maternity season (April 1 through August 31), special-status bat species emergence survey(s) will be conducted.

  Emergence surveys will be conducted in areas of suitable bat habitat (e.g., near buildings or trees) during the bat maternity season to document any special-status bat species emerging from features identified during the habitat assessment survey. Generally, the emergence survey(s) will be conducted approximately one hour prior to sunset and last a minimum of two hours after sunset; however, the timing will be determined by the qualified biologist. Passive acoustic

monitoring equipment will be utilized during the emergence surveys to determine identify bats to the species level. In the event multiple features were identified in the habitat assessment in which bats may occur, at the discretion of the qualified biologist, either multiple emergency surveys may be necessary or additional acoustic equipment may need to be set up in order to capture the acoustics of bats as they emerge at dusk.

Roosting sites documented within or adjacent to a project site during the maternity season shall be avoided. Specifically, the qualified biologist will determine an appropriate buffer around the roost site where construction shall be avoided. The buffer typically ranges in size, between 100 to 300 feet around the roost site, depending on potential project impacts and surrounding terrain. For example, if a project will result in high noise decibels and the roost site is exposed without surrounding trees or hills, the buffer may be increased to reduce disturbances to the roosting bats during breeding activities. Buffer distances may also be at the discretion of the USFWS and/or CDFW if special-status bat species are present in the maternity roost.

Should special-status bat species be documented within a project site, and the roost site cannot be avoided by the project, a bat mitigation and/or management plan shall be developed for roost relocation. Mitigation and management plans will require consultation with and approval from the USFWS and/or CDFW prior to the commencement of construction.

- **BIO-3: Conduct Pre-construction Crotch's Bumblebee Surveys and Implement Avoidance Measures.** For construction activities located in vacant or undeveloped areas containing open grasslands, shrublands, or chaparral, a habitat assessment for Crotch's bumblebee shall be performed by a qualified biologist knowledgeable and experienced with Crotch's bumblebee and the habitat in which they occur. If the biologist determines that suitable habitat for Crotch's bumblebee is present, a focused survey shall be performed during the species' active flight period for Crotch's bumblebee and peak blooming period of nectar and pollen sources (May 1 through July 31). The Crotch's bumblebee survey shall be conducted on foot and shall encompass the entirety of a project site and focus on areas that allow for the highest probability of detection, such as high abundance nectar or pollen sources and rodent burrows that may be used for breeding and nesting. If Crotch's bumblebee is determined to be present, the project proponent shall map the locations of the observed bumblebee, areas of abundant nectar or pollen sources, and any active nesting sites. A report summarizing the results of the habitat assessment and focused survey (if required) shall be prepared by the qualified biologist and shall be submitted to the City prior to the commencement of construction activities. Further, consultation with the CDFW will be necessary in the event Crotch's bumblebee was observed within a project site and an Incidental Take Permit, in accordance with the California Endangered Species Act, may be required prior to initiating any ground disturbance on the site.

B. Analysis of Proposed Project

The following analysis in this biological resources section is based on the following:

- Biological Resources Assessment, 195 East Hillcrest Drive Project, City of Thousand Oaks, Ventura County, California, South Environmental, Inc., October 2024 (Updated July 2025).
- Arborist Report, 195 East Hillcrest Drive, City of Thousand Oaks, California, Dudek, Inc., April 2025 (Revised July 2025).

The Biological Resources Assessment and Arborist Report are available in **Appendix B** and **Appendix C**, respectively, of this document.

1. Existing Setting

The Site is approximately 8.10-acres located between N Moorpark Road and Hodencamp Road on East Hillcrest Drive in the City. The Site is relatively flat and developed with commercial buildings, parking, lighting, walls, hardscape, and ornamental landscaping. The Site is bounded by a senior living facility to the north, East Hillcrest Drive to the south, residential and medical office uses to the east, and the Lang Creek concrete drainage channel to the west and residential uses beyond. To the south and across East Hillcrest Drive is an existing senior living facility and multifamily residential uses.

The study area is located within the Upper Conejo Arroyo Watershed (HUC12 180701030104) which includes the associated waterbody of Lang Creek. On the western border of the Site is a concrete drainage channel that leads to a culvert on the north and southern side that is defined by NWI as a Freshwater Forested/Shrub Wetland. According to the National Hydrography Dataset,[23] (the channel runs northeast-southwest along the entirety of the Site and continues northeast of the Site where it is classified as Riverine habitat. Otherwise, the Site is in a commercial area, surrounded by development, and no other water bodies (e.g., wetland, pond) occur within the Site.[24]

The extent of the concrete drainage channel is shown in **Appendix B**. The CDFW would consider the concrete channel a CDFW streambed and the surrounding trees to be part of the riparian woodland associated with the streambed. The riparian area includes largely non-native and landscaped trees that are maintained by annual pruning and fire maintenance per the City of Thousand Oaks Fire Department requirements. Both the streambed and riparian areas would be under the jurisdiction of CDFW. However, the streambed and riparian areas would have limited ecological value as habitat for wildlife due to the developed nature of the streambed and surrounding areas and the disturbed and maintained nature of the non-native trees in the riparian areas. There are a few oak trees in the riparian areas, but overall, the area lacks a natural setting and the ecological value is reduced as a result. The California RWQCB would

[23] *United States Geological Survey, National Hydrography Dataset, The National Map Viewer, https://viewer.nationalmap.gov/services/, accessed April 14, 2026.*

[24] *South Environmental, Inc., Biological Resources Assessment, 195 E. Hillcrest Drive Project, City of Thousand Oaks, Ventura County, California, October 2024 (Updated July 2025), page 8. See **Appendix B**.*

have jurisdiction over the areas where water flows within the concrete channel, but not outside of that area.

Biological Characteristics

The Plant Communities observed on the Site are Developed/Ornamental Landscaped plants and are mapped in Figure 5 in **Appendix B**. Landscaping around the nearby residential and commercial areas at the canopy level is a mix of native and non-native trees. Native trees include coast live oak, California black oak, valley oak, and California sycamore. Non-native ornamental trees include blue jacaranda, crimson bottle brush, and lemon-scented gum. The ground layer is a mix of ornamentals and ruderal, non-native forbs and grasses.

The Site was host to several common urban birds, as well as mammals common to the area. On the day of the survey the common raven (Corvus corax), house finch (Haemorhous mexicanus), lesser goldfinch (Spinus psaltria), black phoebe (Saynoris nigricans), Anna's hummingbird (Calypte anna), and Nuttall's woodpecker (Dryobates nuttallii) were observed either flying over or foraging on the site. No mammals were observed during the survey.

It is unlikely that special-status bats occur as they typically avoid areas with a lot of human activities. Special-status bats would not occur roosting on the Site as the Site lacks typical roosting habitat for special-status species such as hollows in large trees, downed trees or limbs, or snags in trees. The trees on the Site are highly maintained by annual pruning because they are within or adjacent to the existing parking area and this maintenance is required for compliance with Fire Department Regulations. The maintenance of the trees ensures that these trees would not provide roosting habitat for special-status bats, and the proximity to humans would be a further deterrent. Therefore, special-status bats are considered absent from the Site. However, there is habitat for common roosting bats due to the presence of large mature trees and a nearby water source in the concrete drainage. It is possible that common bats roost in the trees on the Site.

The Site is not located in vacant or undeveloped areas containing open grasslands, shrublands, or chaparral, as a result the Site does not support habitat for the Crotch bumblebee.

Protected Trees

During the Site survey, coast live oak, California black oak, and valley oak, which are protected tree species per the TOMC, and California sycamore which are landmark trees per the TOMC, were observed on Site. According to the arborist report, **Appendix C** there are a total of forty-six protected coast live oaks on the Site, the Project would remove 8 oak trees, encroach within the protected zone of 10 oak trees, and preserve 31 oak trees. Of the 10 coast live oaks that will be removed, nine of them are less than 48 inches on diameter and one is greater than 48 inches in diameter. There also are 15 California sycamores on the Site, the Project would remove sycamore trees, encroach into the protected zone of 2 sycamore trees, and preserve 4 sycamore trees.

Habitat Linkages and Wildlife Migration Corridors

The Site is in an urban area surrounded by commercial and residential development in every direction. These areas are not used as a wildlife movement corridor because they are far from high quality habitat where special-status species would more likely occur and the prevalence of roads, humans, and other man-made obstacles that would deter wildlife from moving through the study area. There is a concrete drainage channel, but this does not have connection to areas of habitat and would not be a value movement corridor because it is not linked to areas native wildlife would want to move to or from. The nearest area that may serve as a block of habitat to special-status wildlife is undeveloped areas approximately 1 mile to the southeast of the study area, within Conejo Ridge Open Space. The Site is not within any Critical Habitats and there is dense urban development between the project site and the Conejo Ridge Open Space.[25] Due to the fragmentation from high quality habitat and the various developments surrounding the study area, the study area would not be used as a wildlife migration corridor and does not serve as a habitat linkage.

2. Regulatory Setting

State Regulations

California Environmental Quality Act

The California Environmental Quality Act ("CEQA") is a statute that requires State and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those impacts, if feasible. CEQA applies to certain activities of State and local public agencies. A public agency must comply with CEQA when it undertakes an activity defined by CEQA as a "project." A project is an activity undertaken by a public agency or a private activity which must receive some discretionary approval (meaning that the agency has the authority to deny the requested permit or approval) from a government agency which may cause either a direct physical change in the environment or a reasonably foreseeable indirect change in the environment.

California Migratory Bird Protection Act

The MBPA was enacted in September 2019 to reinforce the MBTA at the State level. The Act states:

- "It is unlawful to take or possess any migratory nongame bird as designated in the Federal Migratory Bird Treaty Act (16 U.S.C. Sec. 703 et seq.) before January 1, 2017, any additional migratory nongame bird that may be designated in that Federal act after that date, or any part of a migratory nongame bird described in this section, except as provided by rules and regulations adopted by the United States Secretary of the Interior under that Federal act before January 1, 2017, or subsequent rules or regulations adopted pursuant to that Federal act, unless those rules

[25] *South Environmental, Inc., Biological Resources Assessment, 195 E. Hillcrest Drive Project, City of Thousand Oaks, Ventura County, California, October 2024 (Updated July 2025), pages 14—15. See* ***Appendix B****.*

or regulations are inconsistent with this code." This section is inactive on January 20, 2025, and the following language below will be adopted.

- "It is unlawful to take or possess any migratory nongame bird as designated in the Federal Migratory Bird Treaty Act (16 U.S.C. Sec. 703 et seq.), or any part of a migratory nongame bird described in this section, except as provided by rules and regulations adopted by the United States Secretary of the Interior under that Federal act." This section is operative starting on January 20, 2025.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Act requires the adoption of water quality control plans (basin plans) that give direction to managing water pollution in California. The basin plans get adopted and administered by the RWQCB. The plans incorporate the beneficial uses of the waters of the State and then provide objectives that should be met to maintain and protect these uses. Along with the Regional Water Boards, the State Water Resources Board can issue and enforce permits containing waste discharge requirements to maintain clean surface water and groundwater. Each basin plan identifies the specific beneficial uses of water in their region for the past, present, and future. These basin plans also all have objectives for which the plan clearly states steps that are being taken or will be taken to meet the objectives. These objectives are created for the purpose of keeping the water clean and safe to use beneficially. The Regional Board has the authority to give out permits for the purpose of waste disposal or waste assimilation.

Waters of the State 401 Water Quality Certification

The RWQCB regulates activities pursuant to Section 401(a)(1) of the CWA. Section 401 of the CWA specifies that certification from the State is required for any applicant requesting a Federal license or permit including a Section 404 permit. The RWQCB's delegated authority over Section 401 requires a Water Quality Certification consistent with the USACE of Engineers definition of waters of the US.

The State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State was adopted in April 2020 and put into effect statewide on May 28, 2020. The Water Boards define wetlands as follows: "An area is wetland if, under normal circumstances, (1) the area has continuous or recurrent saturation of the upper substrate caused by groundwater, or shallow surface water, or both; (2) the duration of such saturation is sufficient to cause anaerobic conditions in the upper substrate; and (3) the area's vegetation is dominated by hydrophytes or the area lacks vegetation."

The Water Code defines Waters of the State of California ("WSC") broadly to include "any surface water or groundwater, including saline waters, within the boundaries of the state." In the 2020 State wetland definition, the State did not define non-wetland WSC, rather they are relying on regional characterizations of jurisdiction was delegated to the Regional Boards.

Local Regulations

City of Thousand Oaks Municipal Code

The City has several policies codified in the Municipal Code applicable to the protection of biological resources. Title 7, Chapter 2, Article 9 of the Municipal Code sets requirements for the trimming, removal, and replacement of street trees. These requirements include conditions of approval to trim, remove, or replace a street tree, which is contingent upon the tree posing a substantial hazard or identified for removal by a City Council-approved program.

Title 9, Chapter 3, Article 14 requires all development to comply with requirements for grading and erosion control set forth in the City of Thousand Oaks Development Standards (Title 7, Chapter 3). Pursuant to Section 7-3.13 of the City's Municipal Code, the issuance of a grading permit for all development is contingent upon compliance with the requirements of other applicable permits for a specific development, including those from Federal or State agencies.

Title 9, Chapter 4, Article 35 of the City's Municipal Code establishes the Protected Ridgeline Overlay Zone, which prohibits building new structures, adding to an existing structure, or grading, except to meet fire protection requirements. Minor encroachments are permitted; however, development is subject to specific development standards to minimize disturbance to the site.

City of Thousand Oaks Ridgeline Study

The City's Ridgeline Study, published in 1988, identifies ridgelines within and surrounding the Conejo Valley, as well as development issues pertaining to ridgelines. The Ridgeline Study proposes actions for the City to undertake to restrict development on ridgelines. These include maintaining ridgelines as open space, limiting development on ridgelines to single-story residences, and requiring landscaping to soften the visual impacts of residences and disturbed areas.

City of Thousand Oaks Protected Oak Tree Ordinance

Any person who owns, controls, has custody or possession of any real property within the City that is improved or has been approved for development, or which is part of or associated with the City approved development of another piece of property, such as any parcel to be maintained as permanent open space or for recreational purposes, shall maintain all oak tree(s) located thereon in a state of good health pursuant to this chapter and the Oak Tree Preservation and Protection Guidelines adopted by City Council resolution (Resolution No. 2010-14).

Landmark Tree Preservation and Protection Ordinance

The Landmark Tree Preservation and Protection Ordinance (Municipal Code, Article 43) requires the preservation of healthy landmark trees. Trees protected under the ordinance include the following species: California sycamore, California bay laurel, California black walnut, and the California holly ("Toyon"). A Protected Tree Permit must be issued by the City for any person to cut, remove or relocate any landmark tree on any public or private property in the City.

City of Thousand Oaks Forestry Master Plan

The City's Forestry Master Plan has been developed to provide the City with a sound basis for the creation and management of its community forest and to set policies that will allow the community forest to provide the greatest number of benefits for residents as well as its trees. This plan's policies provide the City clear guidance on managing City-maintained trees and planting in the public right-of-way. Ultimately, this document provides the City with a blueprint on planting materials and maintenance. The plan was originally developed in 1989 and revised in 2017.

The City of Thousand Oaks General Plan

The City of Thousand Oaks General Plan Conservation Element contain the following policies that pertain to biological resources and are applicable to the Project:

- **Goal C-4:** Protect oak and landmark trees to maintain Thousand Oak's unique environmental character.
  - **Policy C-4.1 Protected tree preservation.** Continue to implement the City's Oak Tree and Landmark Tree Ordinances per the municipal code and the Oak Tree Preservation and Protection Guidelines.
- **Goal C-5:** Properly manage, conserve, and protect native plant communities.
  - **Policy C-5.5 Landscape design.** Encourage new development to incorporate native or regionally adaptive vegetation into landscape plans and prohibit the use of species known to be invasive according to the California Invasive Plant Inventory.
  - **Policy C-5.4 Native landscaping and plant viability.** Utilize native, pollinator-friendly plants appropriate to the soil type and environmental conditions of the site.

3. Impact Analysis

a) Would the project 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 Wildlife or U.S. Fish and Wildlife Service?

Less Than Significant with Mitigation. The Project would result in the partial redevelopment of an 8.10-acres property consisting of 3 commercial buildings, associated parking lot, hardscape, and ornamental landscaping that does not have the potential to be habitat for any special-status species because it is already developed and lacks native plant communities. The existing Site condition is not characterized as a sensitive natural community. Furthermore, it lacks plant and wildlife habitat due to existing development on-site and within the vicinity of the subject property. The parcel consists of developments and areas of ornamental landscaping which has led to a prevalence of non-native, invasive species and compacted bare soils in areas where there are no developments. The Site is also fragmented (i.e., isolated) from high quality habitat for special-status species which further decreases its habitat potential for these

species. The Project would have no impact on native plant communities or habitat for special-status species.

No special-status species were documented during the survey of the study area and there have been no records of special-status species recorded on the Site in CNDDB. The study area lacks native habitats that special-status species would require, and therefore, no special-status species would occur. The survey found that there is a potential for nesting birds, including migratory birds to nest throughout the Site during nesting season, as there are mature trees throughout the Site.

If nesting birds including local and migratory species are present at the time of vegetation removal, active nests, eggs, or young could be destroyed or otherwise disturbed to a point at which the young do not survive, which would be a violation of the MBTA, MBPA, and the Fish and Game Code. In addition, indirect impacts from noise or vibration have the potential to disturb an active bird nest to the point of failure if the nest is within immediate proximity to project activities, and this would also be a violation of the MBTA and Fish and Game Code. To avoid impacts to active bird nests, eggs, or young, preconstruction nesting bird surveys and monitoring is required per the Thousand Oaks General Plan **Mitigation Measure BIO-1**. The measure requires that the project implement the following avoidance and minimization, which ensures compliance with regulatory obligations including the MBTA, MBPA, and the Fish and Game Code:

Mitigation Measures

- **BIO-1 Pre-construction Bird Surveys and Implement Avoidance and Minimization Measures.** For construction activities initiated during the bird nesting season February 15 through September 15 (as early as January 1 for raptors), involving removal of vegetation, abandoned structures, man-made features, or other nesting bird habitat, a pre-construction nesting bird survey shall be conducted no more than 5 days prior to initiation of ground disturbance and vegetation removal. The nesting bird pre-construction survey shall be conducted on foot and shall include an area on and around the construction site at a distance determined by a qualified biologist, including staging and storage areas. The minimum survey radii surrounding the work area shall be 500 feet. The survey shall be conducted by a qualified biologist familiar with the identification of avian species known to occur in the Thousand Oaks region. If construction lapses for 5 days or longer, the qualified biologist shall conduct another focused survey before project activities are reinitiated. If nests are found, an avoidance buffer shall be determined by the biologist dependent upon the species, the proposed work activity, and existing disturbances associated with land uses outside the site. The qualified biologist shall observe the active nest to establish a behavioral baseline of the adults and nestlings, if present. The qualified biologist shall monitor the active nests, while construction activities are happening to detect signs of disturbance and behavioral change as a result of construction impacts, such as noise, vibration, odors, or worker/equipment motion. If signs of disturbance and behavioral changes are observed, the qualified biologist shall stop all construction work causing those changes and until a larger avoidance buffer is established or until it is determined that the nesting period is completed. The buffer shall be demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means to demarcate the boundary. All construction personnel shall be notified of the buffer zone as a

"Nesting Bird Area" and to avoid entering the buffer zone until a biologist determines that the nest is no longer active. No ground-disturbing activities shall occur within the buffer until the biologist has confirmed that breeding/nesting is completed and the young have fledged the nest. A report summarizing the preconstruction survey(s) shall be prepared by a qualified biologist and shall be included on project site plans and submitted to the City prior to the commencement of construction activities.

The Site has large trees and a nearby water source and therefore trees on-site have the potential to support roosting bats. However, as described in Biological Resources Assessment (refer to **Appendix B)**, there is no potential for special-status bats due to the proximity to humans and lack of suitable roosting trees on the Site. However, several of the trees on the Site would be removed during Project construction. The City of Thousand Oaks General Plan requires that projects where trees or other habitat for roosting bats and construction activities occur during seasonal periods of bat activity, a habitat assessment and emergence survey focused on special-status bats is required per the General Plan **Mitigation Measure BIO-2**. To ensure compliance with the general plan and applicable regulatory requirements, the following General Plan mitigation measure would be implemented prior to the start of construction:

Mitigation Measures

- **BIO-2 Special Status Bat Species Habitat Assessment Survey and Emergence Survey(s).** For future projects where trees, abandoned structures, or other habitat for roosting bats is present and construction activities may occur during seasonal periods of bat activity, construction activities shall occur outside the maternity season from April 1 through August 31, as feasible. Should construction timing not allow for it, a special-status bat habitat assessment survey shall be conducted by a qualified biologist no more than 5 days prior to any construction activities during the bat maternity season. The survey will document any evidence of special-status bat species that may occur in proposed work areas through direct observation (e.g., roosting bats) and/or sign (e.g., bat guano). If no observance and/or sign of special-status bats are detected during these surveys, then construction-related activities may proceed. If observance or sign of special-status bat species are detected during the survey, and construction activities occur during the bat maternity season (April 1 through August 31), special-status bat species emergence survey(s) will be conducted.

  Emergence surveys will be conducted in areas of suitable bat habitat (e.g., near buildings or trees) during the bat maternity season to document any special-status bat species emerging from features identified during the habitat assessment survey. Generally, the emergence survey(s) will be conducted approximately one hour prior to sunset and last a minimum of two hours after sunset; however, the timing will be determined by the qualified biologist. Passive acoustic monitoring equipment will be utilized during the emergence surveys to identify bats to the species level. In the event multiple features were identified in the habitat assessment in which bats may occur, at the discretion of the qualified biologist, either multiple emergency surveys may be necessary or additional acoustic equipment may need to be set up in order to capture the acoustics of bats as they emerge at dusk.

Roosting sites documented within or adjacent to a project site during the maternity season shall be avoided. Specifically, the qualified biologist will determine an appropriate buffer around the roost site where construction shall be avoided. The buffer typically ranges in size, between 100 to 300 feet around the roost site, depending on potential resulting project impacts and surrounding terrain. For example, if a project will result in high noise decibels and the roost site is exposed without surrounding trees or hills, the buffer may be increased to reduce disturbances to the roosting bats during breeding activities. Buffer distances may also be at the discretion of the USFWS and/or CDFW if special-status bat species are present in the maternity roost.

Should special-status bat species be documented within a project site, and the roost site cannot be avoided by the project, a bat mitigation and/or management plan shall be developed for roost relocation. Mitigation and management plans will require consultation with and approval from the USFWS and/or CDFW prior to the commencement of construction.

As stated in **Appendix B**, the Site is not located in vacant or undeveloped areas containing open grasslands, shrublands, or chaparral, as a result the Site lacks the habitat required for this species, and thus does not support habitat for the Crotch bumblebee. The General Plan EIR requires the biologist to conduct pre-construction Crotch's Bumblebee Surveys and Implement Avoidance Measures for construction activities located in vacant or undeveloped areas containing open grasslands, shrublands, or chaparral, for Crotch's bumblebee. If the biologist determines that suitable habitat for Crotch's bumblebee is present, a focused survey shall be performed during the species' active flight period for Crotch's bumblebee and peak blooming period of nectar and pollen sources (May 1 through July 31). Although **Mitigation Measure BIO-3** is not required, to ensure compliance with the General Plan EIR **Mitigation Measure BIO-3**, a project-specific mitigation measure has been included below.

Mitigation Measures

- **BIO-3: Conduct Pre-construction Crotch's Bumblebee Surveys and Implement Avoidance Measures.** For construction activities located in vacant or undeveloped areas containing open grasslands, shrublands, or chaparral, a habitat assessment for Crotch's bumblebee shall be performed by a qualified biologist knowledgeable and experienced with Crotch's bumblebee and the habitat in which they occur. If the biologist determines that suitable habitat for Crotch's bumblebee is present, a focused survey shall be performed during the species' active flight period for Crotch's bumblebee and peak blooming period of nectar and pollen sources (May 1 through July 31). The Crotch's bumblebee survey shall be conducted on foot and shall encompass the entirety of a project site and focus on areas that allow for the highest probability of detection, such as high abundance nectar or pollen sources and rodent burrows that may be used for breeding and nesting. If Crotch's bumblebee is determined to be present, the project proponent shall map the locations of the observed bumblebee, areas of abundant nectar or pollen sources, and any active nesting sites. A report summarizing the results of the habitat assessment and focused survey (if required) shall be prepared by the qualified biologist and shall be submitted to the City prior to the commencement of construction activities. Further, consultation with the CDFW will be necessary in the event Crotch's bumblebee was observed within a project site and

an Incidental Take Permit, in accordance with the California Endangered Species Act, may be required prior to initiating any ground disturbance on the site.

According to the arborist report (**Appendix C**) prepared for the Project there are a total of 46 protected trees on the Site including coast live oak, California black oak, and valley oak. The Project would remove ten (10) of them, encroach on five (5), and preserve thirty-one (31). Of the ten (10) coast live oak that will be removed, nine (9) of them are less than 48 inches on diameter and one (1) is greater than 48 inches in diameter. There also are fifteen (15) California sycamores on the Site, the proposed project would remove nine (9), encroach on two (2), and preserve four (4). The project is seeking a permit from the City of Thousand Oaks to allow these impacts. The City of Thousand Oaks Tree Preservation and Protection Guidelines requires the following replacement plantings for the proposed protected tree removals: eighteen 24-inch box trees to replace the nine oak trees that are less than 48-inches in diameter, two 60-inch box trees to replace the one oak that is more than 48-inches in diameter, and 18 24-inch box trees for the nine (9) California sycamore trees. Long-term maintenance will be required per the City of Thousand Oaks Municipal Code for the seven (7) trees that will be encroached, if one of the trees dies as a result of the construction they will be replaced per the City of Thousand Oaks guidelines.

Based on the findings in this report, the Project lacks native habitats and is entirely developed, and the only vegetation is ornamental landscaping with a few native oaks intermixed. These oaks are highly maintained and do not constitute habitat as they are disturbed and unable to support special-status species. No special-status species would occur on the site due to a lack of native habitat and therefore, the Project would not impact habitat as defined above.

With implementation of General Plan EIR **Mitigation Measures BIO-1, BIO-2, and BIO-3**, impacts to nesting birds, bat roosting, or Crotch Bumble Bee habitat would be less than significant. With compliance to City regulations, the Project would have less than significant impact on protected trees. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

b) Would the project 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 Wildlife or US Fish and Wildlife Service?

***Less Than Significant Impact*.** The Site is located in an urban area and developed with commercial uses and have been subject to previous grading and other disturbance. Along the western border of the Site is a concrete drainage that has been classified as a Freshwater Forested/Shrub Wetland habitat.[26] This continues into the northern study area where the classification changes to Riverine habitat. This concrete channel is likely considered waters of the State and the extent of CDFW jurisdiction is shown in Figure 4 in **Appendix B.** However, the concrete channel is not within the development footprint of the Project and no direct impacts would occur to the concrete channel from the Project. Therefore, no direct impacts would result to WSC under the jurisdiction of RWQCB because these are found within the bottom of the

[26] *South Environmental, Inc., Biological Resources Assessment, 195 E. Hillcrest Drive Project, City of Thousand Oaks, Ventura County, California, October 2024 (Updated July 2025), page 8. See **Appendix B**.*

concrete channel, and impacts to the channel will be avoided during the Project. To avoid indirect impacts to water quality and RWQCB jurisdictional areas the Project would implement typical stormwater Best Management Practices ("BMPs") to ensure that no runoff or construction soils or other pollutants enter the stream during construction.

According to the arborist report in **Appendix C**, the trees within the CDFW Riparian zone would be largely unaffected by the Project as the Project would have no encroachment into the critical root zone of any of these riparian trees. These species are almost entirely ornamental trees, and very few of them are native coast live oaks, California black oak, and California sycamore. Currently, the trees within the CDFW riparian area adjacent to and west of the existing parking lot on the Site are managed by annual pruning to ensure access to the fire department per City regulations. Following the completion of the Project, all trees in CDFW riparian areas would remain in place and would have the identical landscaping management requirements as they currently have. Therefore, the continued maintenance of the trees would result in no new management and no new impacts from the Project and would have no significant effect to the trees. To remain in compliance with the fire department regulations the amount of annual pruning of trees in CDFW riparian areas would be insignificant and would include minor pruning of only annual growth within the fire department's fire lane.[27] Significant branches (greater than 2-inches) would be avoided and the canopy that would be removed is estimated to be less than 2 percent which is an insignificant impact on the tree. Therefore, the Project would not have any direct or indirect impacts to the concrete channel, and no significant impact to CDFW riparian trees. The Project would have a less than significant impact to riparian habitat or other sensitive natural communities and no mitigation measures are required. As previously evaluated for the General Plan EIR, no mitigation measures are required for the Project as development facilitated under the General Plan EIR including the Project would be subject to applicable Federal, State, and City requirements, which would minimize potential impacts to riparian habitat, sensitive natural communities, and wetlands. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

c) Would the project 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?

No Impact. Wetlands are defined by Section 404 of the Federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support and that normally does support a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as swamps, marshes, and bogs.[28] The US Fish and Wildlife Service National Wetlands Survey ("USFWS NWI") does not identify any previously-mapped jurisdictional aquatic resources within the Site. Accordingly, the Site does not support any wetlands, and, therefore, the Project would not substantially

[27] *Memorandum from the Ventura County Fire Department, 195. East Hillcrest Drive, May 13, 2025.*

[28] *U.S. Environmental Protection Agency, Section 404, Clean Water Act, website: https://search.epa.gov/epasearch/?querytext=Wetlands&areaname=&areacontacts=&areasearchurl=&typeofsearch=epa&result_template=2col.ftl#/, accessed February 2026.*

affect State or federally protected wetlands through direct removal, filing, hydrological interruption or other means.

As discussed in responses a) and b), above, the Site is an approximately 8.21-acres generally flat parcel developed with commercial uses. Along the western border of the Site is a concrete drainage that has been classified as a Freshwater Forested/Shrub Wetland habitat. This continues into the northern study area where the classification changes to Riverine habitat. This concrete channel is likely considered waters of the State and the extent of CDFW jurisdiction is shown in Figure 4 in **Appendix B.** However, the concrete channel is not within the development footprint of the Project and no direct impacts would occur to the concrete channel from the Project. Therefore, no direct impacts would result to WSC under the jurisdiction of RWQCB because these are found within the bottom of the concrete channel, and impacts to the channel will be avoided with Project implementation.

The Project would have no impact to State or Federally protected wetlands and as previously evaluated for the General Plan EIR, no mitigation measures are required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

d) Would the project 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?

No Impact. The Site is in an urban area and isolated from native habitats and doesn't serve as a wildlife movement corridor or habitat linkage. The Site is an approximately 8.21-acre flat parcel developed with commercial uses and is surrounded by commercial and residential uses. Further, the wildlife species that occur in the Project vicinity are adapted to the urban-wildland interface, and the Project would not introduce new affects to the area. Therefore, no impacts to those resources are expected to result from the Project. As previously evaluated for the General Plan EIR, no mitigation measures are required for the Project, as development facilitated by the General Plan EIR including the Project would not substantially interfere 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. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant Impact. An Arborist Report was completed for the Site in July 2025 (**Appendix C**). The field survey recorded 278 trees within the survey area, 61 of which are subject to regulation under the City's Municipal Code. In total, Arborist Report recorded 46 protected oak trees (of which 3 are also street trees) and 15 landmark trees. Of the 46 protected trees, seven (tree nos. 7, 9, 13, 121, 124, 138, and 229) are considered historic to the Site.

Most of the Site will be graded to accommodate the construction of buildings and parking lots and the placement of necessary infrastructure (utilities, access roads, fire lanes, etc.). Based on December 2025 grading and development plans for the Project, a total of 8 regulated oak trees (including one historic tree, tree no. 229), 9 landmark trees[29], and 94 ornamental trees will be removed, and 10 protected oak trees, 3 landmark trees, and 19 ornamental trees will be encroached upon. Lang Creek (the concrete channel along the western boundary) is not within the development footprint of the Project and no direct impacts would occur to the concrete channel from the Project. Additionally, no encroachment into the concrete channel is proposed with Project implementation.

During the tree evaluation process, the arborist utilized a strict set of physical attribute criteria that a tree must exhibit to be considered a candidate for the very stressful relocation process. The success rates for transplanting large oak and landmark trees are relatively low.[30] Transplanting large oak trees places a great deal of stress on the trees due to difficulties that mature oaks have adapting to a new site after losing a minimum of 75% of their root mass. These additional stresses make oak trees more vulnerable to pests and diseases. Although they may live for a long time, large, transplanted oaks typically do not reach equilibrium health and vitality needed for long-term survival. The trees will exist in a declining spiral. A great deal of care, time, and attention is required during boxing, moving, storing, and transplanting to increase survival probability. Just as important, they require diligent and regular monitoring and maintenance for the rest of their lives. Based on observation and detailed factors outlined in the Arborist Report (**Appendix C**), none of the impacted (removal trees) trees are considered candidates for relocation. The City's Oak Tree Preservation and Protection Guidelines mitigation requirements for tree removals will be implemented. These requirements associated with development projects are summarized as follows:

- One 15-gallon oak tree must be planted or donated for each dead or hazardous oak tree removed.
- Two 24-inch box trees and one 36-inch or 60-inch box tree must be planted for each healthy oak tree removed for commercial, industrial, and new residential development projects.
- In the case of removal of oak trees larger than 48 inches in diameter, the applicant is required to obtain the largest nursery-grown oak tree available or plant two 60-inch box trees.

The Project would require removal of 8 regulated oak trees, including one historic oak tree (tree no. 229), and 9 landmark trees. With implementation of the City's Tree Preservation and Protection Guidelines for replacement trees, the Project would be required to plant 23 oak trees consisting of two 60-inch box trees, seven 36-inch box trees and fourteen 24-inch box trees to compensate for the proposed removal of 8 healthy regulated oak trees. Further, the Project would be required to plant 27 landmark trees consisting of nine 36-inch box trees and 24-inch box trees. Additionally, a long-term maintenance program is required by the City's Municipal Code to mitigate for encroachments into the protected zone of regulated

[29] *Landmark trees include California sycamore exceeding 12 inches in diameter measured 4.5 feet from base, California bay laurel exceeding 8 inches in diameter measured 4.5 feet from base, toyon exceeding 8 inches in diameter measured 4.5 feet from base, multiple trunk trees exceeding plus 2 diameters in a single trunked tree and all designated historic trees pursuant to City Municipal Code, Title 9, Chapter 4, Article 43, Landmark Tree Preservation and Protection (**Appendix C**).*

[30] *Dudek, Inc., Arborist Report, 195 East Hillcrest Drive, City of Thousand Oaks, California, April 2025 (Revised July 2025), page 9.*

trees that would occur with the Project and to maintain the health of the trees retained on the Site. In total, the Project will encroach into the protected zone of 10 protected oak trees, 3 landmark trees, and 19 ornamental trees. Of the 32 encroachments, 16 will be encroached by development hardscape and landscape while the remaining 16 will require pruning to meet local fire regulations (13'6" clearance over roadways).

With the implementation of the City's municipal code for oak trees and landmark tree preservation and protection guidelines, impacts would be less than significant. As previously evaluated for the General Plan EIR, no mitigation measures are required for the Project, as development facilitated by the General Plan EIR including the Project would adhere to the requirements of the City Municipal Code, City ordinances, and policies. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The Site is not located within a designated Natural Community Conservation Plan ("NCCP") or Habitat Conservation Plan ("HCP") Reserve Area or Existing Use Area, or otherwise restricted and/or conservation area. Therefore, the Project is not anticipated to adversely impact any species covered under the NCCP or HCP or other regional/local plans. Therefore, no impacts would occur and no mitigation measures are required. As previously evaluated for the General Plan EIR, no mitigation measures are required for the Project as the Project is not located in a NCCP or an HCP Reserve Area or other approved local or regional or State habitat conservation plan area. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

4. Cumulative Analysis

The Site has no habitat potential for special species status, impacts regarding nesting birds and bats would be reduced to less than significant with implementation of regulatory compliance measures. The Project would not impact riparian habitat, sensitive natural community, or wetlands. A total of 278 trees are located in the tree survey area. Of these 278 trees, 61 are protected by the City (46 protected oaks and 15 landmark trees). Of the 46 protected trees, seven (tree nos. 7, 9, 13, 121, 124, 138, and 229) are considered historic to the Site. With implementation of regulatory compliance measures under the City's Tree Preservation and Protection Guidelines and the Conservation Element polices C-4.1 protected tree preservation and C-5-5.5 landscape design and policy C-5.4 native landscaping and plant viability, impacts would be reduced to a level of less than significant. Development of the Project in combination with the related projects would not significantly impact wildlife corridors or habitat for any candidate, sensitive, or special status species identified in local plans, policies, or regulations, or by the CDFG or the USFWS. No such habitat occurs in the vicinity of the Site or related projects due to the existing urban development. The related projects have no habitats, as they are infill developments. Development within the Site would be subject to the General Plan EIR's **Mitigation Measures BIO-1 through BIO-3** requirements and would

further reduce cumulative impacts. Therefore, the Project would have less than significant impacts and would not be cumulatively considerable.

5. Cultural Resources

	Impact Determination for 2045 General Plan Update EIR	Proposed Project Impact Conclusion	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially. More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
Would the project:					
a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	Significant and Unavoidable	No Impact	No	No	No
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	Significant and Unavoidable	Less than Significant With Mitigation	No	No	Yes
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	Less than Significant	Less than Significant	No	No	No

A. Summary of Analysis in Final EIR

The General Plan EIR evaluated the potential for development facilitated by the General Plan Update to result in environmental impacts on cultural resources including historic resources, archaeological resources and human remains.

Historic Resources

As discussed in the General Plan EIR, there are 14 resources listed in either the National Register of Historic Places ("NRHP"), California Register of Historical Resources ("CRHR"), or designated locally as a landmark or point of interest. The General Plan EIR would guide the general distribution, location, and extent of the various land uses in Thousand Oaks. Currently, there are no development plans included in the General Plan EIR which would substantially alter a historical resource; however, the General Plan EIR could facilitate development on parcels containing buildings that meet the age threshold for potential historical

resources, pursuant to CEQA. The General Plan EIR could also facilitate development near historical resources, which could potentially alter the historic context of the resources. The Site was not identified as one of the 14 resources listed. Although the Conservation Element includes (Policies 11.1, 11.2, 11.5, 11.7, and 11.8) which would minimize impacts to historical resources, the General Plan EIR determined that development could result in substantial alterations to historical resources. A detailed description of the goals and polices is described below under the Section, General Plan EIR Goals and Polices. This would be a potentially significant impact to historical resources, and implementation of **Mitigation Measure CUL-1**, as described further below under the Mitigation Measures Section, would be required to reduce impacts. However, even with implementation of **Mitigation Measure CUL-1**, the demolition of historic resources could still be possible. Accordingly, impacts were determined to be significant and unavoidable.

Archaeological Resources

Ground-disturbing activities associated with development carried out by development facilitated by the General Plan EIR has the potential to damage or destroy subsurface archaeological resources, particularly in areas not studied in a cultural resources investigation or when excavation depths exceed those attained previously for past development.

Much of Thousand Oaks has been previously developed and disturbed. Nonetheless, there is potential for both historic and prehistoric archaeological resources to exist throughout the General Plan EIR Planning Areas, which could be disturbed by grading and excavation activities for future projects. Although the Conservation Element includes (Policies 11.2-11.4, and 11.6 see below) which would minimize impacts to archaeological resources, these proposed policies do not require evaluations of the potential for ground-disturbing activities to uncover subsurface archaeological resources. Consequently, damage to or destruction of known or previously unknown archaeological resources could potentially occur due to development facilitated by the General Plan EIR. The General Plan EIR could potentially adversely affect previously unidentified archaeological resources. This would be a potentially significant impact to archaeological resources, and implementation of **Mitigation Measure CUL-2** would be required to reduce impacts as described further below under mitigation measures. However, even with implementation of **Mitigation Measure CUL-2**, the destruction of archaeological resources could still be possible. Therefore, the General Plan EIR determined that this impact is potentially significant.

Human Remains

Development facilitated by the General Plan EIR would require ground disturbance, such as grading, trenching, and other similar excavation. Human burials outside of formal cemeteries can occur in prehistoric archaeological contexts. The General Plan EIR Planning Area has the possibility of containing previously unidentified human remains. Accordingly, development could have the potential to disturb human remains.

Human burials have specific provisions for treatment. Construction of future development would be subject to California Health and Safety Code Section 7050.5, which states that if human remains are unearthed, no further disturbance can occur until the County Coroner has made the necessary findings as to the origin and disposition of the remains, pursuant to PRC Section 5097.98. If the remains are

determined to be of Native American descent, the Coroner has 24 hours to notify the California Native American Heritage Commission ("NAHC"), which will determine and notify a most likely descendant ("MLD"). The MLD shall complete the inspection of the Site and make recommendations to the landowner within 48 hours of being granted access. Adherence to these existing regulations would reduce the potential for the General Plan EIR to result in substantial disturbance of human remains. Therefore, the General Plan EIR determined this impact would be less than significant.

General Plan EIR Goals and Policies

The General Plan EIR identified the following goals and policies in the General Plan related to cultural resources:

Conservation Element

- **Policy 11.1: Cultural Resource Identification and Recognition.** Identify and, as appropriate, recognize significant cultural resources by identifying significant cultural resources with landmark designation plaques, directional signage, self-guided tours, programs, and events.
- **Policy 11.2: Cultural Resource Preservation.** Require that new development preserve or mitigate impacts to significant historic, archaeological, and paleontological resources.
- **Policy 11.3: Archeological Site Protection**. The preferred method for protecting any previously recorded archeological site shall be by deed restriction as permanent "open space", in order to prevent any future development or use that might otherwise adversely impact these resources.
- **Policy 11.4: Native American Consultation.** Conduct Native American consultation consistent with most recent regulations when new development is proposed in culturally sensitive areas.
- **Policy 11.5: Historic Resource Management.** Maintain, rehabilitate, and reuse significant historic resources, as feasible.
- **Policy 11.6: Archaeological Site Confidentiality**. Maintain a list of the locations of previously recorded archaeological sites confidential unless the release of such information to the public is specifically authorized by local Native American organizations or other entities with jurisdiction over such sites.
- **Policy 11.7: Resource Stakeholder Engagement.** Decisions pertaining to the disposition of archaeological, paleontological, historical, and cultural resources shall be made in concert with recognized public agencies, groups or individuals having jurisdiction, expertise, or interest in these matters, including but not limited to the State Office of Historic Preservation, Ventura County Cultural Heritage Board, and local Native American organizations, and affected property owners.
- **Policy 11.8: Public and Private Involvement.** Cooperate with private and public entities whose goals are to protect and preserve historic resources and important cultural resources.

Mitigation Measures

Mitigation measures applicable to individual development projects in the General Plan EIR Area:

- **CUL-1: Historical Resources.** Prior to project approval, the project applicant shall submit a report to the City that identifies any historical age features (i.e., structures over 45 years of age) proposed to be altered or demolished. If historical-age features are present, the applicant shall submit a historical resources evaluation to the City prepared in areas that contains buildings, structures, objects, sites, landscape/site plans, or other features that are 45 years of age or older, by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualifications Standards in Architectural History or History (36 CFR Part 61). The evaluation shall be carried out in accordance with the guidelines and best practices meeting the State Office of Historic Preservation guidelines (NPS 2023b). All evaluated properties shall be documented on Department of Parks and Recreation Series 523 Forms. The report shall be submitted to the City for review and approval.

  If historical resources are identified through the survey and evaluation, efforts shall be made by the applicant to ensure that the relocation, rehabilitation, or alteration of the resource is consistent with the Secretary of the Interior's *Standards for the Treatments of Historic Properties*. The applicant shall submit a report to the City that identifies and specifies the treatment of character-defining features and construction activities, and demonstrates how the project complies with the Secretary of the Interior's *Standards for the Treatments of Historic Properties* and avoids the substantial adverse change in the significance of the historical resource as defined by *CEQA Guidelines* Section 15064.5(b). The report shall be prepared by an architectural historian or historical architect meeting the Professional Qualifications Standards as defined by 36 CFR Part 61 and provided to the City for review and concurrence prior to project approval.

  If significant historical resources are identified on a development site and compliance with the Secretary of the Interior's *Standards for the Treatments of Historic Properties* and or avoidance is not possible, appropriate site-specific mitigation measures shall be established and undertaken. Mitigation measures may include documentation of the historical resource in the form of a Historic American Building Survey report. The report shall comply with the Secretary of the Interior's *Standards for Architectural and Engineering Documentation* and shall generally follow the Historic American Building Survey Level III requirements, including digital photographic recordation, detailed historic narrative report, and compilation of historic research. The documentation shall be completed by a qualified architectural historian or historian who meets the Professional Qualifications Standards as defined by 36 CFR Part 61 and submitted to the City prior to issuance of any permits for demolition or alteration of the historical resource.

- **CUL-2: Archaeological Resources Assessment.** Prior to project approval of a project that involves ground-disturbance activities (that may include, but are not limited to, pavement removal, potholing, grubbing, tree removal, and grading), the project applicant shall submit to the City an Archaeological Resources Assessment prepared by a qualified archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards in either Prehistoric or Historic Archaeology. Assessments shall include a California Historical Resources Information System records search at the South Central Coast Information Center and a Sacred Lands File Search from the NAHC. The records searches shall characterize the results of previous cultural resource

surveys and disclose any cultural resources that have been recorded and/or evaluated in and around the development site. A qualified professional shall conduct a Phase I pedestrian survey for those projects that include undeveloped areas to locate any surface cultural materials.

If the Phase I archaeological survey identifies resources that may be affected, the applicant shall also conduct Phase II testing and evaluation. If resources are determined significant or unique through Phase II testing and site avoidance is not possible, the qualified professional shall identify appropriate site-specific mitigation measures in the Phase II evaluation. These measures may include, but would not be limited to, a Phase III data recovery program, avoidance, or other appropriate actions to be determined by a qualified archaeologist. If significant archaeological resources cannot be avoided, impacts may be reduced to a less-than-significant level by filling on top of the sites rather than cutting into the cultural deposits. Alternatively, and/or in addition, a data collection program may be warranted, including mapping the location of artifacts, surface collection of artifacts, or excavation of the cultural deposit, to characterize the nature of the buried portions of sites. Curation of the excavated artifacts or samples would occur as specified by the archaeologist. The City shall review and approve the Archaeological Resources Assessment prior to project approval.

- **CUL-3: Unanticipated Discoveries.** For projects whose Phase I archaeological survey identifies archaeological resources that may be affected, the applicant shall retain a qualified cultural resource specialist to monitor construction activities that involve ground-disturbing activities greater than 12 inches in depth and occur within 60 feet of a potentially significant cultural resource. If archaeological resources are encountered during ground-disturbing activities, work in the immediate area shall halt and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for Archaeology shall be contacted immediately to evaluate the find. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for CRHR eligibility. If the discovery proves to be significant pursuant to the CEQA and cannot be avoided by the project, additional work, such as excavating the cultural deposit to fully characterize its extent and collecting and curating artifacts may be warranted to mitigate any significant impacts to cultural resources. If archaeological resources of Native American origin are identified during construction, a qualified archaeologist shall consult with the City to begin Native American consultation procedures, which are outlined in Mitigation Measure CUL-4. Periodic reports of the find and subsequent evaluations shall be submitted to the City during construction

B. Analysis of Proposed Project

The following analysis in this cultural resources section is based on the following:

- Historic Built Environment Assessment for the 195 East Hillcrest Project, City of Thousand Oaks, California, South Environmental, Inc., October 18, 2024.
- Cultural Resources Assessment Report for the East Hillcrest Drive Mixed-Use Project, City of Thousand Oaks, Ventura County, California, Cogstone Resources Management, Inc., February

2026.

The Historic Built Environment Assessment and Cultural Resources Assessment Report are available in **Appendix D** and **Appendix E**, respectively, of this document.

1. Existing Setting

The Site is located in the southern portion of Ventura County. The Project vicinity is in an urban setting within Conejo valley, southeast of Conejo Valley Botanic Garden and "Fireworks Hill," and north of Santa Monica Mountains. The Site is located within Assessor Parcel Number (APN) 669-0-021-255 at 195 East Hillcrest Drive in the City of Thousand Oaks, Ventura County, California. Specifically, the Project is located within Section 9 of Township 1 North, Range 19 West, San Bernardino Baseline and Meridian, on the Thousand Oaks United States Geological Survey (USGS) 7.5-minute topographic quadrangle maps.

The Site is currently developed with three commercial buildings totaling approximately 107,859 sf, consisting of two office buildings totaling approximately 97,675 sf and one standalone retail building totaling approximately 10,184 sf and surface parking areas. As a developed Site operating with commercial office and retail uses, the Site has been previously graded and improved. The topography of the Site is generally flat with gentle sloping terrain towards the west. The Site is not characterized by any significant hills, ridgelines, landforms, outcrops, or other prominent topographic features. Although Lang Creek is improved and consists of concrete drainage channel that runs along the western perimeter of the Site, it is designated as a wetland.

Archaeological Resources

The terms used to describe the prehistoric cultures that once existed along the coast have evolved and changed since the mid-1950s, when attempts at cultural classification in the region began. In 1955, William Wallace defined the then-earliest known archaeological assemblage, the Millingstone Horizon (at ca. 7,000 to 3,000 years before present), as a material complex that included an abundance of milling stones (i.e. metates and manos, for grinding food items). Regionally, the Millingstone Horizon was subsequently subsumed with what Claude Warren (1968) termed the Encinitas Tradition. The Encinitas Tradition was therefore redefined by Sutton and Gardner (2010:) as having four patterns. These are (1) Topanga in coastal Los Angeles and Orange counties, (2) La Jolla in coastal San Diego County, (3) Greven Knoll in inland San Bernardino, Riverside, Orange, and Los Angeles counties and (4) Pauma in inland San Diego County. According to Sutton (2010), the Topanga Pattern was being supplanted on portions of the mainland part of Los Angeles County by about 3,500 years ago. The early Topanga Pattern bands consisted of relatively small, highly mobile families, whose diet was dependent on seed gathering and, along the coast, shellfish collecting. Beginning about 3,500 years ago, the newly arrived Del Rey Tradition Angeles Pattern bands utilized a wider variety of natural resources, and their culture had greater emphases on hunting and near shore fishing.[31] The Project is within the traditional use area of the Chumash. Traditional Chumash territory expanded over large portions of the central and southern coastal regions of California,

[31] *Cogstone Resources Management, Inc., Cultural Resources Assessment Report for the East Hillcrest Drive Mixed-Use Project, City of Thousand Oaks, Ventura County, California, February 2026, pages 11—12.*

from Estero Bay in the north and inland to California Valley and Mount Pinos, south to Malibu, as well as occupation of the three northern Channel Islands. While pre-contact population estimates are difficult to determine, Alfred Kroeber (1925) suggested a population of 8,000 to 10,000 while Chester King (1975) estimated closer to 15,000 – 20,000 individuals. S.F. Cook (1962) placed Chumash populations at 13,650 at the beginning of the California mission system based upon baptismal records research.[32]

At the point of European contact, it is estimated approximately 150-160 villages may have existed within Chumash territory with populations from a few dozen to nearly 1,000 individuals each. Chumash villages generally consisted of single-family dwellings (a circular willow pole structure called an *'ap*), sweathouses (*'apa'yik*), sacred enclosures, menstrual houses, windbreaks, storage, and drying facilities, as well as dance and gaming areas.[33]

The Chumash were a complex hunter-gatherer culture, utilizing the rich natural resources of the central and southern coast. They were so successful in adapting their lifeways to the natural environments of the coast that they had population densities among the highest recorded for hunter-gatherers. Like many other indigenous groups in California, the acorn was a dietary staple for the Chumash. Pine nuts, walnuts, wild cherry (Islay) and other berries, underground tubers, yucca, and grass seeds were also collected. They employed milling implements to process foodstuffs (manos, metates, mortars, pestles), which had been gathered using a variety of baskets, seed beaters and digging sticks. Bows and arrows, traps, snares, and throwing sticks were utilized to capture terrestrial animals and birds.[34]

Historic Setting

The first sustained Spanish presence in the Conejo Valley began after 1770 with expeditions connected to the establishment of the California missions. Soldiers and missionaries traveling between Mission San Buenaventura and Mission San Fernando Rey de España (founded 1797) used the Conejo Valley as a corridor, and Spanish livestock herds were soon grazed in the area. By 1803, Spanish colonial authorities formalized occupation through the Rancho El Conejo land grant to José Polanco and Ignacio Rodríguez, both retired soldiers from the Presidio of Santa Barbara. Following Mexico's independence from Spain in 1821, the Conejo Valley became part of Mexican California's rancho system. In 1822, Governor Pablo Vicente de Solá awarded José de la Guerra y Noriega half of Rancho El Conejo.[35]

By the late nineteenth century, the Conejo Valley transitioned from large cattle ranchos to smaller sheep operations and dry-farmed wheat and barley, facilitated by stagecoach routes in the 1870s and the arrival of the Southern Pacific Railroad in the 1880s. With the establishment of new communities and subdivisions in the mid-20th century, especially after the Janss Corporation's master-planned

[32] *Cogstone Resources Management, Inc., Cultural Resources Assessment Report for the East Hillcrest Drive Mixed-Use Project, City of Thousand Oaks, Ventura County, California, February 2026, page 15.*

[33] *Cogstone Resources Management, Inc., Cultural Resources Assessment Report for the East Hillcrest Drive Mixed-Use Project, City of Thousand Oaks, Ventura County, California, February 2026, page 16.*

[34] *Cogstone Resources Management, Inc., Cultural Resources Assessment Report for the East Hillcrest Drive Mixed-Use Project, City of Thousand Oaks, Ventura County, California, February 2026, page 17.*

[35] *Cogstone Resources Management, Inc., Cultural Resources Assessment Report for the East Hillcrest Drive Mixed-Use Project, City of Thousand Oaks, Ventura County, California, February 2026, page 18.*

development in the 1950s, the region was transformed into the modern suburban City of Thousand Oaks, incorporated in 1964.[36]

Site History

The earliest known USGS topographic quadrangle map of the Site is from 1900 (*Triunfo Pass*; 1:62,500) and shows that there was no development or built environment at that time, but it does show a drainage dissecting the Site. By 1950 (*Thousand Oaks; 1:24,000*) the drainage looks to have been improved and is running adjacent to the Site's western boundary. Community development in the surrounding areas labeled as Arroyo and Greenwich Village are also observed.

The earliest known USDA aerial photograph of the Site is from 1947 and shows extensive agricultural fields and improved drainage adjacent to the Site. Historic aerial photographs of the Site show that the current buildings were completed between 1980 and 1985.[37]

2. Regulatory Setting

State Regulations

California Register of Historical Resources

In California, the term "historical resource" includes but is not limited to "any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California" (California Public Resources Code Section 5020.1(j)). In 1992, the California legislature established the CRHR "to be used by State and local agencies, private groups, and citizens to identify the State's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change" (California Public Resources Code Section 5024.1(a)). The criteria for listing resources on the CRHR (enumerated below) were expressly developed to be in accordance with previously established criteria developed for listing in the National Register of Historic Places (NRHP). According to California Public Resources Code Section 5024.1(c)(1–4), a resource is considered historically significant if it (i) retains "substantial integrity," and (ii) meets at least one of the following criteria:

(1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
(2) Is associated with the lives of persons important in our past.
(3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

[36] *Cogstone Resources Management, Inc., Cultural Resources Assessment Report for the East Hillcrest Drive Mixed-Use Project, City of Thousand Oaks, Ventura County, California, February 2026, pages 18—19.*

[37] *Cogstone Resources Management, Inc., Cultural Resources Assessment Report for the East Hillcrest Drive Mixed-Use Project, City of Thousand Oaks, Ventura County, California, February 2026, page 20.*

(4) Has yielded, or may be likely to yield, information important in prehistory or history.

In order to understand the historic importance of a resource, sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the resource. A resource less than 50 years old may be considered for listing in the CRHR if it can be demonstrated that sufficient time has passed to understand its historical importance (see 14 CCR 4852(d)(2)).

The CRHR protects cultural resources by requiring evaluations of the significance of prehistoric and historic resources. The criteria for the CRHR are nearly identical to those for the NRHP, and properties listed or formally designated as eligible for listing in the NRHP are automatically listed in the CRHR, as are the State landmarks and points of interest. The CRHR also includes properties designated under local ordinances or identified through local historical resource surveys.

California Environmental Quality Act Section 15064.5

CEQA requires a lead agency determine whether a project may have a significant effect on historical resources (Public Resources Code [PRC], Section 21084.1). A historical resource is a resource listed in, or determined to be eligible for listing, in the CRHR, a resource included in a local register of historical resources or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant (State CEQA Guidelines, Section 15064.5[a][1-3]).

Under CEQA, a project may have a significant effect on the environment if it may cause "a substantial adverse change in the significance of an historical resource" (California Public Resources Code Section 21084.1; CEQA Guidelines Section 15064.5(b).) If a site is either listed or eligible for listing in the CRHR, or if it is included in a local register of historic resources or identified as significant in a historical resources survey (meeting the requirements of California Public Resources Code Section 5024.1(q)), it is a "historical resource" and is presumed to be historically or culturally significant for purposes of CEQA (California Public Resources Code Section 21084.1; CEQA Guidelines Section 15064.5(a)). The lead agency is not precluded from determining that a resource is a historical resource even if it does not fall within this presumption (California Public Resources Code Section 21084.1; CEQA Guidelines Section 15064.5(a)).

A "substantial adverse change in the significance of an historical resource" reflecting a significant effect under CEQA means "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired" (CEQA Guidelines Section 15064.5(b)(1); California Public Resources Code Section 5020.1(q)). In turn, CEQA Guidelines section 15064.5(b)(2) states the significance of an historical resource is materially impaired when a project:

1. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or
2. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of

section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

3. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

Pursuant to these sections, the CEQA inquiry begins with evaluating whether a Site contains any "historical resources," then evaluates whether that project will cause a substantial adverse change in the significance of a historical resource such that the resource's historical significance is materially impaired. Historical resources achieving significance within the past fifty years.

To understand the historic importance of a resource, sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the resource. A resource less than 50 years old may be considered for listing in the CRHR if it can be demonstrated that sufficient time has passed to understand its historical importance.

Public Resources Code 21074

A tribal cultural resource is 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 ("CRHR"), or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

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.

As of 2015, CEQA established that "[a] project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment" (Public Resources Code, § 21084.2).

To help determine whether a project may have such an effect, the lead agency must consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. If a lead agency determines that a project may cause a substantial adverse change to tribal cultural resources, the lead agency must consider measures to mitigate that impact. Public Resources Code §20184.3 (b)(2) provides examples of mitigation measures that lead agencies may consider to avoid or minimize impacts to tribal cultural resources.

Public Resources Code 5097.5

No person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands (lands under State, county, City, district or public authority jurisdiction, or the jurisdiction of a public corporation), except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor. As used in this section, "public lands" means lands owned by, or under the jurisdiction of, the State, or any City, county, district, authority, or public corporation, or any agency thereof.

Native American Human Remains Health and Safety Code §7050.5

Sites that may contain human remains important to Native Americans must be identified and treated in a sensitive manner, consistent with State law (i.e., Health and Safety Code §7050.5 and Public Resources Code §5097.98), as reviewed below:

In the event that human remains are encountered during project development and in accordance with the Health and Safety Code Section 7050.5, the County Coroner must be notified if potentially human bone is discovered. The Coroner will then determine within two working days of being notified if the remains are subject to his or her authority. If the Coroner recognizes the remains to be Native American, he or she shall contact the Native American Heritage Commission ("NAHC") by phone within 24 hours, in accordance with Public Resources Code Section 5097.98. The NAHC will then designate a Most Likely Descendant ("MLD") with respect to the human remains. The MLD then has the opportunity to recommend to the property owner or the person responsible for the excavation work means for treating or disposing, with appropriate dignity, the human remains and associated grave goods.

California Administrative Code, Title 14, Section 4307

This section states that "No person shall remove, injure, deface or destroy any object of paleontological, archeological or historical interest or value."

Local Regulations

City of Thousand Oaks Municipal Code

Article 2. Thousand Oaks Cultural Heritage Board and Regulations, Sec. 1-9.203 Definitions

(a) Landmark. For purposes of this article, "landmark" shall mean any object, building, structure, site, area, place, or natural formation which has historic, architectural, archaeological, cultural or aesthetic significance to the City of Thousand Oaks, and:
    (1) Exemplifies or reflects special elements of the City's social, aesthetic, engineering, architectural or natural history;
    (2) Is associated with events that have made a significant contribution to the broad patterns of the City's cultural heritage;

(3) Is associated with the lives of persons important to the City;

(4) Has yielded or has the potential to yield information important to the prehistory or history of the City; or,

(5) Embodies the distinctive characteristics of a type, period, region, or method of construction, represents the work of a master, or possesses high artistic values.

(b) Point of Historic Interest. For purposes of this article, "point of historic interest" shall mean any object, building, structure, site, area, place, or natural formation which has historic, architectural, archaeological, cultural or aesthetic significance to the City of Thousand Oaks that:

(1) No longer exists or was associated with historic events, important persons or embodied a distinctive character or architectural style;

(2) Has been altered to the extent that the integrity of the original workmanship, materials or type has been substantially compromised; or,

(3) Is a site of an historic event which has no distinguishable characteristics other than that an historic event occurred there and the site is not of sufficient historic significance to justify the establishment of a landmark.

(§ 1, Ord. 868-NS, eff. September 18, 1984, as amended by § 1, Ord. 1015-NS, eff. December 6, 1988, Ord. 1276-NS, eff. February 12, 1997, and § 1, Ord. 1420-NS, eff. December 17, 2003)

Article 34 Historic Landmark Overlay Zone (HL) Sec. 9-4.3400 Purpose

The Historic Landmark ("HL") or Historic Landmark Overlay Zone is established to promote the economic and general welfare of the City by identifying and regulating real property of special historic or cultural significance, as defined in Section 1-9.205 of Article 2 of Chapter 9 of Title 1 of this Code, in order to protect and preserve the rich cultural and natural heritage of the City and the Conejo Valley. The application of the HL Zone shall be in the manner specified for all rezoning applications by the provisions of Article 29 of this chapter. When property has been rezoned to the HL Zone, all the regulations of the underlying zone shall apply, except as set forth in this article. Property in the HL Zone shall be so designated by the appropriate zoning symbol on the zoning maps. (§ I, Ord. 632-NS, eff. June 2, 1977).

Sec. 9-4.3401. Delineation of historic landmarks or sites (HL)

The historic landmarks and sites to which this article applies shall be defined and delineated by the Thousand Oaks Cultural Heritage Board in the manner provided in Section 2-2.2.04 of Article 2 of Chapter 2 of Title 2 of this Code. A map and corresponding description of each landmark or site so delineated shall be presented to the Council for adoption by resolution and shall be kept on file with the Community Development Department for review. (§ I Ord. 632-NS, eff. June 2, 1977).

Sec. 9-4.3402. Archaeological sites: Special provisions (HL)

Due to the sensitive nature of archaeological sites and resources and the potential for the abuse thereof resulting from public knowledge of their location, landmark sites defined under Section 1-9.205 of Article 2 of Chapter 9 of Title 1 of this Code relating to the habitation, activity, or culture of prehistoric man or historic native American culture shall not be designated on zoning maps. However, the development of

properties containing archaeological resources of such nature shall be subject to all the other provisions of this article. (§ I, Ord. 632-NS, eff. June 2, 1977).

Sec. 9-4.3403. Regulations (HL)

The tentative tract maps, special use permits, and any and all other entitlements or permits for the development of real property located within the Historic Landmark Overlay Zone may be conditioned by the Commission or Community Development Department in such a manner as to:

(a) Ensure the preservation of the historic landmark or site;
(b) Minimize adverse impacts on the historic landmark or site;
(c) Allow reasonable time for qualified professionals to perform investigations of the landmark or site; or
(d) Preserve for posterity, in such other manner as is necessary or appropriate in the public interest, the valuable aspects of the cultural or historical landmark or site involved. (§ I, Ord. 632-NS, eff. June 2, 1977).

Sec. 9-4.3404. Appeals (HL)

Any condition imposed pursuant to the provisions of this article may be appealed to the Council in the manner prescribed in this Code, and the determination of the Council of such appeal shall be final. (§ I, Ord. 632-NS, eff. June 2, 1977).

The City of Thousand Oaks General Plan

The City of Thousand Oaks General Plan Conservation Element contain the following policies that pertain to cultural resources and are applicable to the Project:

- **Goal C-11:** Protect historical and culturally significant resources, which contribute to the community's sense of identity.
    - **Policy C-11.1. Cultural resource identification and recognition.** Identify and, as appropriate, recognize significant cultural resources by identifying significant cultural resources with landmark designation plaques, directional signage, self-guided tours, programs, and events.
    - **Policy C-11.2. Cultural resource preservation.** Require that new development preserve or mitigate impacts to significant historic, archaeological, and paleontological resources.
    - **Policy C-11.3. Archeological site protection.** The preferred method for protecting any previously recorded archeological site shall be by deed restriction as permanent "open space", in order to prevent any future development or use that might otherwise adversely impact these resources.
    - **Policy C-11.4 Native American consultation.** Conduct Native American consultation consistent with most recent regulations when new development is proposed in culturally sensitive areas.

- **Policy C-11.5 Historic resource management.** Maintain, rehabilitate, and reuse significant historic resources, as feasible.
- **Policy C-11.6 Archaeological site confidentiality.** Maintain a list of the locations of previously recorded archaeological sites confidential unless the release of such information to the public is specifically authorized by local Native American organizations or other entities with jurisdiction over such sites.
- **Policy C-11.7 Resource stakeholder engagement.** Decisions pertaining to the disposition of archaeological, paleontological, historical, and cultural resources shall be made in concert with recognized public agencies, groups or individuals having jurisdiction, expertise, or interest in these matters, including but not limited to the State Office of Historic Preservation, Ventura County Cultural Heritage Board, and local Native American organizations, and affected property owners.
- **Policy C-11.8 Public and private involvement.** Collaborate with private and public entities whose goals are to protect and preserve historic resources and important cultural resources.

3. Impact Analysis

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

No Impact. Section 15064.5 of the State CEQA Guidelines defines historical resources as: 1) a resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources; 2) a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain State guidelines; or 3) an object, building, structure, site, area, place, record or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record.

The Site is located within a developed urban setting and previously graded and developed with commercial uses. A *Historic Built Environment Assessment for the 195 East Hillcrest Project* was completed in October 2024 (**Appendix D**). The built environment assessment entailed walking the Site and documenting the exterior of the existing buildings and structures with notes and photographs.

One built environment resource was identified within the Site: the existing commercial complex located at 195, 275, and 325 East Hillcrest Drive. The property was recorded and evaluated for historical significance on the appropriate set of DPR Forms in consideration of CRHR and City designation criteria and integrity requirements. The property was found not eligible under all State and local designation criteria due to a lack of significant historical associations and architectural merit. No historical resources were identified within the Site as a result of this study. No known significant cultural resources, as defined by CEQA Section 15064.5, were identified within the Site. Therefore, no impacts to historic resources would occur. Though the General Plan EIR identified three **Mitigation Measures** (**CUL-1: Historic Resources** which requires the assessment of historic resources should they be found on the Site, and **CUL-**

2: Archaeological Resources and **CUL-3: Unanticipated Discoveries** which requires the assessment of archaeological and any unanticipated discoveries on the Site during grading and construction); none of these measures directly apply to the Project as no historical resources were identified within the Site as a result of this *Historic Built Environment Assessment that was prepared for the Site*. No mitigation measures are required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

***Less Than Significant Impact with Mitigation*.** CEQA Guidelines Section 15064.5(a)(3)(D) generally defines archaeological resources as any resource that "has yielded, or may be likely to yield, information important in prehistory or history." Archaeological resources are features, such as tools, utensils, carvings, fabric, building foundations, etc., that document evidence of past human endeavors and that may be historically or culturally important to a significant earlier community. A *Cultural Resources Assessment Report for the East Hillcrest Drive Mixed-Use Project* was prepared February 2026 for the Site. The study included a cultural resources records search conducted by the South-Central Coastal Information Center ("SCCIC"), a scared lands file search ("SLF") conducted by the Native American Heritage Commission (NAHC). In addition, other sources included the National Register of Historic Places ("NRHP"), California Register of Historical Resources ("CRHR"), Built Environment Resource Directory ("BERD"), California Historical Landmarks ("CHL"), and California Points of Historical Interest ("CPHI"). Specific information about the Site was obtained from historic-era maps and aerial photographs.

Results of the cultural record search indicate that one previous study has been completed within the Site while an additional 25 studies have been completed previously within a half-mile radius of the Site. No cultural resources have been recorded within the Site. Outside of the Site a total of three cultural resources have been previously documented within the half-mile search radius from the Site. The resources consist of two prehistoric-aged archaeological sites and one historic built environment resource all within a quarter- to half-mile of the Site.

The SLF search concluded that the Site is negative for known tribal resources. Additionally, an intensive pedestrian survey of the Site was conducted. Small areas in the northwestern and southwestern portions of the Site were inaccessible due to fencing and that area was almost completely landscaped and hardscaped. Along the western border of the Site is the Lang Creek concrete drainage channel that has been classified as a Freshwater Forested/Shrub Wetland habitat This continues into the northern study area where the classification changes to Riverine habitat. This concrete channel is likely considered waters of the State and the extent of CDFW jurisdiction is shown in Figure 4 in **Appendix B.** However, the concrete channel is not within the development footprint of the Project and no direct impacts would occur to the concrete channel from the Project. Therefore, no direct impacts would result to WSC under the jurisdiction of RWQCB because these are found within the bottom of the concrete channel, and impacts to the channel will be avoided during the Project. To avoid indirect impacts to water quality and RWQCB jurisdictional areas the Project would implement typical stormwater Best Management Practices

("BMPs") to ensure that no runoff or construction soils or other pollutants enter the stream during construction.

According to the arborist report in **Appendix C**, the trees within the CDFW Riparian zone would be largely unaffected by the Project as the Project would have no encroachment into the critical root zone of any of these riparian trees. These species are almost entirely ornamental trees, and very few of them are native coast live oaks, California black oak, and California sycamore. Currently, the trees within the CDFW riparian area adjacent to and west of the existing parking lot.

Based on the results of the pedestrian survey, the cultural records search, and the negative SLF search, the Site has low sensitivity for prehistoric cultural resources. Analysis of these data sources and historical U.S. Department of Agriculture ("USDA") aerial photographs indicate that the Site also has low sensitivity for buried historical archaeological features such as foundations or trash pits.

The Project has satisfied the requirements of the General Plan **Mitigation Measure CUL-2** with the preparation of the *Cultural Resources Assessment Report for the East Hillcrest Drive Mixed-Use Project* (**Appendix E**) which assessed potential archaeological resources on the Site. Though no cultural resources were identified during the survey, as required by the standard code, in the event of an unanticipated discovery, all work must be suspended within 50 feet of the find until a qualified archaeologist evaluates it. In the unlikely event that human remains are encountered during project development, all work must cease near the find immediately.

As required by the standard code, in the event of an unanticipated discovery, all work must be suspended within 50 feet of the find until a qualified archaeologist evaluates it. In the unlikely event that human remains are encountered during project development, all work must cease near the find immediately. No known archaeological resources were identified within the Site. Therefore, impacts would be less than significant.

Though the General Plan EIR identified three **Mitigation Measures** (**CUL-1: Historic Resources** which requires the assessment of historic resources should they be found on the Site, **CUL-2: Archaeological Resources,** and **CUL-3: Unanticipated Discoveries** which requires the assessment of archaeological and any unanticipated discoveries on the Site during grading and construction); none of these measures directly apply to the Project. However, standard code regulations will apply with unexpected discovery of archaeological resources. Therefore, in compliance with the General Plan EIR **Mitigation Measures CUL-2** and **CUL-3**, the Project specific mitigation measures have been included. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

Mitigation Measures

- **CUL-2: Archaeological Resources Assessment.** Prior to project approval of a project that involves ground-disturbance activities (that may include, but are not limited to, pavement removal, potholing, grubbing, tree removal, and grading), the project applicant shall submit to the City an Archaeological Resources Assessment prepared by a qualified archaeologist who meets the

Secretary of the Interior's Professional Qualifications Standards in either Prehistoric or Historic Archaeology. Assessments shall include a California Historical Resources Information System records search at the South Central Coast Information Center and a Sacred Lands File Search from the NAHC. The records searches shall characterize the results of previous cultural resource surveys and disclose any cultural resources that have been recorded and/or evaluated in and around the development site. A qualified professional shall conduct a Phase I pedestrian survey for those projects that include undeveloped areas to locate any surface cultural materials.

If the Phase I archaeological survey identifies resources that may be affected, the applicant shall also conduct Phase II testing and evaluation. If resources are determined significant or unique through Phase II testing and site avoidance is not possible, the qualified professional shall identify appropriate site-specific mitigation measures in the Phase II evaluation. These measures may include, but would not be limited to, a Phase III data recovery program, avoidance, or other appropriate actions to be determined by a qualified archaeologist. If significant archaeological resources cannot be avoided, impacts may be reduced to a less-than-significant level by filling on top of the sites rather than cutting into the cultural deposits. Alternatively, and/or in addition, a data collection program may be warranted, including mapping the location of artifacts, surface collection of artifacts, or excavation of the cultural deposit, to characterize the nature of the buried portions of sites. Curation of the excavated artifacts or samples would occur as specified by the archaeologist. The City shall review and approve the Archaeological Resources Assessment prior to project approval.

- **CUL-3: Unanticipated Discoveries.** For projects whose Phase I archaeological survey identifies archaeological resources that may be affected, the applicant shall retain a qualified cultural resource specialist to monitor construction activities that involve ground-disturbing activities greater than 12 inches in depth and occur within 60 feet of a potentially significant cultural resource. If archaeological resources are encountered during ground-disturbing activities, work in the immediate area shall halt and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for Archaeology shall be contacted immediately to evaluate the find. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for CRHR eligibility. If the discovery proves to be significant pursuant to the CEQA and cannot be avoided by the project, additional work, such as excavating the cultural deposit to fully characterize its extent and collecting and curating artifacts may be warranted to mitigate any significant impacts to cultural resources. If archaeological resources of Native American origin are identified during construction, a qualified archaeologist shall consult with the City to begin Native American consultation procedures, which are outlined in Mitigation Measure CUL-4. Periodic reports of the find and subsequent evaluations shall be submitted to the City during construction.

c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

***Less Than Significant Impact*.** The Project has satisfied the requirements of the General Plan **Mitigation Measure CUL-2** with the preparation of the Cultural Resources report that assessed potential archaeological resources on the Site. The Cultural Resources report that assessed potential for archaeological resources, the report concluded that the sensitivity level is low for archaeological resources. The General Plan EIR **Mitigation Measure CUL-3** applies only for "projects whose Phase I archaeological survey identifies archaeological resources that may be affected." While the Site is unlikely to contain human remains, should human remains be encountered unexpectedly during grading or construction activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. Pursuant to PCR Section 5097.98, if human remains of Native American origin are discovered during project construction, compliance with State laws, which fall within the jurisdiction of the NAHC, relating to the disposition of Native American burials would be required. Considering the low potential for any human remains to be located on the project site and that compliance with regulatory standards described above would ensure appropriate treatment of any human remains unexpectedly encountered during grading activities, the Project's impact on human remains would be less than significant. No known human remains, were identified within the Site. Therefore, impacts would be less than significant. Though the General Plan EIR identified three **Mitigation Measures** (**CUL-1**, **CUL-2** and **CUL-3**), none of these measures directly apply to the Project as no historical resources were identified within the Site according to the *Historic Built Environment Assessment t*hat was prepared for the Site and no archaeological resources were identified on the Site as according to the Cultural *Resources Assessment prepared for the Site*. However, standard code regulations will apply with unexpected discovery of human remains. No mitigation measures are required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

4. Cumulative Analysis

The context for assessing cumulative impacts to local historical and archaeological resources is to determine whether the project would result in a loss of these resources that could diminish or eliminate important information relevant to the history of the Site. The project would be required to comply with City regulations, which would eliminate any potential loss of important archaeological information that may be buried under the Site including implementation of the General Plan EIR **Mitigation Measures CUL-1, CUL-2,** and **CUL-3**. With regard to the potential discovery of human remains during construction, the project would be required to comply with State Health and Safety Code Section 7050.5 until the County Coroner has made the necessary findings as to the origin and disposition pursuant to Section 5097.98 of the California Public Resources Code. Therefore, the Project would not contribute considerably to a cumulative loss of important cultural resources, and/or disturbed human remains. Any related project sites that contain historical, archaeological, or human remains would be required to comply with General Plan EIR **Mitigation Measures CUL-1, CUL-2,** and **CUL-3** and State regulations similar to those that would be required for the Project ensuring that any inadvertent discovery of archaeological resources or human

remains during construction will not result in significant impacts. The development of the Project would not result in significant impacts regarding cultural resources; therefore, the Project would not create cumulatively considerable impacts.

6. Energy

	Impact Determination for 2045 General Plan Update EIR	Proposed Project Impact Conclusion	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially. More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
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?	Less than Significant Impact	No Impact	No	No	No
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Less than Significant Impact	No Impact	No	No	No

A. Summary of Analysis in Final EIR

The General Plan EIR evaluated the potential for development facilitated by the General Plan Update to result in environmental impacts due to the consumption of energy or to conflict with or obstruct energy plans.

The General Plan EIR identified that construction and operation of development would result in the consumptions of energy resources. However, it was determined that development that would occur under the General Plan Update would be required to comply with a variety of existing statewide, regional, and local plans for renewable energy and energy efficiency, as well as Conservation Element (Policy 10.2) and Community Facilities and Services Element (Policies 1.3, and 4.5) proposed under the General Plan Update itself. A detailed description of the goals and polices is described below under the Section, General Plan EIR Goals and Polices. The General Plan Update would facilitate the development of buildings that

would adhere to existing California energy standards, which would consume less energy in the forms of electricity and natural gas than existing, older buildings in the Planning Area and would also support transportation systems that rely less heavily on internal combustion vehicles and more on active transportation that would consume less energy in the form of petroleum. As such, it was concluded that development facilitated by the General Plan Update would not result in a wasteful, inefficient, or unnecessary consumption of energy and would not result in potentially significant environmental effects due to the wasteful, inefficient, or unnecessary consumption of energy. Impacts were determined to be less than significant.

General Plan EIR Goals and Policies

The General Plan EIR identified the following goals and policies in the General Plan related to energy:

Conservation Element

- **Policy 10.2: Alternative Transportation.** City actions shall seek to reduce dependency on gasoline- or diesel-powered motor vehicles by encouraging the use of alternative transportation modes and energy sources (e.g., transit, walking, bicycling) thereby reducing vehicle trips and vehicle miles traveled

Community Facilities and Services Element

- **Policy 1.3: Sustainable Design**. Promote the design of infrastructure projects that use sustainable materials, reduce carbon emissions, and minimize energy, water and waste during construction.
- **Policy 4.5: Building Water Efficiency.** Minimize future water use by requiring all new development to meet Green Building Standards identified by the US Environmental Protection Agency and other regulatory entities.

A. Analysis of Proposed Project

1. Existing Setting

California has the second-highest consumption of energy in the United State; however, due to stringent energy efficiency efforts, the State's per-capita consumption is the third-lowest. The State has abundant renewable energy resources, including solar energy, hydroelectric power, geothermal energy, and biomass; and produces the second-highest amount of electricity from renewable energy in the country. Additionally, California has significant crude oil reserves, and the State's petroleum refineries have nearly one-tenth of the nation's total crude oil refining capacity.[38]

[38] *United States Energy Information Administration, California State Profile and Energy Estimates, Profile Analysis, Electricity, last updated June 20, 2025, https://www.eia.gov/state/analysis.php?sid=CA, accessed February 2026.*

Electricity

Electricity is provided to the land uses within the City by Southern California Edison ("SCE"). SCE sources power from a variety of different resources that include renewable energy, natural gas, nuclear, large hydroelectric, and other or unspecified sources (i.e., electricity purchased through open market transactions not traceable to specific generation sources). Most recently reported in 2024, SCE's default rate received 35 percent of its power from eligible renewable resources (biomass/biogas, geothermal, eligible hydroelectric, solar, and wind).[39] During this time, 79,341 gigawatt hours ("GWh") of electricity were consumed in SCE's service area.[40] As previously discussed, the Project would not alter the existing commercial retail land use at the Site. According to emissions modeling prepared for the Project's air quality analysis, the existing commercial office land use consumes 910,852 kilowatt hours ("kWh"), or 0.9 GWh, of electricity per year.[41]

Natural Gas

Natural gas is provided to land uses within the City by Southern California Gas ("SoCalGas"). SoCalGas sources natural gas from several sedimentary basins in the Western United States, including supply basins located in New Mexico, West Texas, Rocky Mountains, Western Canada, and local California supplies. In 2024, 4,959 millions of Therms of natural gas were consumed within SoCalGas' service area.[42] According to emissions modeling prepared for the Project's air quality analysis, the existing commercial office land use consumes 1,368,813 thousands of British Thermal Units ("kBTU"), or 13,688 Therms of natural gas per year, or 3,613 cubic feet ("cf") per day.[43]

Transportation Energy

Transportation energy is primarily consumed as gasoline and diesel fuel related to vehicle trips. Gasoline and diesel fuels are commercially provided commodities and are available to the City's residents via commercial outlets throughout the region. According to CARB's EMFAC model, in Ventura County in 2024, gasoline-powered vehicles consumed approximately 224 million gallons of gasoline, represented 85.93 percent of on-road vehicle miles traveled (VMT), and had an average fuel efficiency weighted for percentage of miles traveled of 23 miles per gallon ("mph") while diesel-powered vehicles consumed approximately 40 million gallons of diesel, represented 6.99 percent of on-road VMT, and had an average fuel efficiency

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[39] *Southern California Edison, 2024 Power Content Label, https://www.energy.ca.gov/filebrowser/download/9168, accessed February 2026.*

[40] *California Energy Commission, Electricity Consumption, California Electricity Consumption Dashboard, https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-0, accessed February 2026.*

[41] *California Emissions Estimator Model, 195 East Hillcrest Drive—Existing Office Ops Only, January 26, 2026, Table 5.11 Operational Energy Consumption, page 20.*

[42] *California Energy Commission, Natural Gas Consumption, California Natural Gas Consumption Dashboard, https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-1, accessed February 2026.*

[43] *California Emissions Estimator Model, 195 East Hillcrest Drive—Existing Office Ops Only, January 26, 2026, Table 5.11 Operational Energy Consumption, page 20. Notes: (1) 1 therm = 100,000 BTU. 1,368,813 = 1,368,813,000 BTU / 100,000 BTU per Therm = 13,688 Therms. (2) In 2024, 1 cubic foot (cf) of natural gas delivered to end users in California contains a heat content of 1.038 kBTU. 1,368,813 kBTU per year / 1.038 kBTU per cf = 1,318,702 cf per year; 1,318,702 cf per year / 365 days per year = 3,613 cf per day*

weighted for percentage of miles traveled of 14 mpg (electric-powered vehicles, natural-gas-powered vehicles, and plug-in hybrid vehicles accounted for the remaining on-road VMT).[44] According to emissions modeling prepared for the Project's air quality analysis, the existing commercial office land use results in 1,295,790 VMT per year. Accordingly, using the same percentages of VMT and average fuel economy projected by EMFAC and the estimated VMT from the emissions modeling, the existing office uses generate VMT that results in an estimated annual demand of 48,412 gallons of gasoline per year and 6,470 gallons of diesel.[45]

2. Regulatory Setting

State Regulations

The California Energy Commission ("CEC") first adopted the Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the State. Although not originally intended to reduce GHG emissions, increased energy efficiency, and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically to allow for the consideration and inclusion of new energy efficiency technologies and methods.

Part 11 of the Title 24 Building Energy Efficiency Standards is referred to as the California Green Building Standards ("CALGreen") Code. The purpose of the CALGreen Code is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality." The CALGreen Code is mandatory for all new buildings constructed in the State and establishes mandatory measures for new residential and non-residential buildings. Such mandatory measures include energy efficiency, water conservation, material conservation, planning and design and overall environmental quality. The CALGreen Code was most recently updated in 2025 to include new mandatory measures for residential as well as nonresidential uses; the new measures took effect on January 1, 2026.

SB 1078 (Chapter 516, Statutes of 2002) requires retail sellers of electricity, including investor owned utilities and community choice aggregators, to provide at least 20 percent of their supply from renewable sources by 2017. SB 107 (Chapter 464, Statutes of 2006) changed the target date to 2010. In November 2008, Governor Schwarzenegger signed Executive Order S-14-08' which expands the State's Renewables Portfolio Standard to 33 percent renewable power by 2020. Pursuant to Executive Order S-21-09, CARB was also preparing regulations to supplement the Renewables Portfolio Standard with a Renewable

[44] *California Air Resources Board, EMFAC2025 on-road vehicle emissions factor model (Modeling input: Ventura County; Fleet Aggregate; Annual; 2024). The modeling input values are considered generally representative of conditions for the region and representative of the majority of vehicles associated with project related VMT.*

[45] *Calculated as follows for gasoline: 85.93 percent of total 1,295,790 VMT = 1,113,472 gasoline VMT / 23 gasoline mpg = 48,412 gallons of gasoline. Calculated as follows for diesel: 6.99 percent of total 1,295,790 VMT = 90,576 diesel VMT / 14 diesel mpg = 6,470 gallons of diesel.*

Energy Standard that will result in a total renewable energy requirement for utilities of 33 percent by 2020. But on April 12, 2011, Governor Jerry Brown signed SB X1-2 to increase California's Renewables Portfolio Standard to 33 percent by 2020. SB 350 (Chapter 547, Statues of 2015), signed into law on October 7, 2015, further increased the Renewables Portfolio Standard to 50 percent by 2030. The legislation also included interim targets of 40 percent by 2024 and 45 percent by 2027.

California Environmental Quality Act Guidelines

The Governor's Office of Planning and Research ("OPR") adopted an update to the CEQA guidelines in 2018 that included the addition of energy impact analysis. These guidelines became effective on December 28, 2018, and require the lead agency to focus on a proposed project's the energy demand. This includes energy use during all project phases and components, including transportation related energy, during construction and operation.

3. Impact Analysis

a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

***No Impact*.** The following analysis of energy impacts that could potentially occur as a result of construction or operation of the Project is based, in part, on the CalEEMod modeling prepared for the Project's Air Quality and Greenhouse Gas analyses included as **Appendix A** to this Addendum.

Construction

Petroleum-based fuels, such as gasoline and diesel, would be the primary sources of energy for the Project's construction activities. This is because construction activities, including the construction of new buildings and facilities, typically do not involve the consumption of natural gas. In addition, most of the electric-powered construction equipment would be hand tools (e.g., power drills, table saws, compressors) and lighting, which would be turned off when not in use to avoid unnecessary consumption. Overall, the use of electricity during construction would be temporary and is typically a fraction of the electrical demand during operation, which, as detailed below, would be well within the supply capabilities of the provider.

Petroleum-based fuels would be required to power off-road construction vehicles and equipment on the Project Site, construction worker travel to and from the Project Site, and vehicles used to deliver materials to the Site. Consumption of transportation fuel during construction would be temporary in nature, and construction equipment used would be typical of similar-sized construction projects in the region. Construction activities would utilize fuel-efficient equipment consistent with State and Federal regulations and the contractor would be required to comply with CARB's In-Use Off-Road Diesel Fueled Fleets Regulation that restricts the idling of heavy-duty diesel motor vehicles and governs the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. In addition, per applicable regulatory requirements, the Project would comply with construction waste management

practices to divert construction and demolition debris. These practices would result in efficient use of transportation-energy necessary to construct the Project. Furthermore, construction schedules and processes are already designed to be efficient in order to avoid excess monetary costs. For example, equipment and fuel are not typically used wastefully due to the added expense associated with renting the equipment, maintaining it, and fueling it.

Operation

Electricity and Natural Gas

Project systems, including, but not limited to, HVAC, refrigeration, water heating, lighting, and the use of electronics, equipment, and appliances would be powered by electricity provided from SCE and natural gas provided from SoCalGas. According to CalEEMod modeling, the Project would have an electrical demand of 1,572,884 kWh, or 1.6 GWh, per year and a natural gas demand of 11,488 cf per day.[46] Accounting for the removal of the existing office uses, the Project would result in a net electrical demand of 662,032 kWh per year and a natural gas demand of 7,875 cf per day.[47] SCE projects that its total sales in 2029 (the Project's operational year) will be 101,570 GWh,[48] while SoCalGas projects that natural gas consumption within its service area will be approximately 2,159 million cf per day in 2029.[49] As such, the Project's electrical and natural gas demand would represent a negligible portion of the anticipated consumption SCE and SoCalGas have respectively planned supplies for within their service area.

Additionally, the Project would be required to comply with all standards set in California Building Code ("CBC") Title 24, which would minimize the wasteful, inefficient, or unnecessary consumption of energy resources during operation. California's Green Building Standards Code (CALGreen; Title 24, Part 11) requires implementation of energy efficient light fixtures and building materials into the design of new construction projects. Furthermore, the 2025 Building Energy Efficiency Standards of the California Energy Code (CBC Title 24, Part 6) requires newly constructed buildings to meet energy performance standards set by the Energy Commission. These standards are specifically crafted for new buildings to result in energy efficient performance so that the buildings do not result in wasteful, inefficient, or unnecessary consumption of energy. The standards are updated every three years and each iteration is more energy efficient than the previous standards. In addition, the Project would include on-site solar photovoltaic panels for renewable generation of electricity and all-electric, Energy Star rated appliances for the residential units. Furthermore, the Project would continue to reduce its use of nonrenewable energy resources as the electricity generated by renewable resources provided by SCE continues to increase to comply with State requirements through Senate Bill 100 ("SB 100"), which requires electricity providers

[46] *California Emissions Estimator Model, 195 East Hillcrest Drive—Operational, January 26, 2026, Table 5.11 Operational Energy Consumption, page 28. Note that the CalEEMod outputs present the Project's operational natural gas demand as 4,352,438 kilo-British thermal units (kBTU) per year. 4,352,438 kBTU per year / 1.038 kBTU per cf = 4,193,100 cf per year; 4,193,100 cf per year / 365 days per year = 11,488 cf per day.*

[47] *Calculated as: 2,983,625 kBTU per year / 1.038 kBTU per cf = 2,874,398 cf per year; 2,874,398 cf per year / 365 days per year = 7,875 cf per day*

[48] *California Energy Commission, California Energy Demand 2024-2050 Forecast—Planning Baseline Forecast – LSE and BA Tables, Form 1.1c: Electricity Deliveries to End Users by Agency (GWh), TN No. 268507, Docketed February 6, 2026.*

[49] *California Gas and Electric Utilities, 2024 California Gas Report, page 165.*

to increase procurement from eligible renewable energy resources to 60 percent by 2030 and 100 percent by 2045.

Petroleum-Based Fuels

Transportation-related energy in the form of gasoline and diesel fuel would also be consumed during Project operations related to water usage, solid waste disposal, and vehicle trips to and from the Project Site by residents and visitors. According to CalEEMod modeling, the Project would result in 6,205,401 annual VMT. Accounting for the removal of the existing office use, the Project would generate a net of 4,909,611 annual VMT. According to CARB's On-Road Emissions Factor ("EMFAC") model, in Ventura County in 2029, gasoline-powered vehicles will account for 71.77 percent of on-road VMT with an average fuel efficiency weighted for percentage of miles traveled of 24 mpg, while diesel-powered vehicles will account for 7.16 percent of all on-road VMT and will have an average fuel efficiency weighted for percentage of miles traveled of 14 mpg (electric-powered vehicles, natural-gas-powered vehicles, and plug-in hybrid vehicles will account for the remaining on-road VMT).[50] Accordingly, using the same percentages of VMT and average fuel economy projected by EMFAC, operation of the Project would consume approximately 146,818 gallons of gasoline and 25,110 gallons of diesel fuel per year.[51] According to CARB's EMFAC model, on-road vehicles in Ventura County will consume approximately 175 million gallons of gasoline and approximately 38 million gallons of diesel in 2029.[52] Accordingly, fuel consumption by residents and visitors during operation of the Project would represent a negligible portion of fuel consumed in the County.

Over the lifetime of the Project, the fuel efficiency of vehicles is expected to increase as a result of numerous regulations in place that require and encourage increased fuel efficiency, such as efforts to accelerate the number of plug-in hybrids and zero-emissions vehicles in California, and increasingly stringent emissions standards. As a result, the amount of petroleum consumed as a result of vehicular trips to and from the Project Site during operation would be expected to correspondingly decrease over time due to improvements in the fuel economies of the fleet of vehicles used to access the Project. Additionally, as detailed in response to **Checklist Question III.17(a),** the Project would not conflict with circulation system plans, including those pertaining to alternative modes of transportation. The Project would provide electric charging for both vehicles and bicycles in support of choices for alternative modes of transportation available to Project employees, guests, and visitors.

Based on the above, although the Project would increase energy use at the Site, the electrical, natural gas, and petroleum-based fuel demands would be a small fraction of projected demands within the SCE and SoCalGas service areas and County, respectively, and, due to efficiency increases, are expected to diminish

[50] *California Air Resources Board, EMFAC2025 on-road vehicle emissions factor model, EMFAC2025 (Modeling input: Ventura County; Fleet Aggregate; Annual; 2029). The modeling input values are considered generally representative of conditions for the region and representative of the majority of vehicles associated with Project related VMT.*

[51] *Calculated as follows for gasoline: 71.77 percent of total 4,909,611 VMT = 3,523,628 gasoline VMT / 24 gasoline mpg = 146,818 gallons of gasoline. Calculated as follows for diesel: 7.16 percent of total 4,909,611 VMT = 351,528 diesel VMT / 14 diesel mpg = 25,110 gallons of diesel.*

[52] *California Air Resources Board, EMFAC2025 on-road vehicle emissions factor model, EMFAC2025 (Modeling input: Ventura County; Fleet Aggregate; Annual; 2029).*

over time (particularly with respect to petroleum). As such, as previously evaluated for the General Plan EIR, the Project would not result in the wasteful, inefficient, or unnecessary consumption of energy during construction or operation and no impacts would occur. No mitigation was previously required for the General Plan EIR with regard to energy consumption and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact. State regulations for energy efficiency are contained within California's Building Energy Efficiency Standards and CALGreen, both of which are set forth in California Code of Regulations ("CCR") Title 24. California's Building Energy Efficiency Standards were established in 1978 and serve to enhance and regulate California's building standards. These standards include regulations for residential and non-residential buildings constructed in California to reduce energy demand and consumption. The Building Energy Efficiency Standards are updated every three years to incorporate and consider new energy efficiency technologies and methodologies. CALGreen institutes mandatory minimum environmental performance standards for all ground-up, new construction of commercial, low-rise residential, and State-owned buildings, as well as schools and hospitals. The new 2025 standards became effect on January 1, 2026. The Project would be required to meet Building Energy Efficiency Standards and CALGreen standards to reduce energy demand and increase energy efficiency.

The Project would also be subject to the policies set forth in SCAG's Regional Transportation Plan/Sustainable Communities Strategy ("RTP/SCS"). SCAG's 2024 Connect SoCal is the most recent update to their RTP/SCS at the regional level, and the City's General Plan Conservation and Safety Elements and Climate and Environmental Action Plan at the City level. Connect SoCal is a regional growth-management strategy that targets per-capita GHG reduction from passenger vehicles and light-duty trucks in the Southern California region pursuant to Senate Bill ("SB") 375. With regard to individual developments, such as the Project, the strategies and policies set forth in Connect SoCal include improved energy efficiency. Connect SoCal's goal is to actively encourage and create incentives for energy efficiency, where possible. Additionally, the City's General Plan Conservation Element contains Goal M-6, which includes policies to decrease vehicle trips and reduce emissions. The Safety Element contains Goal S-7, which includes policies to create a sustainable community with reduced energy demand, including through updating the City's CEAP. The CEAP is a multifaceted plan that encompasses strategies across the principal sectors that contribute to emissions, including energy consumption; identifies actions to protect the environment; and incorporates adaption strategies to address the impacts of climate change.

The Project's development of a mixed-use land use on an infill site in proximity to both on- and off-site commercial land uses and employment centers would serve to reduce VMT and associated fuel consumption within the region, consistent with the goals of Connect SoCal. In addition, as previously discussed, the Project would follow applicable energy standards and regulations during construction and would be built and operated in accordance with all applicable Building Energy Efficiency Standards and CALGreen standards in effect at the time of construction. The Project would replace older, less efficient

structures with a new structure compliant with current building and energy codes, resulting in more efficient consumption of energy resources.

Based on the above, the Project would implement features and systems designed to reduce the consumption of energy and has been located consistent with policies designed to reduce VMT. As previously evaluated for the General Plan EIR, the Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency and no impacts would occur. No mitigation was previously required for the General Plan EIR with regard to conflicts with energy plans and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

4. Cumulative Analysis

Cumulative development would increase demand for energy resources within the State and across the County. However, new iterations of the California Building Energy Efficiency Standards and CALGreen would require increasingly more efficient appliances and building materials that reduce energy consumption in new development. As described above, the Project would be constructed in accordance with the California Building Energy Efficiency Standards and CALGreen. The Project's electricity and natural gas consumption would be a negligible percent of the anticipated and planned for consumption within the SCE and SoCalGas service areas. Related projects would also be required by the City, as applicable, to conform to current Federal, State, and local energy conservation standards, including the California Energy Code Building Energy Efficiency Standards (24 CCR Part 6), the CALGreen Code (24 CCR Part 11), and SB 743. Therefore, the energy demand and use associated with cumulative development would not result in significant impacts related to the wasteful or inefficient consumption of energy resources.

Future development would be subject to the Title 24 standards in place at the time of construction. It is speculative whether other projects would conflict with a State or local plan for renewable energy. However, future projects would be subject to CEQA and would evaluate whether they would conflict with applicable plans. The Project would not conflict with applicable plans for renewable energy because it would be required to conform to current Federal, State, and local energy conservation standards, including the California Energy Code Building Energy Efficiency Standards (24 CCR Part 6), the CALGreen Code (24 CCR Part 11), and SB 743. Because the Project would be consistent with the underlying land use designation of the Project Site, the Project's development and employee growth has been anticipated in planning projections for the region (SCAG's Connect SoCal) and would not represent new energy demands within the region. The Project's location proximate to existing retail and employment centers and inclusion of bicycle parking would encourage a reduction in the use of gasoline-fueled vehicles, and the inclusion of solar voltaic arrays is consistent with plans for renewable energy use. As such, the Project would not conflict with a State or local plan for renewable energy or energy efficiency. The City would evaluate related projects for consistency with regional and local plans governing energy efficiency at the time of their application. The Project would not result in significant impacts to energy**;** therefore, the Project, would not create cumulatively considerable impacts with respect to consistency with renewable energy and energy efficiency plans.

7. Geology and Soils

	Impact Determination for 2045 General Plan Update EIR	Proposed Project Impact Conclusion	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially. More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
Would the project:					
a. Directly or indirectly cause 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.	Less than Significant	Less than Significant	No	No	No
ii. Strong seismic ground shaking?	Less than Significant	Less than Significant	No	No	No
iii. Seismic-related ground failure, including liquefaction?	Less than Significant	Less than Significant	No	No	No
iv. Landslides?	Less than Significant	Less than Significant	No	No	No

	Impact Determination for 2045 General Plan Update EIR	Proposed Project Impact Conclusion	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially. More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
b. Result in substantial soil erosion or the loss of topsoil?	Less than Significant	Less than Significant	No	No	Yes
c. Be located on a geologic unit 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?	Less than Significant	Less than Significant	No	No	No
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?	Less than Significant	Less than Significant	No	No	Yes
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?	No Impact	No Impact	No	No	No
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Less than Significant with Mitigation	Less than Significant with Mitigation	No	No	No

A. Summary of Analysis in Final EIR

The General Plan EIR evaluated the potential for development facilitated by the General Plan Update to result in environmental impacts from geological hazards including faulting, seismic hazards, ground shaking, fault rupture, liquefaction, slope stability, settlement, and subsidence. The General Plan EIR also evaluated the potential for development facilitated by the General Plan Update to result in environmental impacts to paleontological resources.

Earthquake Fault Rupture

Thousand Oaks, as with the majority of California, is susceptible to seismic activity. Established in the Alquist-Priolo Earthquake Fault Zoning Act, Alquist-Priolo earthquake fault zones are regulatory zones compiled by the California Geological Survey which designated the surface traces of active faults in California. For the purposes of the Alquist-Priolo Earthquake Fault Zoning Act, an active fault is defined as a fault that has ruptured in the past 11,000 years. There are no Alquist-Priolo earthquake fault zones that partially or fully intersect Thousand Oaks. The nearest Alquist-Priolo earthquake fault zone is the Simi Fault located approximately 1-mile north of the City limits. (Development facilitated by the General Plan EIR would not involve mining operations that require deep-excavations thousands of feet into the earth, or boring of a large area that would create unstable seismic conditions or stresses in the Earth's crust. Thus, the General Plan EIR determined development facilitated under the General Plan EIR would not directly or indirectly cause or increase potential substantial adverse effects involving the rupture of a known earthquake fault and impact would be less than significant.[53]

Seismic Ground Shaking

Thousand Oaks is located in a seismically active region of California where several fault systems are considered to be active or potentially active. Faults located near Thousand Oaks include the Simi Fault (approximately 1-mile north), the Solstice Fault (approximately 9-miles south), the Wright Road Fault (approximately 11-miles west), the Santa Susana Fault (approximately 15.5-miles northeast), and the Potrero Canyon Fault (approximately 18.9-miles southeast).[54]

Residential development would be required to adhere to the standards of the CBC which provides earthquake design requirements, including earthquake loading specifications for design and construction to resist effects of earthquake motions in accordance with the American Society of Civil Engineers Standard 7-05. The CBC also regulates the design and construction of excavations, foundations, building frames, retaining walls, and other building elements to mitigate the effects of seismic shaking. Thus, the General Plan EIR determined that impacts to people, buildings, or structures from strong seismic ground shaking would be reduced by mandatory conformance with applicable building codes and accepted engineering practices and impact would be less than significant.

[53] *City of Thousand Oaks, 2045 General Plan Update Draft Environmental Impact Report, August 2023, page 4.14-5.*
[54] *City of Thousand Oaks, 2045 General Plan Update Draft Environmental Impact Report, August 2023, page 4.14-6.*

Liquefaction

Liquefaction is a phenomenon in which loose, saturated, granular soils behave similarly to a fluid when subjected to high-intensity ground shaking. Liquefaction occurs when three general conditions exist: shallow groundwater, low-density, fine, clean sandy soils, and strong ground motion. Liquefaction-related effects include loss of bearing strength, amplified ground oscillations, lateral spreading, and flow failures. High liquefaction potential exists approximately 0.25-miles north and east of Wildwood Regional Park and near the intersection of SR 23 and US 101, extending east toward North Ranch Open Space and west toward the City limits. Development facilitated under the General Plan EIR is required to adhere to the City polices and the standards of the CBC, which includes mandatory site-specific geotechnical investigations for individual projects. Thus, the General Plan EIR determined with compliance with Safety Element (Policies 1.1, 1.2, 1.4-1.7, 2.1-2.6, 3.1-3.5), Implementation Action S-A.5, and the CBC would reduce seismic ground-shaking impacts with current engineering practices, and they would not exacerbate liquefaction potential in the area. A detailed description of the goals and polices is described below under the Section, General Plan EIR Goals and Polices. Therefore, impacts in the General Plan EIR were determined to be less than significant.

Landslides

The geologic character of an area determines its potential for landslides. Steep slopes, the extent of erosion, and the rock composition of a hillside all contribute to the potential for slope failure and landslide events. In order to fail, unstable slopes need to be disturbed; common triggering mechanisms of slope failure include undercutting slopes by erosion or grading, saturation of marginally stable slopes by rainfall or irrigation, and shaking of marginally stable slopes during earthquakes. Due to the varied topography of the City, there is potential for landslides to occur in Thousand Oaks, with areas of high landslide risk located around the perimeter of the City in open space areas with steeper slopes.

As determined by the General Plan EIR, future development focuses on infill areas along the valley floor, which are relatively flat, and thus would not be susceptible to landslides. With the implementation of the policies listed above, that would minimize the potential for development to exacerbate landslide risk, the General Plan EIR determined that impacts would be less than significant.

Erosion

Soil erosion or the loss of topsoil may occur when soil is disturbed but not secured or restored, such that wind or rain events may mobilize disturbed soils, resulting in their transport off-site. Ground-disturbing activities associated with development facilitated by the General Plan EIR would have the potential to result in the removal and erosion of topsoil during grading and excavation. Construction activities that disturb 1 or more acres of land are subject to the National Pollutant Discharge Elimination System (“NPDES”) General Construction Permit process, which would require development of a Stormwater Pollution Prevention Plan (“SWPPP”) that outlines project-specific BMPs to control erosion, sediment release, and otherwise reduce the potential for discharge of pollutants from construction into stormwater. Typical BMPs include, but are not limited to, installation of silt fences, erosion control blankets, and anti-tracking pads at site exits to prevent off-site transport of soil material. Construction

activities would also be required to comply with CBC Chapter 70 standards, which are designed to ensure implementation of appropriate measures during grading and construction to control erosion and storm water pollution. In addition, grading and construction would be completed in accordance with a City-mandated Stormwater Pollution Control Plan, which would include BMPs to control wind and water erosion. Furthermore, Municipal Code Title 7, Chapter 3, *Grading*, sets requirements for erosion control and drainage devices that applicants must follow. Thus, the EIR determined that erosion from ground-disturbing activities associated with development facilitated by the General Plan EIR would be controlled through implementation of the requirements and BMPs contained in existing regulations, including the General Construction Permit and City Municipal Code and impacts would be less than significant.

Geologic or Soil Instability

Impacts related to landslides and liquefaction are discussed above. Lateral spreading occurs as a result of liquefaction; accordingly, liquefaction-prone areas would also be susceptible to lateral spreading. Subsidence occurs at great depths below the surface when subsurface pressure is reduced by the withdrawal of fluids (e.g., groundwater, natural gas, or oil) resulting in sinking of the ground.

Future development would be required to comply with the CBC's minimum standards for structural design and site development. The CBC provides standards for excavation, grading, and earthwork construction, fills and embankments, expansive soils, foundation investigations, and liquefaction potential and soils strength loss. Thus, CBC-required incorporation of soil treatment programs (replacement, grouting, compaction, drainage control, etc.) in the excavation and construction plans can achieve an acceptable degree of soil stability to address site-specific soil conditions. Adherence to these requirements would achieve accepted safety standards relative to unstable geologic units or soils. Thus, the General Plan EIR determined that although reasonably foreseeable development facilitated under the General Plan EIR may be subject to these hazards, it would not increase the potential for lateral spreading, subsidence, or collapse. Therefore, impacts were determined to be less than significant.

Expansive Soils

Soils that volumetrically increase ("swell") or expand when exposed to water and contract when dry ("shrink") are considered expansive soils. A soil's potential to shrink and swell depends on the amount and types of clay in the soil. Highly expansive soils can cause structural damage to foundations and roads without proper structural engineering and are generally less suitable or desirable for development than non-expansive soils.

Development facilitated by the under the General Plan EIR could not substantially increase the potential exposure to or extent of expansive soils in the City, as the land use pattern it establishes would emphasize infill development. Future projects would be subject to the CBC, which requires the preparation of soil investigation prior to construction and incorporation of appropriate corrective actions to prevent structural damage, to be determined on a project-by-project basis, if expansive soils are detected based upon a preliminary soils report. Thus, the General Plan EIR determined that there would be minimal change in the exposure of people or structures to risks associated with expansive soils and impacts would be less than significant.

Sewer Systems

The General Plan EIR emphasizes development in the City where existing infrastructure exists. New development is not anticipated to include the use of septic systems. Therefore, the General Plan EIR determined that there would be no impact related to the use of septic tanks or alternative wastewater disposal systems.

Paleontology

Significant impacts to paleontological resources can only be determined once a specific project has been proposed, because the effects are highly dependent on both the individual project site conditions and the characteristics of the proposed ground-disturbing activity. Ground-disturbing activities associated with construction facilitated by General Plan EIR in areas mapped as paleontologically sensitive, or to depths at which paleontologically sensitive units could be disturbed, have the potential to damage or destroy scientifically important paleontological resources.

The Conservation Element of the General Plan discusses the context of "Paleontological Resources" within Thousand Oaks, including their importance and distribution, within the "Cultural Resources" section. Paleontology is the study of prehistoric life as shown by fossil remains. Fossils are mineralized or petrified impressions of plants and animals from past geologic ages. Virtually all the fossils within the City are contained in sedimentary rocks due to the depositional nature of their origin. These rocks consist of shales, sandstones, siltstones and conglomerate, and date from ancient times when the area was submerged under shallow seas or when swampy terrestrial environments were more frequent. In these kinds of environments hard parts of once living organisms can fall into the substrate and become covered by sediment, gradually becoming mineralized and eventually forming a fossil. The principal sedimentary bedrocks in the City include the Miocene age Topanga and Monterey formations in the eastern and southern areas of the City and the Sespe, Llajas, Santa Susana and Chatsworth formations of Oligocene to Cretaceous age found near the northeast part of the City.

Although Conservation Element (Policies 11.2 and 11.7 described below) would reduce impacts, ground-disturbing activities associated with construction facilitated by a project have the potential to damage or destroy paleontological resources that may be present on or below the ground surface in areas of high paleontological sensitivity. Thus, the General Plan EIR determined that damage to or destruction of fossils could occur due to new development and impacts would be reduce to a level of less than significant with the implementation of **Mitigation Measure PAL-1 Retention of Qualified Professional Paleontologist,** as discussed further below in the Mitigation Measure Section, which requires the retention of a qualified professional paleontologist.

General Plan EIR Goals and Policies

The General Plan EIR identified the following goals and policies in the General Plan related to geology and soils, including paleontological resources:

Safety Element

- **Policy 1.1: Geologic and Engineering Investigations.** Require site-specific geologic and engineering investigations as specified in the California Building Code (as adopted by the State of California with local amendments) and Municipal Code for proposed new developments.
- **Policy 1.2: Earthquake Resistant Design.** Enforce the latest California Building Code (CBC) provisions relating to earthquake resistant design.
- **Policy 1.4: Setback Distances.** Provide setbacks, as determined to be necessary, for any proposed development located on or near an active or potentially active fault. Appropriate setback distances will be determined through engineering geologic investigation.
- **Policy 1.5: Notice of Geologic Hazards.** Require all developers and/or subdividers of a parcel or parcels in an area of a known fault hazard to record a Notice of Geologic Hazards with the County Recorder describing the hazards on the parcel and the level of prior geologic investigation conducted.
- **Policy 1.6: Faulting/Seismic Hazards.** Require hazard mitigation, project redesign, elimination of building sites, and the delineation of building envelopes, building setbacks and foundation requirements, as deemed necessary, to minimize faulting/seismic hazards for new development and redevelopment.
- **Policy 1.7: Seismic Retrofitting.** Investigate options for seismic retrofitting of older buildings that do not meet current seismic standards.
- **Policy 2.1 Setbacks from debris flow.** Require all development to provide setbacks from potentially unstable areas, including potential debris flow channels, as identified in engineering and geologic studies.
- **Policy 2.2: Drainage Plans.** Require new projects to prepare drainage plans designed to direct runoff away from unstable areas.
- **Policy 2.3: Surface Runoff in Unstable Areas.** Discourage introduction of surface runoff, including nuisance water into the ground, where the area is unstable.
- **Policy 2.4: Road Reconstruction.** Where washouts or landslides have occurred on public or private roads, require road reconstruction to meet the conditions of geologic and engineering reports.
- **Policy 2.5: Building in Flowline.** Discourage development in the flowline or discharge areas of hillside swales or channels.
- **Policy 2.6: Notice of Geologic Hazards.** In areas of known slope instability or debris flow hazards, require developers and/or subdividers of a parcel or parcels to record a Notice of Geologic Hazards with the County Recorder describing the potential hazards on the parcel and the level of prior geologic investigation conducted.
- **Policy 3.1: Liquefaction.** Require developers to submit studies that evaluate liquefaction potential for proposed developments in areas susceptible to liquefaction as illustrated by Figure 10.3.
- **Policy 3.2: Liquefaction Hazard Risk.** Require project alterations and/or mitigation as necessary to remediate liquefaction hazard risk.
- **Policy 3.3: Notice of Geologic Hazards.** Require developers and/or subdividers of a parcel or parcels in areas susceptible to liquefaction or of known highly expansive soils hazard to record a

Notice of Geologic Hazards with the County Recorder describing the potential hazards on the parcel and the level of prior geologic investigation conducted unless the condition has been mitigated.

- **Policy 3.4: Soils Reports.** Require the preparation of a soils report, prepared by a registered civil engineer, for developments where soils have been identified that are subject to expansion, or where there is inadequate soils information.
- **Policy 3.5: Hazard Mitigation for Soil Hazards.** Require hazard mitigation, as necessary, to mitigate hazards associated with soils that may be subject to expansion, or settlement.
- **Implementation Action S-A.5: Identify Existing Buildings that Need Seismic Retrofitting.** Perform a seismic vulnerability analysis for seismic rehabilitation of existing buildings.

Conservation Element

- **Policy 11.2: Cultural Resource Preservation.** Require that new development preserve or mitigate impacts to significant historic, archaeological, and paleontological resources.
- **Policy 11.7: Resource Stakeholder Engagement.** Decisions pertaining to the disposition of archaeological, paleontological, historical, and cultural resources shall be made in concert with recognized public agencies, groups or individuals having jurisdiction, expertise, or interest in these matters, including but not limited to the State Office of Historic Preservation, Ventura County Cultural Heritage Board, and local Native American organizations, and affected property owners.

Mitigation Measures

Mitigation measures applicable to individual development projects in the General Plan EIR Area:

- **PAL-1: Retention of Qualified Professional Paleontologist.** Prior to submittal of a discretionary development application in areas underlain by high or undetermined sensitivity geologic units (i.e., Quaternary older alluvium, Monterey Formation, Lower Monterey Formation, Sandstone of Lindero Canyon, Conglomerate of Lindero Canyon, Upper Topanga Formation, sandstone, Upper Topanga Formation, clay shale and siltstone, Upper Topanga Formation, sandstone, Upper Topanga Formation, clay shale and siltstone, Conejo Volcanics, basaltic sandstone and siltstone, Lower Topanga Formation, sandstone, Lower Topanga Formation, clay shale, Sespe Formation, Llajas Formation, sandstone, Llajas Formation, claystone and siltstone, Santa Susana Formation, sandstone, Santa Susana Formation, claystone and siltstone, Santa Susana Formation, Simi Conglomerate Member, Chatsworth Formation, sandstone, Chatsworth Formation, clay shale), the City shall require a Qualified Professional Paleontologist [as defined by the SVP (2010)] to be retained by the project applicant to determine the project's potential to significantly impact paleontological resources according to SVP (2010) standards. If necessary, the Qualified Professional Paleontologist shall recommend mitigation measures to reduce potential impacts to paleontological resources to a less-than-significant level. These measures may include, but not be limited to, implementation of a Worker Environmental Awareness Program, on-site paleontological monitoring, and fossil salvage, if applicable. The City shall review and approve the

Qualified Professional Paleontologist's findings and recommendation. All recommendations shall be incorporated into the project plans prior to issuance of a grading permit.

B. Analysis of Proposed Project

The following analysis in this geology and soils section is based on the following:

- Preliminary Geotechnical Engineering Investigation, Proposed Mixed-Use Family Residential Development, 195, 275, 325 East Hillcrest Drive, Thousand Oaks, California, Geotechnologies, Inc. October 25, 2024.
- Paleontological Resources Assessment for the 195 East Hillcrest Drive Mixed-Use Project, City of Thousand Oaks, Ventura County, California, SWCA Environmental Consultants, September 2, 2025.

The Geotechnical Engineering Investigation and Paleontological Resources Assessment Report are available in **Appendix F** and **Appendix G**, respectively, of this document.

1. Existing Setting

Topography

The area of the Site is approximately 8.2 acres and is currently developed with three 1-2 story at-grade office buildings (formerly known as Buildings A, B, and C) and associated asphalt paved parking lots. According to the prior geotechnical reports, the existing buildings are supported on conventional foundations bearing in certified fill pads.

The topography of the Site slopes downward gently towards the west. Based on review of the ALTA Survey Plan by Psomas dated March 22, 2016 (**Appendix F**), several easements traverse below the existing driveways along the east and west of the Site. Vegetation on the Site consists of isolated trees, shrubs, and grasses located in isolated planter areas. Drainage across the Site within the parking lots appears to be by sheetflow to the local area drains and City streets. The surrounding developments predominantly consist of residential and commercial structures.

Borings

The Geologic and Soil Engineering Investigation report prepared by Gorian and Associated, Inc. ("GAI"), dated November 3, 1978, included one exploratory boring (B1), which was drilled to the depth of 21.5 feet with a bucket-auger typed drill rig, for evaluation of liquefaction potential. The location of the boring B1 was located between the concrete-lined channel and Hillcrest Lane near the southwest corner of the Site. Based on the GAI findings, the bedrock was encountered at a depth of 18.5 feet. No groundwater was encountered in boring B1 which was excavated to a maximum depth of 21.5 feet. No caving was observed in the exploration by GAI. The referenced report concluded that liquefaction potential of the Site soils was negligible due to absence of shallow groundwater, compact to dense nature of the underlying Older Alluvium with significant amount of clay, and underlying Modelo Formation Bedrock.

The GAI report, dated October 4, 1979, included 12 exploratory borings ranging in depth from 11 to 21 feet, and four exploratory backhoe trenches ranging in depth from 7 to 13 feet. A partial plot plan for this report, was obtained from GAI, showing that 4 of the exploratory borings (B4, B5, B6, and B9) are located within the limits of the Project Site. Based on the findings by GAI, the Site is underlain by fill, Older Alluvium, and Modelo Formation Bedrock. Up to 2 feet of fill materials were encountered in the exploratory borings by GAI. The fill materials were underlain by Older Alluvium extending to depths ranging from 2 to 21 feet. The Older Alluvium was underlain by Modelo Formation bedrock, which was white to light gray in color, very moist, very weathered, or fractured but well laminated. The bedding of bedrock was generally to the north at 10-to-35-degree angles. Bedrock was encountered at depths between 9.5 and 18 feet below the Site, except for Boring B6 which was excavated to a depth of 16 feet and did not encounter bedrock. No groundwater was encountered in the GAI borings with the exception to Boring 4, which encountered water seepage at 20.5 feet. The locations of five exploratory borings (B1, B4, B5, B6, and B9) by GAI are shown on the enclosed Site Plan and Plot Plan (**Appendix F**).

Based on Report of Controlled Grading dated September 13, 1981, compacted fill pads were created for the three existing buildings (Buildings A, B, and C). The existing fill materials were compacted to a minimum of 90% relative compaction. The compacted fill soils were found to be moderately expansive. The compacted fill pads for the existing buildings were observed and tested by a representative of GAI and were certified by GAI on September 13, 1981. The limits of existing fill pads are shown in the Compaction Test Location Map of the referenced Report on Controlled Grading. The maximum depth of fill placed during grading was approximately 6 feet, located west of building A.

Field Exploration

The Site was explored on September 19, 2024, by Geotechnologies by drilling two exploratory borings. The exploratory borings varied in depth from 30 to 40 feet below the existing grade and were excavated with the aid of a truck-mounted drilling machine using 8-inch diameter hollowstem augers. Samples were taken at regular intervals using an automatic hammer, consisting of a 140-pound weight dropped from a height of 30 inches. The exploratory boring locations are shown on the enclosed Site Plan and Plot Plan, and the geologic materials encountered are logged on Plates A-1 through A-2 (**Appendix F**).

The location of exploratory borings was determined by information furnished by the applicant. The location of the exploratory borings should be considered accurate only to the degree implied by the method used.

Geologic Materials

Fill materials were encountered in the explorations performed by this firm, to depths ranging from 3 to 5 feet below the existing site grade. Fill materials consist of silty sand and sandy silt, which are dark brown in color, moist, medium dense to very dense, stiff to very stiff, fine grained.

Older Alluvium was encountered below the existing fill materials. The Older Alluvium consists of silty sand, sand, sandy silt, and silty clay, which are dark and yellowish brown in color, moist to wet, medium dense to very dense, fine to medium grained, stiff to very stiff, with minor bedrock fragments.

The Modelo Formation Bedrock underlies the Old Alluvium. The bedrock consists of siltstone, which is light and yellowish gray to dark gray in color, moist to very moist, moderately hand to hard, weathered. The depths to bedrock encountered in exploratory borings ranges from 10 to 22 feet.

Groundwater

Seepage of groundwater was encountered at depths ranging from 20 to 24.5 feet below existing Site grade during explorations performed by this firm. The historically high groundwater level was established by review of California Geological Survey Seismic Hazard Zone Report 042, Plate 1.2 entitled "Historically Highest Ground Water Contours". Review of this plate indicates that the historically highest groundwater level is on the order of 10 feet below the existing Site grade.

Fluctuations in the level of groundwater may occur due to variations in rainfall, temperature, and other factors not evident at the time of the measurements reported herein. Fluctuations also may occur across the Site. High groundwater levels can result in changed conditions.

Caving

Caving could not be directly observed during exploration due to the type of excavation equipment utilized. Based on the experience of this firm, large diameter excavations, excavations that encounter granular, cohesionless soils and excavations below the groundwater table will most likely experience caving.

Regional Geologic Setting

The Site is located in the Transverse Ranges Geomorphic Province. The Transverse Ranges are characterized by roughly east-west trending mountains and the northern and southern boundaries are formed by reverse fault scarps. The convergent deformational features of the Transverse Ranges are a result of north-south shortening due to plate tectonics. This has resulted in local folding and uplift of the mountains along with the propagation of thrust faults (including blind thrusts). The intervening valleys have been filled with sediments derived from the bordering mountains.

Regional Faulting

Based on criteria established by the California Division of Mines and Geology ("CDMG") now called California Geologic Survey ("CGS"), Faults may be categorized as Holocene-active, Pre-Holocene faults, and Age-undetermined faults. Holocene-active faults are those which show evidence of surface displacement within the last 11,700 years. Pre-Holocene faults are those that have not moved in the past 11,700 years. Age-undetermined faults are faults where the recency of fault movement has not been determined.

These Holocene-active faults represent most of the earthquake hazard. Faults that have ruptured to the ground surface during the Holocene epoch are considered "active" and are included in Alquist-Priolo Earthquake Fault Zones. There are several other definitions of activity, used for other purposes, such as the siting and design of large dams, power plants and other facilities.

Another commonly used designation is for faults that have offset geologic units from the Quaternary period (the last 1,800,000 years). Faults that offset Quaternary units are sometimes called "potentially active."

Buried thrust faults are faults without a surface expression but are a significant source of seismic activity. They are typically broadly defined based on the analysis of seismic wave recordings of hundreds of small and large earthquakes in the southern California area. Due to the buried nature of these thrust faults, their existence is usually not known until they produce an earthquake. The risk for surface rupture potential of these buried thrust faults is inferred to be low. However, the seismic risk of these buried structures in terms of recurrence and maximum potential magnitude is not well established. Therefore, the potential for surface rupture on these surface-verging splays at magnitudes higher than 6.0 cannot be precluded (**Appendix F**).

Seismic Hazards and Design Considerations

The primary geologic hazard at the Site is moderate to strong ground motion (acceleration) caused by an earthquake on any of the local or regional faults. The potential for other earthquake-induced hazards was also evaluated including surface rupture, liquefaction, dynamic settlement, inundation, expansive soils, and landsliding.

Surface Rupture

In 1972, the Alquist-Priolo Special Studies Zones Act (now known as the Alquist-Priolo Earthquake Fault Zoning Act) was passed into law. As revised in 2018, The Act defines "Holocene-active" Faults utilizing the same aging criteria as that used by CGS. However, established State policy has been to zone only those faults which have direct evidence of movement within the last 11,700 years. It is this recency of fault movement that the CGS considers as a characteristic for faults that have a relatively high potential for ground rupture in the future.

CGS policy is to delineate a boundary from 200 to 500 feet wide on each side of the Holocene-Active fault trace based on the location precision, the complexity, or the regional significance of the fault. If a site lies within an Earthquake Fault Zone, a geologic fault rupture investigation must be performed that demonstrates that the proposed building Site is not threatened by surface displacement from the fault before development permits may be issued.

Ground rupture is defined as surface displacement which occurs along the surface trace of the causative fault during an earthquake. Based on research of available literature, no known Holocene-active faults underlie the Site.

Sycamore Canyon Fault

Based on review of the Fault Activity Map website which is maintained by CGS and the Fault Location Map from the County View of Ventura County, the Sycamore Canyon Fault is projected to traverse through the Site in the northeasterly direction (**Appendix F**).

The Sycamore Canyon Fault and the Boney Mountain Fault form a series of north-east rending segments, extending from the Pacific Ocean near Mugu Lagoon, through the Santa Monica Mountains to Newbury Park, and continues further into Thousand Oaks. The Sycamore Canyon Fault is identified as a quaternary potentially active fault, which may have activities within the last 1.8 million years.

The official CGS Fault Activity Map shows the fault crossing through the Site as a dashed line, indicating that the fault location is projected from bedrock terrain and mapped between bedrock ridges to the north (**Appendix F**). The precise location of the fault is uncertain and can only be inferred due to the prevalence of recent younger alluvial deposits overlying the Site and its surroundings. There is no map scale evidence for deformation of younger deposits.

The Seismic Hazard Zone Report for the Point Mugu 7.5-Minute Quadrangle, Ventura County, California (**Appendix F**), states that the Sycamore Fault and the Boney Mountain Fault displace Miocene rocks but are not known to be seismically active or to have Quaternary displacement.

The Sycamore Fault is not zoned as an active fault and is not classified by CGS as a part of an Alquist-Priolo Earthquake Fault Zone. According to the CGS Earthquake Fault Zone Map, the Site is not located within an Alquist-Priolo Earthquake Fault Zone requiring a fault rupture study (**Appendix G**). Additionally, Figure 7-2 (Hazards Protection Map Southern Half) of the Hazards and Safety element of the Ventura County 2040 General Plan (September 2020) does not show any county designated Fault Hazard Area surrounding the Sycamore Canyon Fault. The Hazards Appendix of the Ventura County General Plan (October 2013) also states that the surface evidence of displacement of sedimentary and volcanic rocks of Miocene age indicates that the Sycamore Canyon Fault and the Boney Mountain Fault have been active after the formation of these rocks. However, rocks younger than Miocene age are not known to have been displaced by the faults.

The City of Thousand Oaks General Plan 2045, which was officially adopted on December 5, 2023, states that no active faults have been mapped with the City limits. The City of Thousand Oaks recognizes that both the Boney Mountain and Sycamore Canyon Faults traverse through part of the City, but they are considered to be inactive. Inactive faults are geologic structures that can be identified but cannot cause an earthquake due to lack of evidence of recent seismic activity.

GAI stated in the referenced geotechnical report that a trace of the Boney Mountain Fault projected underlying through a portion of the Site by the then California Division of Mines and Geology (currently known as CGS). However, the fault tract is conjectural only, possibly by the linear appearance of the south-easterly edge of the flood plain of Lang Creek. The fault is not well defined in older sediments or in volcanic bedrock exposed at each of the suspected trace, and no physiographic features (such as fault scarps) were recognized in the competent rock units. GAI referenced a letter issued by F. Beach Leighton to the City of Thousand Oaks (dated October 28, 1975) stating that the Fault is considered to be inactive. Due to the conjectural nature of the fault and its probable inactivity, GAI concluded that the fault rupture impact is remote and not significant to the development of the Site.

Based on these considerations, it is the opinion of this firm that fault rupture affecting the Site is considered to be low.

Liquefaction

Liquefaction is a phenomenon in which saturated silty to cohesionless soils below the groundwater table are subject to a temporary loss of strength due to the buildup of excess pore pressure during cyclic loading conditions such as those induced by an earthquake. Liquefaction-related effects include loss of bearing strength, amplified ground oscillations, lateral spreading, and flow failures.

The Earthquake Zones of Required Investigation Map (CGS, 2016) classifies the Site as part of the potentially "Liquefiable" area. This determination is based on groundwater depth records, soil type and distance to a fault capable of producing a substantial earthquake. A Site-specific liquefaction analysis was also performed.

Groundwater was encountered at depths ranging from 20 to 24.5 feet below existing Site grade. Based on review of California Geological Survey Seismic Hazard Zone Report of the Thousand Oaks Quadrangle, the historically highest groundwater level is on the order of 10 feet below grade. The historically highest groundwater level was conservatively utilized for the enclosed liquefaction analysis.

The enclosed Liquefaction Potential Analysis is based on the Standard Penetration Test ("SPT") blowcounts recorded from exploratory boring B1 (**Appendix F**). Based on the collected field SPT data and laboratory testing of soils, the enclosed Site-specific liquefaction analysis indicates that the underlying site soils would not be capable of liquefaction during a major seismic event. Additionally, bedrock was encountered at depths between 10 and 22 feet below the existing site grade. By nature, the bedrock is non-liquefiable. Therefore, the liquefaction potential occurring at the Site is considered to be remote.

Dynamic Dry Settlement

Seismically-induced settlement or compaction of dry or moist, cohesionless soils can be an effect related to earthquake ground motion. Such settlements are typically most damaging when the settlements are differential in nature across the length of structures. Some seismically-induced settlement of the proposed structures should be expected as a result of strong ground-shaking, however, excessive differential settlements are not expected to occur.

Tsunamis, Seiches, and Flooding

Tsunamis are large ocean waves generated by sudden water displacement caused by a submarine earthquake, landslide, or volcanic eruption. The Site is far enough from the Pacific Ocean that the risk of a tsunami is considered negligible.

Seiches are oscillations generated in enclosed bodies of water which can be caused by ground shaking associated with an earthquake. No major water-retaining structures are located immediately up gradient from the Site. Therefore, the risk of flooding from a seismically induced seiche is considered to be remote.

Review of the Dam Breach Inundation Map by California Department of Water Resources (**Appendix F**) indicates the Site lies within the inundation boundaries of the Lang Creek Detention Basin.

Review of the applicable Flood Insurance Rate Map indicates that while a narrow SFHA associated with Lang Creek crosses through the southwestern corner of the Site, the entire area proposed for Project development within the Site is located outside of SFHAs.[55] A determination of whether a higher site elevation would remove the Site from the potential inundation zones is beyond the scope of this investigation.

The Site is located partially within a FEMA Flood Zone AE (Map 06111C0986E) however a current CLOMR is being processed by the Army Corp of Engineers for the adjustment of the flood zone extents. Based on this adjustment, the building footprint of this Project is outside of the flood zone (**Appendix I**).

Expansive Soils

The on-site soils were found to be in the very low to moderate expansion range with expansion index ranging between 10 to 68 for in-situ samples and bulk samples remolded to 90 percent of the laboratory maximum density. Recommended reinforcing is noted in the "Foundation Design "and "Slabs-On-Grade" sections of this report.

Landsliding

Based on review of the Earthquake Zones of Required Investigation, the Site is not located within a Seismically Induced Landslide Zone. The probability of seismically-induced landslides occurring on the site is considered to be negligible due to the general lack of substantive elevation difference across or adjacent to the Site. Therefore, potential impacts related to landsliding would be less than significant.

Paleontology

Local Geology and Paleontology

According to geologic mapping by Campbell et al. (2016), the surface of the Site is mapped entirely with young alluvium, unit 1 (Figure A-4) (**Appendix I**). Although not mapped by Campbell et al. (2016), the geotechnical report prepared for the Project indicated that artificial fill was present at the surface of the Site from previous development and that bedrock of the Modelo Formation was present at depth (**Appendix F**). These geologic units and their paleontological sensitivities are described in more detail below. Dates for the geologic time intervals used in this memo are derived from the International Chronostratigraphic Chart prepared by the International Commission on Stratigraphy.

Artificial Fill

Artificial fill consists of sediments that have been removed from one location and transported to another location by human activity rather than by natural means. The transportation distance can vary from a few feet to many miles, and composition is dependent on the source and purpose. The geotechnical report prepared for the Project noted artificial fill from the surface to a depth of approximately 2 feet below ground surface ("bgs") (**Appendix F**). Whereas artificial fill may contain fossils, these remains will likely be

[55] *United States, Federal Emergency Management Agency, National Flood Insurance Program, Map No. 06111C0967E, Version 2.1.3.0, Panel 967 of 1275, revised to reflect LOMAR, effective April 29, 2026.*

out of stratigraphic context and are no longer considered scientifically significant. Therefore, artificial fill is considered to have no paleontological potential.

Quaternary Young Alluvium, Unit 1

The Quaternary (geologic period from 2.6 Ma to present that includes both the Pleistocene [2.6 Ma to 11,700 years ago] and Holocene [11,700 years ago to present] epochs) young alluvium, unit 1 (Qya1) is late Pleistocene in age (11,700–129,000 years ago) and consists of unconsolidated, silt, sand, and gravel deposited by streams on flood plains. Pleistocene alluvial deposits have a rich fossil history in Southern California. The most common Pleistocene terrestrial mammal fossils include the bones of mammoth, bison, deer, and small mammals, but other taxa, including horse, lion, cheetah, wolf, camel, antelope, peccary, mastodon, and giant ground sloth, have been reported, as well as reptiles, snakes, frogs, and salamanders. In addition to being used to compare and contrast the Pleistocene and today in Southern California, this abundant fossil record has been vital in studies of extinction, ecology, and climate change. There is a potential to find additional fossils from this geologic unit; therefore, the young alluvium, unit 1 has high paleontological potential (**Appendix G**).

Late to Middle Miocene Modelo Formation

The marine Modelo Formation (Tm) is late to middle Miocene (5.333–15.98 Ma) in age and consists of thin-bedded mudstone, diatomaceous clay shale or siltstone, with interbeds of very fine-grained to coarse-grained sandstone. Boring logs in the geotechnical report prepared for the project show that bedrock of the Modelo Formation was encountered beginning at depths between 9.5 and 18 feet bgs. The Modelo Formation is coeval with and shares a depositional environment with the Monterey Formation and its beds have sometimes been referred to as Monterey.

Deposits of the Modelo Formation from the Santa Monica Mountains have yielded fossil invertebrates, including gastropods, bivalves, and sand dollars, marine vertebrate remains of whale, sea lion, shark, and fish, as well as remains of terrestrial vertebrates and plants including horse and plane tree. As stated above, the Modelo is often referred to as Monterey, thus similar fossils to those found in the Monterey Formation may be found in the Modelo Formation. The Monterey Formation in California has produced diatoms, foraminifera, molluscs, fish, whales, desmostylians, birds, and very rarely land mammals and land plants, which would have washed in from shore. In Southern California, the formation has yielded abundant fish remains, as well as many well preserved and notable marine mammal remains of desmostylians, dolphins, and true porpoise. Because marine invertebrates and marine vertebrates are known from the unit, including marine mammals, the Modelo Formation has high paleontological potential (**Appendix G**).

Museum Record Search

The Natural History Museum Los Angeles (“NHMLA”) results indicate that no fossil localities have been recorded within the proposed Site. However, fossil localities have been documented in the vicinity of the project. These localities derive from similar sedimentary deposits that may occur in the Site. **Appendix G** lists the closest known localities to the Site. SWCA reviewed the online museum collections records

maintained by the University of California Museum of Paleontology in August 2025. The search revealed that the museum has no records of fossil localities within the vicinity of the Site.

2. Regulatory Setting

Federal Regulations

Clean Water Act

Congress enacted the CWA, formerly the Federal Water Pollution Control Act of 1972, with the intent of restoring and maintaining the chemical, physical, and biological integrity of the waters of the United States. The CWA requires states to set standards to protect, maintain, and restore water quality through the regulation of discharges to surface water. Those discharges are regulated by the NPDES permit process (CWA Section 402). NPDES permitting authority is administered by the California SWRCB and its nine RWQCBs. Thousand Oaks is within a watershed administered by the Los Angeles RWQCB. Individual projects within the City that disturb more than one acre would be required to obtain NPDES coverage under the California General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit). The Construction General Permit requires the development and implementation of a SWPPP describing BMPs the discharger would use to prevent and retain storm water runoff and to prevent soil erosion. The SWPPP should contain a site map(s) which shows the construction site perimeter, existing and proposed buildings, lots, roadways, storm water collection and discharge points, general topography both before and after construction, and drainage patterns across the Plan Area. The SWPPP must list BMPs the discharger would use to protect storm water runoff and the placement of those BMPs. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. Section A of the Construction General Permit describes the elements that must be contained in a SWPPP.

State Regulations

Alquist-Priolo Earthquake Fault Zoning Act

The purpose of Alquist-Priolo Earthquake Fault Zoning Act (formerly called the Alquist-Priolo Special Studies Zones Act) is to prohibit the location of most structures for human occupancy across the traces of active faults and to mitigate the hazard of fault rupture. The act has been amended 10 times. Under the act, the State Geologist is required to delineate earthquake fault zones (“EFZs”) along known active faults in California. Cities and counties affected by the zones must regulate certain development projects within the zones. They must withhold development permits for sites within the zones until geologic investigations demonstrate that the sites are not threatened by surface displacement from future faulting. There are no Alquist-Priolo earthquake fault zones that partially or fully intersect Thousand Oaks. The nearest Alquist-Priolo earthquake fault zone is the Simi Fault located approximately 1-mile north of the City limits.

California Building Code

The CBC is administered by the California Building Standards Commission, which, by law, is responsible for adopting, approving, publishing, and implementing California's building codes and standards. The purpose of the CBC is to establish minimum standards for safeguarding public health and safety through structural strength, means of egress facilities, and general stability by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all building and structures within its jurisdiction.

The California Building Standards Code is based on the International Building Code, with the addition of necessary California amendments based on the American Society of Civil Engineers Minimum Design Standards 7-05. The California Building Standards Code establishes requirements for general structural design and methods for determining earthquake loads, as well as other loads (flood, snow, wind, etc.), for inclusion in building codes. The provisions of the California Building Standards Code apply to the construction, alteration, movement, replacement, and demolition of every building or structure, and any connected appurtenances, throughout California.

Earthquake design requirements account for the occupancy category of a structure, site class, soil classifications, and various seismic coefficients, which are used to determine the appropriate Seismic Design Category for a project. The Seismic Design Category is a classification system that combines occupancy categories with the level of expected ground motions at the site; categories range from Seismic Design Category 1 (very small seismic vulnerability) to Seismic Design Category 4 (very high seismic vulnerability and near a major fault). Design specifications for the structure are then determined according to the applicable Seismic Design Category.

Seismic Hazards Mapping Act

Under the Seismic Hazards Mapping Act, the State Geologist is responsible for identifying and mapping seismic hazards zones as part of the CGS. The CGS provides zoning maps of non-surface rupture earthquake hazards (including liquefaction and seismically induced landslides) to local governments for planning purposes. These maps are intended to protect the public from the risks associated with strong ground shaking, liquefaction, landslides or other ground failure, and other hazards caused by earthquakes. For projects within seismic hazard zones, the Seismic Hazards Mapping Act requires developers to conduct geological investigations and incorporate appropriate mitigation measures into project designs before building permits are issued.

California Environmental Quality Act

CEQA is the principal statute governing environmental review of projects occurring in the State of California and is codified at California Public Resources Code (PRC) Section 21000 et seq. CEQA requires lead agencies to determine whether a proposed project would have a significant effect on the environment, including significant effects on paleontological resources. The State CEQA Guidelines for the implementation of CEQA (Title 14, Chapter 3, California Code of Regulations 15000 et seq.) define procedures, types of activities, persons, and public agencies required to comply with CEQA. Section VII(f)

of the Environmental Checklist (State CEQA Guidelines: Appendix G) asks whether a project would directly or indirectly destroy a unique paleontological resource and result in impacts to the environment.

Public Resources Code Section 5097.5

Requirements for paleontological resources management are included in PRC Division 5, Chapter 1.7, Section 5097.5, which states:

> *No person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor.*

This statute prohibits the removal, without permission, of any paleontological site or feature from land under the jurisdiction of the State or any City, county, district, authority, or public corporation, or any agency thereof. Consequently, local agencies are required to comply with PRC Section 5097.5 for their own activities, including construction and maintenance, as well as for permit actions (e.g., encroachment permits) undertaken by others. PRC Section 5097.5 also establishes the removal of paleontological resources as a misdemeanor and requires reasonable mitigation of adverse impacts to paleontological resources from developments on public (State, county, City, and district) land.

Local Regulations

City of Thousand Oaks General Plan

The City of Thousand Oaks General Plan Safety Element contains the following goals, policies, and programs that pertain to faulting/seismic hazards and geologic hazards:

Faulting and Seismic Hazards

- **Goal S-1:** Minimize the risk of loss of life, injury, damage to property, and economic and social dislocation resulting from fault rupture and seismically induced ground shaking.
    - **Policy S-1.1 Geologic and engineering investigations.** Require site-specific geologic and engineering investigations as specified in the California Building Code (as adopted by the State of California with local amendments) and Municipal Code for proposed new developments.
    - **Policy S-1.2 Earthquake resistant design.** Enforce the latest California Building Code (CBC) provisions relating to earthquake resistant design.
    - **Policy S-1.3 Strong motion instrumental program fund.** Continue to allocate a percentage of building permit fees (as specified in the Public Resources Code) to a trust fund (Strong Motion Instrumentation Program Fund) which is remitted to the State of California.
    - **Policy S-1.4 Setback distances.** Provide setbacks, as determined to be necessary, for any proposed development located on or near an active or potentially active fault. Appropriate setback distances will be determined through engineering geologic investigation.

- **Policy S-1.5 Notice of geologic hazards.** Require all developers and/or subdividers of a parcel or parcels in an area of a known fault hazard to record a Notice of Geologic Hazards with the County Recorder describing the hazards on the parcel and the level of prior geologic investigation conducted.
- **Policy S-1.6 Faulting/seismic hazards.** Require hazard mitigation, project redesign, elimination of building sites, and the delineation of building envelopes, building setbacks and foundation requirements, as deemed necessary, to minimize faulting/ seismic hazards for new development and redevelopment.
- **Policy S-1.7 Seismic retrofitting.** Investigate options for seismic retrofitting of older buildings that do not meet current seismic standards.

Landslides and Debris Flow

- **Goal S-2:** Mitigate loss, injury, damage, and economic and social dislocations resulting from soil landslide, debris flow, soil expansion, and settlement.
  - **Policy S-2.1 Setbacks from debris flow.** Require all development to provide setbacks from potentially unstable areas, including potential debris flow channels, as identified in engineering and geologic studies.
  - **Policy S-2.2 Drainage plans.** Require new projects to prepare drainage plans designed to direct runoff away from unstable areas.
  - **Policy S-2.3 Surface runoff in unstable areas.** Discourage introduction of surface runoff, including nuisance water into the ground, where the area is unstable.
  - **Policy S-2.4 Road reconstruction.** Where washouts or landslides have occurred on public or private roads, require road reconstruction to meet the conditions of geologic and engineering reports.
  - **Policy S-2.5 Building in flowline.** Discourage development in the flowline or discharge areas of hillside swales or channels.
  - **Policy S-2.6 Notice of geologic hazards.** In areas of known slope instability or debris flow hazards, require developers and/or subdividers of a parcel or parcels to record a Notice of Geologic Hazards with the County Recorder describing the potential hazards on the parcel and the level of prior geologic investigation conducted.

Soil Hazards

- **Goal S-3:** Mitigate loss, injury, damage, and economic and social dislocation resulting from soil hazards.
  - **Policy S-3.1 Liquefaction.** Require developers to submit studies that evaluate liquefaction potential for proposed developments in areas susceptible to liquefaction as illustrated by Figure 10.3.
  - **Policy S-S- 3.3 Notice of geologic hazards.** Require developers and/or subdividers of a parcel or parcels in areas susceptible to liquefaction or of known highly expansive soils hazard to record a Notice of Geologic Hazards with the County Recorder describing the potential

hazards on the parcel and the level of prior geologic investigation conducted unless the condition has been mitigated.

- **Policy S-3.4 Soils reports.** Require the preparation of a soils report, prepared by a registered civil engineer, for developments where soils have been identified that are subject to expansion, or where there is inadequate soils information.
- **Policy S-3.5 Hazard mitigation for soil hazards.** Require hazard mitigation, as necessary, to mitigate hazards associated with soils that may be subject to expansion, or settlement.

The City of Thousand Oaks General Plan Conservation Element contains the following goals, policies, and programs that pertain to paleontological resources:

- **Goal C-11:** Protect historical and culturally significant resources, which contribute to the community's sense of identity.
  - **Policy C-11.2**: **Cultural resource preservation.** Require that new development preserve or mitigate impacts to significant historic, archaeological, and paleontological resources.
  - **Policy C-11.7: Resource stakeholder engagement.** Decisions pertaining to the disposition of archaeological, paleontological, historical, and cultural resources shall be made in concert with recognized public agencies, groups or individuals having jurisdiction, expertise, or interest in these matters, including but not limited to the State Office of Historic Preservation, Ventura County Cultural Heritage Board, and local Native American organizations, and affected property owners.

City of Thousand Oaks Municipal Code

The City's Municipal Code contains several regulations and development standards implementing the General Plan Policies identified above that address geology and soils. Building plans for development on the Project Site would be reviewed for consistency with the following ordinances:

Title 7, Chapter 3: Grading

This chapter establishes minimum requirements for regulating grading and procedures in order to safeguard life, limb, health, property, and the public welfare.

Title 8, Chapter 1: Building Code

This chapter provides minimum standards to safeguard life, limb, property, and public health, safety, and welfare, by regulation and control of the design, construction, addition, alteration, conversion, erection, installation, location, relocation, demolition, repair, maintenance, occupancy, and use of all structures and buildings located within the City and equipment regulated there.

3. Impact Analysis

a) Would the project directly or indirectly cause 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?

Less Than Significant Impact. The closest mapped fault to the Site is the Sycamore Canyon Fault which is projected to traverse through the Site in the northeasterly direction. The Sycamore Canyon Fault and the Boney Mountain Fault form a series of north-east rending segments, extending from the Pacific Ocean near Mugu Lagoon, through the Santa Monica Mountains to Newbury Park, and continues further into Thousand Oaks. The Sycamore Canyon Fault is identified as a quaternary potentially active fault, which may have activities within the last 1.8 million years.

The official CGS Fault Activity Map shows the fault crossing through the Site as a dashed line, indicating that the fault location is projected from bedrock terrain and mapped between bedrock ridges to the north (**Appendix F**). The precise location of the fault is uncertain and can only be inferred due to the prevalence of recent younger alluvial deposits overlying the Site and its surroundings. There is no map scale evidence for deformation of younger deposits.

The Seismic Hazard Zone Report for the Point Mugu 7.5-Minute Quadrangle, Ventura County, California (**Appendix F**), states that the Sycamore Fault and the Boney Mountain Fault displace Miocene rocks but are not known to be seismically active or to have Quaternary displacement.

The Sycamore Fault is not zoned as an active fault and is not classified by CGS as a part of an Alquist-Priolo Earthquake Fault Zone. According to the CGS Earthquake Fault Zone Map, the Site is not located within an Alquist-Priolo Earthquake Fault Zone requiring a fault rupture study (**Appendix F**). Additionally, Figure 7-2 (Hazards Protection Map Southern Half) of the Hazards and Safety element of the Ventura County 2040 General Plan (September 2020) does not show any county designated Fault Hazard Area surrounding the Sycamore Canyon Fault. The Hazards Appendix of the Ventura County General Plan (October 2013) also states that the surface evidence of displacement of sedimentary and volcanic rocks of Miocene age indicates that the Sycamore Canyon Fault and the Boney Mountain Fault have been active after the formation of these rocks. However, rocks younger than Miocene age are not known to have been displaced by the faults.

The City of Thousand Oaks General Plan 2045, which was officially adopted on December 5, 2023, states that no active faults have been mapped with the City limits. The City of Thousand Oaks recognizes that both the Boney Mountain and Sycamore Canyon Faults traverse through part of the City, but they are considered to be inactive. Inactive faults are geologic structures that can be identified but cannot cause

an earthquake due to lack of evidence of recent seismic activity. The Site is not located within the presently defined boundaries of an Alquist-Priolo Earthquake Fault Zone.[56]

The Project would be required to comply with applicable State and local building and seismic codes and implement all site- and Project-specific design recommendations contained in the Geotechnical Report that was prepared for the Project. Final design-level soils and geological reports would be submitted to the City for review and approval as part of the standard building permit submittal package prior to Project construction. The Project would comply with State of California standards for building design through the California Building Standards Code (California Code of Regulations, Title 24) which requires various measures of all construction in California to account for hazards from seismic shaking. Conformance with current CBC requirements and site-specific design recommendations in the Geotechnical Report would minimize the potential for people on the Site to sustain loss, injury, or death as a result of fault rupture. Through compliance with these regulatory requirements and the utilization of appropriate seismic design parameters recommended in the Geotechnical Engineering Investigation (**Appendix F**), potential impacts to fault rupture would be less than significant. No mitigation measures were previously required with regard to fault rupture for the General Plan EIR and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

ii) Strong seismic ground shaking?

Less Than Significant Impact. The Site is located in the Transverse Ranges Geomorphic Province. The Transverse Ranges are characterized by roughly east-west trending mountains and the northern and southern boundaries are formed by reverse fault scarps. The convergent deformational features of the Transverse Ranges are a result of north-south shortening due to plate tectonics. This has resulted in local folding and uplift of the mountains along with the propagation of thrust faults (including blind thrusts). The intervening valleys have been filled with sediments derived from the bordering mountains.

The closest mapped fault to the Site is the Sycamore Canyon Fault which is projected to traverse through the Site in the northeasterly direction. The Sycamore Canyon Fault and the Boney Mountain Fault form a series of north-east rending segments, extending from the Pacific Ocean near Mugu Lagoon, through the Santa Monica Mountains to Newbury Park, and continues further into Thousand Oaks. The Sycamore Canyon Fault is identified as a quaternary potentially active fault, which may have activities within the last 1.8 million years.

The Site is not located within the presently defined boundaries of an Alquist-Priolo Earthquake Fault Zone.[57] These faults are all close enough or expected to generate strong enough shaking that could affect

[56] *Department of Conservation, California Geological Survey, Earthquake Zones of Required Investigation, , February 2026. https://maps.conservation.ca.gov/cgs/informationwarehouse/eqzapp/#data_s=id%3AdataSource_4-191d8e93088-layer-27%3A741, February 2026.*

[57] *Department of Conservation, California Geological Survey, Earthquake Zones of Required Investigation, https://maps.conservation.ca.gov/cgs/informationwarehouse/eqzapp/#data_s=id%3AdataSource_4-191d8e93088-layer-27%3A741, February 2026.*

the City. However, the level of seismicity in the City, both as to maximum credible earthquake intensity and likely earthquake occurrences, is the same as for the rest of the City.

The Site is located in the seismically active region of Southern California, and therefore, is susceptible to ground shaking during a seismic event. The Geotechnical Report prepared for the Project provided site-specific seismic design parameters based on the use proposed and soil conditions at the Site. Further, to reduce geologic and seismic impacts, the City regulates development through the requirements of the CBC. The purpose of the CBC is to establish minimum standards to safeguard the public health, safety, and general welfare through structural strength, means of egress, and general stability by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all building and structures within its jurisdiction. The earthquake design requirements of the CBC consider the occupancy category of the structure, site class, soil classifications, and various seismic coefficients. The CBC provides standards for various aspects of construction, including but not limited to excavation, grading, earthwork, construction, preparation of the site prior to fill placement, specification of fill materials, fill compaction and field testing, retaining wall design and construction, foundation design and construction, and seismic requirements. It includes provisions to address issues such as (but not limited to) construction on expansive soils and soil strength loss. In accordance with California law, Project design and construction would be required to comply with provisions of the CBC.

Accordingly, the Geotechnical Report prepared for the Project concluded that development of the Project is feasible from a geotechnical engineering standpoint, provided that the advice and recommendations contained in the report are included in the Project plans and implemented during construction. Through compliance with these regulatory requirements and the utilization of appropriate seismic design parameters recommended in the Geotechnical Engineering Investigation (**Appendix F**), potential impacts to seismic ground shaking would be less than significant. No mitigation measures were previously required with regard to seismic ground shaking for the General Plan EIR and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction describes a phenomenon where cyclic stresses, which are produced by earthquake-induced ground motions, create excess pore pressures in cohesionless soils. As a result, the soils may acquire a high degree of mobility, which can lead to lateral spreading, consolidation and settlement of loose sediments, ground oscillation, flow failure, loss of bearing strength, ground fissuring, and sand boils, and other damaging deformations. This phenomenon occurs only below the water table, but after liquefaction has developed, it can propagate upward into overlying, non-saturated soils as excess pore water escapes. The possibility of liquefaction occurring at a given site is dependent upon the occurrence of a significant earthquake in the vicinity, sufficient groundwater to cause high pore pressures, and on the grain size, relative density, and confining pressures of the soil at the site. Additional various general types of ground failures which might occur as a consequence of severe ground shaking at the site include landslides, ground subsidence, ground lurching and shallow ground rupture.

The Earthquake Zones of Required Investigation Map classifies the Site as part of the potentially "Liquefiable" area. This determination is based on groundwater depth records, soil type and distance to a fault capable of producing a substantial earthquake. A Site-specific liquefaction analysis was also performed.

Groundwater was encountered at depths ranging from 20 to 24.5 feet below existing Site grade. Based on review of California Geological Survey Seismic Hazard Zone Report of the Thousand Oaks Quadrangle, the historically highest groundwater level is on the order of 10 feet below grade. The historically highest groundwater level was conservatively utilized for the enclosed liquefaction analysis.

The enclosed Liquefaction Potential Analysis is based on the SPT blowcounts recorded from exploratory boring B1 (**Appendix F**). Based on the collected field SPT data and laboratory testing of soils, the enclosed Site-specific liquefaction analysis indicates that the underlying Site soils would not be capable of liquefaction during a major seismic event. Additionally, bedrock was encountered at depths between 10 and 22 feet below the existing site grade. By nature, the bedrock is non-liquefiable. Therefore, the liquefaction potential occurring at the Site is considered to be remote. As previously evaluated for the General Plan EIR, development of the Project would occur in compliance with regulatory requirements for site- and project-specific seismic design and would be constructed in accordance with the recommendations of the Geotechnical Report. Compliance with building codes and implementation of the recommendations of the Geotechnical Report would be ensured through the review and approval of grading plans prior to the issuance of construction and grading permits. Through compliance with these regulatory requirements and the utilization of appropriate seismic design parameters recommended in the Geotechnical Engineering Investigation (**Appendix F**), potential impacts relating to seismic-related ground failure, including liquefaction, would be less than significant. No mitigation measures were previously required with regard to seismic-related ground failure for the General Plan EIR and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

iv) Landslides?

***Less Than Significant Impact*.** Based on research conducted for the Geotechnical Report, including borings, the Site rests on generally flat terrain. Based on review of the Earthquake Zones of Required Investigation, the Site is not located within a Seismically Induced Landslide Zone. The probability of seismically-induced landslides occurring on the Site is considered to be negligible due to the general lack of substantive elevation difference across or adjacent to the Site.[58]

As previously discussed, development of the Project would be performed in accordance with all applicable current building codes and standards. Through compliance with these regulatory requirements and the utilization of appropriate design parameters recommended in the Geotechnical Engineering Investigation (**Appendix F**), potential impacts relating to landslides would be less than significant. No mitigation measures were previously required with regard to landslides for the General Plan EIR and none would be

[58] *Geotechnologies, Inc., Preliminary Geotechnical Engineering Investigation, Proposed Mixed-Use Family Residential Development, 195, 275, 325 East Hillcrest Drive, Thousand Oaks, California, October 25, 2024, pages 14—15.*

required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact.

Construction

During construction, Project grading and excavation would expose soil for a limited time, allowing for possible erosion. However, due to the temporary nature of the soil exposure during the grading and excavation processes, substantial erosion is unlikely to occur. Soil erosion caused by strong wind and/or earth-moving operations during construction would be minimized through compliance with South Coast Air Quality Management District ("SCAQMD") Rule 403, which prohibits visible particulate matter from crossing property lines. Standard practices to control fugitive dust emissions include watering of active grading sites, covering soil stockpiles with plastic sheeting, and covering soils in haul trucks with secured tarps.

During construction, the Project would be required to prevent the transport of sediments from the Site by stormwater runoff and winds through the required compliance of TOMC, as well as adherence to requirements provided in the NPDES permit. The TOMC requires standard construction BMPs and as discussed further in **Section III.10, Hydrology and Water Quality**, implementation of these erosion control measures would avoid or minimize potential impacts related to soil erosion during Project construction.

Operation

During operation, the Site would be developed with residential and commercial uses, landscaping, and hardscaping, and driveways. Site landscaping would include trees and shrubs. Therefore, there would be no exposed soil that would be susceptible to erosion. Accordingly, the Project would not have the potential to result in substantial soil erosion or the loss of topsoil. As previously discussed, development of the Project would be performed in accordance with all applicable current building codes and standards. Through compliance with these regulatory requirements and the utilization of appropriate design parameters recommended in the Geotechnical Engineering Investigation (**Appendix F**), potential impacts relating to soil erosion or loss of topsoil would be less than significant. No mitigation measures were previously required with regard to erosion for the General Plan EIR and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

c) Would the project be located on a geologic unit 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?

Less than Significant Impact. Potential impacts with respect to liquefaction and landslide potential are evaluated in **Sections III. 6(a)(iii) and (iv)** above.

Based on research conducted for the Geotechnical Report, including borings, the Site rests on generally flat terrain. The immediate surroundings are generally level without significant slopes. The Site is not considered susceptible to static slope instability or seismically induced landslides.

The Site is not located within an area considered susceptible to liquefaction. The risk of seismically induced liquefaction is considered low due to the dense underlying geologic materials and lack of shallow groundwater. Compliance with the CBC would reduce impacts associated with seismic-related ground failure, including liquefaction.

Furthermore, development of the Project would occur in compliance with regulatory requirements for construction site management and geologic conditions, including the CBC and the TOMC, and would be required to implement the recommendations in the Geotechnical Report. Compliance with building codes and implementation of the recommendations of the Geotechnical Report would be ensured through the City's review and approval of grading plans prior to the issuance of construction and grading permits. Accordingly, the Geotechnical Report prepared for the Project concluded that development of the Project is feasible from a geotechnical engineering standpoint, and that the Project would not contribute to geologic instability. Development of the Project would be performed in accordance with all applicable current building codes and standards. Through compliance with these regulatory requirements and the utilization of appropriate design parameters recommended in the Geotechnical Engineering Investigation (**Appendix F**), potential impacts relating to unstable geologic units would be less than significant. No mitigation measures were previously required with regard to unstable geologic units for the General Plan EIR and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

d) Would the project 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?

Less than Significant Impact. According to the Geotechnical Report, expansive soils contain significant amounts of clay particles that swell considerably when wetted and shrink when dried. Foundations constructed on these soils are subject to large uplifting forces caused by the swelling. Without proper measures taken, heaving and cracking of both building foundations and slabs-on-grade could result. The on-site soils were found to be in the very low to moderate expansion range with expansion index ranging between 10 to 68 for in-situ samples and bulk samples remolded to 90 percent of the laboratory maximum density. Recommended reinforcing is noted in the "Foundation Design " and "Slabs-On-Grade" sections of **Appendix F**.

Compliance with building codes and implementation of the recommendations of the Geotechnical Report would be ensured through the City's review and approval of grading plans prior to the issuance of construction and grading permits. Accordingly, the Geotechnical Report prepared for the Project concluded that development of the Project is feasible from a geotechnical engineering standpoint, and that the Project would not contribute to geologic instability. The building regulations and Geotechnical Report recommendations would mitigate potential impacts from expansive soil to less than significant. No

mitigation measures were previously required with regard to unstable geologic units for the General Plan EIR and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

e) Would the project 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?

No Impact. The Site is located in a developed area of the City, which is served by a wastewater collection, conveyance, and treatment system overseen by the City of Thousand Oaks Public Works Department, Wastewater Division. Sanitary wastewater service would be provided by the existing 18-inch City of Thousand Oaks gravity sewer line that runs along the westerly property line of the Site. The line connects to the existing 21-inch public wastewater line located along East Hillcrest Drive. Private 6-inch sewer laterals will be provided to serve the building.

Approximately 90 percent of the wastewater generated in Thousand Oaks undergoes tertiary treatment at the Hill Canyon Treatment Plant ("HCTP"), while wastewater generated in the easternmost portion of the City is collected and treated by the Las Virgenes Municipal Water District.[59] HTCP has the capacity to treat approximately 14 million gallons per day ("MGD") (currently averaging around 8 MGD), which arrives to the plant via two main lines fed from the City's network of dedicated pipelines. Therefore, no septic tanks or alternative disposal systems would be necessary, nor are they proposed. Accordingly, no impacts related to inadequate septic tank support would occur. No mitigation measures were previously required with regard to septic tanks for the General Plan EIR and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant with Mitigation. Paleontological resources are the fossilized remains, imprints, or traces of past life preserved in the geologic record. This can include bones, teeth, soft tissues, shells, plant material, microscopic organisms, footprints, trackways, and burrows. Fossils are the only record of the natural history of life on this planet. Despite the frequency of sedimentary rock in the geologic record, and the number of organisms that have lived throughout the planet's history, only a very small number of remains have been preserved in the fossil record. Fossils are important scientific resources, allowing the study of:

- The evolutionary history of extinct organisms, including their lifestyle, interrelationships, distribution, speciation, extinction, and relation to modern groups.
- The taphonomic agents responsible for fossil preservation, including biases in the fossil record.

[59] *City of Thousand Oaks, Background Environmental Report Existing Conditions, January 2020.*

- Ancient environments, in which these organisms lived, and the distribution and change in these environments and their organisms through time.
- The temporal relationships of rock deposits from one area to another, and the timing of geologic events.

According to the Paleontological Resources Assessment, the NHMLA results indicate that no fossil localities have been recorded within the Site. However, fossil localities have been documented in the vicinity of the Site (**Appendix G**). SWCA reviewed the online museum collections records maintained by the University of California Museum of Paleontology in August 2025. The search revealed that the museum has no records of fossil localities within the vicinity of the Site.

The Project would involve excavations to depths of approximately 15 feet for the construction of the proposed buildings. Geologic mapping indicates the Site contains young alluvium, unit 1 (Qya1) at and near the surface that is late Pleistocene in age. The Geotechnical Report prepared for the Project noted artificial fill in the Site from the surface to depths of 2 feet bgs, with Modelo Formation present at depths of 9.5 to 18 feet bgs and deeper.[60] Whereas artificial fill may contain fossils, these fossils are out of stratigraphic context and are not important for scientific study. Thus, artificial fill has no paleontological potential. Pleistocene sedimentary deposits have a rich fossil history in Southern California. Therefore, the young alluvium, unit 1 (Qya1) has high paleontological potential. The Modelo Formation (Tm) is known for marine invertebrates and marine vertebrates, especially marine mammals. Therefore, the Modelo Formation has high paleontological potential (**Appendix F**).

The UCMP records indicate no fossil localities have been identified within the vicinity of the Site; however, the NHMLA has identified five fossil localities within the vicinity of the Site. The fossils were identified on the surface and to a depth of at least 15 feet bgs from Quaternary sedimentary deposits and the Miocene Modelo Formation. Proposed excavation for the Project would extend below artificial fill into naturally deposited geologic units mapped at the surface and at depth. As such, ground-disturbing activities associated with the Project have the potential to impact sediments of the young alluvium, unit 1 (Qya1) and the Modelo Formation (Tm) and any scientifically significant paleontological resources they may contain.

The Project has satisfied the requirements of the General Plan **Mitigation Measure PAL-1** with the preparation of the Paleontological Resources Assessment (**Appendix G**) that analyzed potential paleontological resources on the Site. To address the potential for significant impacts to unique paleontological resources during ground-disturbing activities for the Project, and in accordance with **Mitigation Measure PAL-1** from the City's General Plan Program EIR,[61] the Project would include the implementation of a Worker Environmental Awareness Program, on-site paleontological monitoring, and fossil salvage, if applicable as determined by a Qualified Professional Paleontologist (who meets the SVP

[60] *Geotechnologies, Inc., Preliminary Geotechnical Engineering Investigation, Proposed Mixed-Use Family Residential Development, 195, 275, 325 East Hillcrest Drive, Thousand Oaks, California, October 25, 2024, page 4.*

[61] *City of Thousand Oaks, 2045 General Plan Update Draft Environmental Impact Report, August 2023, page 4.8-11.*

[2010] qualifications for Principal Investigator or Project Paleontologist) to reduce potential impacts to paleontological resources to a less-than-significant level.

Mitigation Measures

- **PAL-1: Retention of Qualified Professional Paleontologist.** Prior to submittal of a discretionary development application in areas underlain by high or undetermined sensitivity geologic units (i.e., Quaternary older alluvium, Monterey Formation, Lower Monterey Formation, Sandstone of Lindero Canyon, Conglomerate of Lindero Canyon, Upper Topanga Formation, sandstone, Upper Topanga Formation, clay shale and siltstone, Upper Topanga Formation, sandstone, Upper Topanga Formation, clay shale and siltstone, Conejo Volcanics, basaltic sandstone and siltstone, Lower Topanga Formation, sandstone, Lower Topanga Formation, clay shale, Sespe Formation, Llajas Formation, sandstone, Llajas Formation, claystone and siltstone, Santa Susana Formation, sandstone, Santa Susana Formation, claystone and siltstone, Santa Susana Formation, Simi Conglomerate Member, Chatsworth Formation, sandstone, Chatsworth Formation, clay shale), the City shall require a Qualified Professional Paleontologist [as defined by the SVP (2010)] to be retained by the project applicant to determine the project's potential to significantly impact paleontological resources according to SVP (2010) standards. If necessary, the Qualified Professional Paleontologist shall recommend mitigation measures to reduce potential impacts to paleontological resources to a less-than-significant level. These measures may include, but not be limited to, implementation of a Worker Environmental Awareness Program, on-site paleontological monitoring, and fossil salvage, if applicable. The City shall review and approve the Qualified Professional Paleontologist's findings and recommendation. All recommendations shall be incorporated into the project plans prior to issuance of a grading permit.

By implementing **Mitigation Measure PAL-1**, identified in the Paleontological Resources Assessment (**Appendix G**) and above, Project impacts to scientifically significant paleontological resources would be reduced to a less-than-significant level. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

4. Cumulative Analysis

The Project would be required to implement the geotechnical design measures recommended in the Project Geotechnical Report to ensure the stability of the Project. Additionally, the Project would be required to comply with the CBC and implement erosion control measures. With compliance of the Geotechnical Report design measures, CBC requirements and erosion control measures, potential geologic impacts would be less than significant. Therefore, the Project would not contribute considerably to geologic impacts. Related cumulative projects in the City would be required to comply with the CBC requirements to minimize potential geologic impacts and would be required to implement erosion control plans to minimize potential erosion and sedimentation impacts. As a result, the Project would not make a cumulatively considerable contribution to a cumulatively geology and soils cumulative impact.

Potential cumulative impacts to paleontological resources could occur if development of the Project and related projects throughout the City and region disturb or destroy such resource during ground-disturbing activities. As detailed above, the Project would incorporate **Mitigation Measure PAL-1**, which would ensure paleontological monitoring of ground-disturbing activities and proper treatment of any encountered paleontological resources in the event of their discovery consistent with applicable regulatory standards. The paleontological sensitivity of other development sites is not known; however, all development plans would be subject to review and approval of their jurisdiction and would be required to incorporate all mitigation measures and/or standard conditions of approval consistent with the City's requirements and standards. With the incorporation of **Mitigation Measure PAL-1,** by all projects, when applicable, impacts to paleontological resources would be reduced to less than significant. Therefore, the Project, would not make a cumulatively considerable contribution to a cumulatively paleontological cumulative impact.

8. Greenhouse Gas Emissions

	Impact Determination for 2045 General Plan Update EIR	Proposed Project Impact Conclusion	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially. More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
Would the project:					
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Significant and Unavoidable	Less than Significant	No	No	No
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Significant and Unavoidable	Less than Significant	No	No	No

A. Summary of Analysis in Final EIR

The General Plan EIR evaluated the potential for development facilitated by the General Plan Update to result in environmental impacts due to GHGs.

Because individual projects do not generate sufficient GHG emissions that would substantially affect climate change, the issue of climate change typically involves an analysis of whether a project's contribution toward an impact is cumulatively considerable. For the General Plan Update EIR GHG analysis, the potential significance of the project's GHG emissions were qualitatively evaluated based on 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 greenhouse gas emissions" (*CEQA Guidelines* Section 15064.4(b)). For informational purposes, GHG emissions were quantified and are presented under Impact GHG-1. The projects would be required by the City to comply with applicable regulations or requirements adopted to implement statewide, regional, or local plans for the reduction or mitigation of GHG emissions. Since the City of Thousand Oaks' CEAP had not yet been adopted, it was not used in the impact analysis.

Construction

Construction of future development associated with the General Plan Update would result in GHG emissions during construction, primarily from fuel consumption associated with heavy equipment, light-duty vehicles, machinery, and generators for lighting. Temporary grid power may also be provided to construction trailers or electric construction equipment that may result in indirect GHG emissions from energy generation. Projects would utilize construction contractors that would be required to comply with applicable CARB regulations, such as accelerated retrofitting, repowering, or replacement of heavy-duty diesel on-road and off-road equipment. Construction contractors are required to comply with the provisions of CCR Title 13, sections 2449 and 2485, and CARB regulations, which prohibit diesel-fueled commercial and off-road vehicles from idling for more than 5 minutes, minimizing unnecessary GHG emissions. Construction equipment would be subject to the USEPA Construction Equipment Fuel Efficiency Standard, which would minimize inefficient fuel consumption and thus GHG emissions. These construction equipment standards (i.e., Tier 4 efficiency requirements) are contained in 40 CFR Parts 1039, 1065, and 1068. Pursuant to applicable regulatory requirements of CALGreen, projects would comply with construction waste management practices to divert construction and demolition debris from landfills. These practices would result in efficient use of energy during construction and, therefore, would minimize unnecessary GHG emissions. Furthermore, in the interest of cost efficiency, construction contractors would not utilize fuel in a manner that is wasteful or unnecessary, which would also have the effect of minimizing GHG emissions. Therefore, GHG emissions from construction of development facilitated by the General Plan EIR would be less than significant.

Operation

The General Plan EIR would result in GHG emissions during operation. The nature of GHG emissions would be typical of those associated with residential, commercial, service, retail, hotel, warehouse, manufacturing, hotel, and research and development uses. GHG emissions would result primarily from building energy usage and fuel consumption associated with vehicle trips. The project contains policies that aim to reduce operational GHG emissions in accordance with State 2030 GHG emissions reductions goals and provide substantial progress to the State's goal of carbon neutrality by 2045. GHG emissions associated with buildout under the General Plan EIR are provided for informational purposes. Operation

of future development under projects could generate GHG emissions associated with area sources, energy and water usage, vehicle trips, and wastewater and solid waste generation. The General Plan EIR showed the estimated operational GHG emissions associated with full buildout of 7,871 units and 11,868 jobs for future development under the General Plan EIR. The annual emissions from the General Plan EIR would be approximately 169,148 MT of CO_2e per year. GHG emissions are identified for informational purposes.

The General Plan EIR showed that the General Plan Update would be consistent with the GHG emission reduction strategies contained in the 2020- 2045 RTP/SCS.

The CARB 2022 Climate Change Scoping Plan outlines a pathway to achieving the 2030 reduction targets set under SB 32, which are considered interim targets toward meeting the long-term 2045 carbon neutrality goal established by California Executive Order B-55-18. While the project would facilitate additional development in the City, building energy consumption and VMT (and thus GHG emissions) per capita would be reduced under the General Plan EIR buildout compared to existing conditions, given the above discussed policies. However, at this point, TO2045 does not outline how the City would meet the goals to reduce emissions to 40 percent below 1990 levels by 2030 and carbon neutrality by 2045. The project would therefore not be consistent with the California Executive Order B-55-18 goal of carbon neutrality by 2045, nor does it have an adopted and qualified GHG reduction plan to guide progress towards State goals. It is noted that the City is currently in process of drafting and adopting a CEAP as of June 2023, but since it is not yet adopted, GHG mitigation strategies contained therein are not considered as impact-reducing related to the project. A detailed description of the goals and polices is described below under the Section, General Plan EIR Goals and Polices. Therefore, impacts related to generation of GHG emissions and consistency with State GHG reduction plans due to the General Plan EIR would be potentially significant and implementation of **Mitigation Measures GHG-1** and **GHG-2** would be required as described further below in the Mitigation Measure Section.

General Plan EIR Goals and Policies

The General Plan EIR identified the following goals and policies in the General Plan related to greenhouse gas:

Land Use Element

- **Policy 2.3: Sustainable residences.** Encourage sustainable building practices during new construction or when buildings are substantially renovated.
- **Policy 11.1: Carbon-free construction.** Promote and encourage new construction that uses carbon-free energy.
- **Policy 11.2: Energy efficient new construction.** Promote and encourage energy-efficient new construction through implementation of CALGreen Tier 1 and Tier 2 measures and use of Passive Solar System design features.
- **Policy 11.3: Onsite solar in new construction.** Promote and encourage the installation to the maximum extent possible of on-site solar (or other distributed renewable energy) in new construction, including rooftop, carports and additional technologies as they evolve.

- **Policy 11.4: Transition existing buildings to carbon-free energy.** Promote and encourage the electrification of existing buildings with clean energy to reduce and eliminate fossil fuel use.
- **Policy 11.5: Existing building energy efficiency.** Encourage an increase in energy efficiency of existing buildings through upgrades including insulation, sealing, improved windows, roofs, water and air heating, ventilation and air conditioning (HVAC) systems.
- **Policy 11.7: Electrical Vehicle charging stations in new development**. Require EV ready receptacles sufficient to support users in new development.
- **Policy 11.8: Affordable energy efficiency upgrades.** Work with energy utility companies to promote energy efficiency upgrades and discounts to lower-income households in Thousand Oaks.
- **Policy 12.9: Discourage vehicle idling**. Discourage new drive-through operations and other uses that require and encourage active idling of vehicles.

Mobility Element

- **Policy 6.3: Emissions reduction**. Support and encourage the adoption of low- and zero-emission vehicles, clean vehicle technologies, charging infrastructure and services to reduce GHG emissions from vehicles.
- **Implementation Action M-A.7: VMT-based Transportation Analysis Policy and VMT Mitigations for Environmental Review**. Adopt and implement the City's Vehicles Miles Traveled (VMT) Analysis Guidelines, which defines VMT-based thresholds of significance for transportation impacts in environmental review and identifies TDM-based mitigations.

Safety Element

- **Policy 7.1: Climate and Environmental Action Plan**. Prepare and update the City's Climate and Environmental Action Plan every ten years or more frequently.
- **Policy 7.2: Community emissions**. Reduce community GHG emissions by at least the SB 32 target of 40% by 2030 and 80% by 2050 relative to 2010.
- **Policy 7.3: Municipal emissions**. Reduce GHG emissions from Municipal operations by at least 40% by 2030 and 80% by 2050 relative to 2010.
- **Policy 7.4: Electrification of new and existing buildings.** Encourage electrification of newly constructed buildings.
- **Policy 7.5: Transition to clean energy**. Reduce non-building-related energy emissions through conservation, efficiency measures, and use of renewable energy in street lighting, water and wastewater conveyance and treatment, and municipal operations.
- **Policy 7.6: Clean energy vehicles**. Increase electric/alternative fuel use through charging and other appropriate fueling infrastructure expansion.
- **Policy 7.7: Clean energy technology**. Support deployment of emerging and future clean energy technologies such as hydrogen fuel cell and electric vehicles, battery energy and other clean energy, storage means, carbon capture technologies, smart technologies with inter-device and

grid communications, such as vehicle-to-grid and IoT ("Internet of Things") for demand reduction, and other technologies, as feasible.

- **Policy 7.8: Renewable energy sources**. Encourage renewable energy supply for all buildings and infrastructure by 2045.
- **Policy 7.9: Community forest**. Expand and maintain the community forest to sequester carbon dioxide from the atmosphere.
- **Implementation S-A.11: Local Clean Energy Facility Regulations**. Prepare a study to develop regulations that would allocate space to allow for local clean energy facilities such as battery energy storage, wind, and solar, to be distributed throughout the community.
- **Implementation S-A.12: Microgrids for Municipal Facilities**. Develop microgrids at critical municipal facilities to maintain operations.
- **Implementation S-A.13: Climate and Environmental Action Plan**. Adopt and implement a Climate and Environmental Action Plan.

Mitigation Measures

Mitigation measures applicable to individual development projects in the General Plan EIR Area:

- **GHG-1: Adopt and Implement a CEQA GHG Emissions Threshold.** The City shall adopt CEQA GHG Emissions thresholds of significance by the end of 2024 that is consistent with the CEAP for use in future CEQA GHG emissions analyses through 2030. In addition, upon completion of future CEAP updates and as necessary, the City shall update the CEQA GHG emissions threshold of significance to be consistent with each CEAP update.

- **GHG-2: Adopt Thousand Oaks CEAP to Meet the State's 2030 GHG Emissions Goals.** The City shall draft and adopt the Thousand Oaks qualified CEAP by the end of 2024 to outline how Thousand Oaks will meet the State's 2030 goal of 40 percent below 1990 emissions levels and 2045 goal of carbon neutrality. Implementation measures in the updated qualified CEAP to achieve the 2030 and 2045 goals may include, but are not limited to, the following:
  - Develop and adopt Zero Net Emissions requirements for new and remodeled residential and non-residential development.
  - Develop and adopt a building electrification ordinance for existing and/or proposed structures.
  - Expand charging infrastructure and parking for EVs.
  - Implement carbon sequestration by expanding the urban forest and/or supporting regional open space protection.
  - Implement policies and measures included in the California 2022 Climate Change Scoping Plan, such as mobile source strategies for increasing clean transit options and zero-emissions vehicles by providing EV charging stations.

B. Analysis of Proposed Project

1. Existing Setting

Greenhouse Gas Emission Background

The greenhouse effect is a natural process that contributes to regulating the Earth's temperature, and it creates a livable environment on Earth. Human activities that emit additional GHG emissions to the atmosphere increase the amount of infrared radiation that gets absorbed before escaping into space, thus enhancing the greenhouse effect and causing the Earth's surface temperature to rise. Global climate change is a cumulative impact; a project contributes to this impact through its incremental contribution combined with the cumulative increase of all other sources of GHGs. Thus, GHG impacts are recognized exclusively as cumulative impacts.[62]

As defined in California Health and Safety Code Section 38505(g) for purposes of administering many of the State's primary GHG emissions reduction programs, GHGs include carbon dioxide ("CO_2"), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride. The three GHGs evaluated for GHG emission impacts are CO_2, methane, and nitrous oxide. Hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride were not evaluated or estimated in this analysis because the Project would not generate them in measurable quantities.

Gases in the atmosphere can contribute to climate change both directly and indirectly.[63] The Intergovernmental Panel on Climate Change developed the global warming potential concept to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The reference gas used is CO_2; therefore, global warming potential–weighted emissions are measured in metric tons of CO_2 equivalent.

Existing Uses

The Site is currently developed with three commercial buildings totaling approximately 107,859 sf, consisting of two office buildings totaling approximately 97,675 sf and one standalone retail building totaling approximately 10,184 sf. Approximately 51,554 sf of the existing general office uses will be demolished, the balance of the existing uses will be re-used in the Project.

Emissions from the removal of the existing use were estimated using the CAPCOA's CalEEMod Version 2022.1.1.37 which is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions from a variety of land use projects. CalEEMod was

[62] *California Air Pollution Control Officers Association, CEQA and Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act, January 2008, https://opr.ca.gov/docs/june08-ceqa.pdf, accessed February 2025.*

[63] *Direct effects occur when the gas itself absorbs radiation. Indirect radiative forcing occurs when chemical transformations of the substance produce other GHGs, when a gas influences the atmospheric lifetimes of other gases, and/or when a gas affects atmospheric processes that alter the radiative balance of the Earth (e.g., affect cloud formation or albedo). Source: U.S. Environmental Protection Agency, Report on the Environment – Greenhouse Gases, 2020, https://www.epa.gov/report-environment/greenhouse-gases, accessed February 2025.*

developed in collaboration with the air districts of California. Regional data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) have been provided by the various California air districts to account for local requirements and conditions. The model is considered to be an accurate and comprehensive tool for quantifying air quality and GHG impacts from land use projects throughout California. **Table 10, Existing GHG Emissions,** shows the GHG emissions from the existing use being removed modeled for the year 2027 (when demolition is anticipated to occur and existing operations will cease).

Table 10
Existing Operational GHG Emissions

Emissions Source	Estimated Project-Generated Emissions ($MTCO_2e$ per year)
Emissions from removal of existing uses	695

$MTCO_2e$ = metric tons of CO_2 equivalent
*1 Source: CalEEMod Version 2022.1.1.37 for Year 2027. Detailed modeling output datasheets are included as **Appendix A** to this Addendum.*

2. Regulatory Setting

State and Local Regulations

Significance Thresholds

Individual projects do not generate sufficient GHG emissions to influence climate change directly. However, physical changes caused by a project can contribute incrementally to significant cumulative effects, even if individual changes resulting from a project are limited. The issue of climate change typically involves an analysis of whether a project's contribution towards an impact would be cumulatively considerable. "Cumulatively considerable" means the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects.[64]

According to CEQA Guidelines Section 15183.5(b), projects can tier from a qualified GHG reduction plan, which allows for project-level evaluation of GHG emissions through the comparison of the project's consistency with the GHG reduction policies included in a qualified GHG reduction plan. This approach is considered by the Association of Environmental Professionals in its white paper: *Beyond 2020 and Newhall*, to be the most defensible approach presently available under CEQA to determine the significance of a project's GHG emissions.[65] The City adopted the Climate and Environmental Action Plan (CEAP) on May 7, 2024, which is a long-range plan that outlines comprehensive strategies to reduce GHG emissions and address other environmentally related issues. The CEAP details the strategies and actions that the City will pursue to protect the environment and address the challenges of climate change. Actions are aimed at reducing the community's collective carbon emissions, sustaining a healthy environment,

[64] *14 CCR 15064[h][1].*
[65] *Association of Environmental Professionals, Final White Paper Beyond 2020 and Newhall: A Field Guide to New CEQA Greenhouse Gas Thresholds and Climate Action Plan Targets for California, October 18, 2016, https://califaep.org/docs/AEP-2016_Final_White_Paper.pdf, accessed February 2025.*

and providing co-benefits like reducing air pollution, supporting local economic development, increasing the City's sustainability and resilience, and improving public health. The CEAP contains the following energy related goals:

- Goal BE1: Reduce GHG Emissions from New Buildings.
- Goal BE2: Reduce GHG Emissions in Existing Buildings and Operations.
- Goal BE3: Transition to Greener Energy.
- Goal TR1: Reduce Vehicle Miles Traveled (VMT).
- Goal TR2: Increase Proportion of Clean/ Electric Vehicles.
- Goal SW1: Reduce Volume of Landfilled Waste.
- Goal: WA1: Reduce Community Water Use.
- Goal: EN1: Expand the City's Urban Tree Canopy.
- Goal: AR1: Address Heat-Related Impacts.
- Goal: AR2: Address Emergencies and Increase Energy Resiliency.
- Goal: AR3: Address Water Supply Resiliency, Drought and Storm Impacts.

The CEAP is an aspirational document which identifies future City regulations to be considered which, if implemented, would reduce greenhouse gases. As the CEAP does not include regulatory requirements, conservatively, CEAP emission reductions are not incorporated into the emission modeling for this Project. The CEAP does not have a bright-line threshold.

To evaluate whether a project may generate a quantity of GHG emissions with the potential to have a significant impact on the environment, local air districts have developed a number of bright-line significance thresholds. Significance thresholds are numeric mass emissions thresholds that identify the level at which additional analysis of project GHG emissions is necessary. If project emissions are equal to or below the significance threshold, with or without mitigation, the project's GHG emissions would be less than significant. VCAPCD has not established quantitative significance thresholds for evaluating GHG emissions in CEQA analyses, but it recommends using the CAPCOA white paper and other resources when developing GHG evaluations.[66] The CEQA and Climate Change paper provides a common platform of information and tools to support local governments and was prepared as a resource, not as a guidance document. CEQA Guidelines Section 15064.4 expressly provides a "lead agency shall have discretion to determine, in the context of a particular project," whether to "quantify greenhouse gas emissions resulting from a project" and/or "rely on a qualitative analysis or performance-based standards." Updates to CEQA Guidelines Section 15064.4 that took effect in December 2018 further state that a lead agency should "focus its analysis on the reasonably foreseeable incremental contribution of the project's emissions to the effects of climate change" and that the analysis should "reasonably reflect evolving scientific knowledge and State regulatory schemes."

[66] *Ventura County Air Pollution Control District, 2006, Air Quality Assessment for CEQA, http://www.vcapcd.org/environmental-review.htm#What_about_greenhouse_gases_and_CEQA, accessed February 2025.*

This analysis utilizes two thresholds to evaluate the significance of the Project's GHG emissions: the bright-line threshold recommended by the SCAQMD and consistency with applicable plans, policies, and regulations for the reduction of GHG emissions.

The City and VCAPCD have not yet developed a qualified GHG reduction plan. In light of the lack of a specific GHG threshold or qualified GHG reduction plan recommended or adopted by the City or VCAPCD, it is appropriate to refer to guidance from other agencies when discussing GHG emissions. The City generally refers to the SCAQMD methodology for GHG significance analysis. The SCAQMD formed a GHG CEQA Significance Threshold Working Group to work with SCAQMD staff on developing GHG CEQA significance thresholds until statewide significance thresholds or guidelines are established. In December 2008, the SCAQMD adopted an interim 10,000 $MTCO_2e$ per year screening level threshold for stationary source/industrial projects for which the SCAQMD is the lead agency. From December 2008 to September 2010, the SCAQMD hosted working group meetings and revised the draft threshold proposal several times, although it did not officially provide these proposals in a subsequent document. The SCAQMD has continued to consider adoption of significance thresholds for residential and general land use development projects. The most recent proposal, issued in September 2010, uses the following tiered approach to evaluate potential GHG impacts from various uses:[67]

Tier 1 – Determine if CEQA categorical exemptions are applicable. If not, move to Tier 2.

Tier 2 – Consider whether or not the proposed project is consistent with a locally adopted GHG reduction plan that has gone through public hearing and CEQA review, that has an approved inventory, includes monitoring, etc. If not, move to Tier 3.

Tier 3 – Consider whether the project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 $MTCO_2e$ per year threshold for industrial uses would be recommended for use by all lead agencies. Under option 1, separate screening thresholds are proposed for residential projects (3,500 $MTCO_2e$ per year), commercial projects (1,400 $MTCO_2e$ per year), and mixed-use projects (3,000 $MTCO_2e$ per year). Under option 2, a single numerical screening threshold of 3,000 $MTCO_2e$ per year would be used for all non-industrial projects. If the project generates emissions in excess of the applicable screening threshold, move to Tier 4.

Tier 4 – Consider whether the project generates GHG emissions in excess of applicable performance standards for the project service population (population plus employment). The efficiency targets were established based on the goal of AB 32 to reduce statewide GHG emissions to 1990 levels by 2020. The 2020 efficiency targets are 4.8 $MTCO_2e$ per service population for project level analyses and 6.6 $MTCO_2e$ per service population for plan level analyses. If the project generates emissions in excess of the applicable efficiency targets, move to Tier 5.

Tier 5 – Consider the implementation of CEQA mitigation including the purchase of GHG offsets to reduce the project efficiency target to Tier 4 levels.

[67] *South Coast Air Quality Management District, Greenhouse Gases CEQA Significance Thresholds Working Group Meeting No. 15, September 28, 2010, http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-main-presentation.pdf?sfvrsn=2, accessed February 2025.*

The SCAQMD's draft threshold uses the Executive Order S-3-05 goal as the basis for the Tier 3 screening level. Achieving the Executive Order's objective would contribute to worldwide efforts to cap carbon dioxide concentrations at 450 parts per million (ppm), thus stabilizing global climate. Specifically, the Tier 3 screening level for stationary sources is based on an emission capture rate of 90 percent for all new or modified projects. A 90 percent emission capture rate means that 90 percent of total emissions from all new or modified stationary source projects would be subject to a CEQA analysis, including a negative declaration, a mitigated negative declaration, or an environmental impact report, which includes analyzing feasible alternatives and imposing feasible mitigation measures. A GHG significance threshold based on a 90 percent emission capture rate may be more appropriate to address the long-term adverse impacts associated with global climate change because most projects will be required to implement GHG reduction measures. Further, a 90 percent emission capture rate sets the emission threshold low enough to capture a substantial fraction of future stationary source projects that will be constructed to accommodate future statewide population and economic growth, while setting the emission threshold high enough to exclude small projects that will in aggregate contribute a relatively small fraction of the cumulative statewide GHG emissions. This assertion is based on the fact that staff estimates that these GHG emissions would account for slightly less than one percent of future 2050 statewide GHG emissions target (85 $MMTCO_2eq$/year). In addition, these small projects may be subject to future applicable GHG control regulations that would further reduce their overall future contribution to the statewide GHG inventory. Finally, these small sources are already subject to BACT for criteria pollutants and are more likely to be single-permit facilities, so they are more likely to have few opportunities readily available to reduce GHG emissions from other parts of their facility.

Because the Project consists of a mixed-use development (commercial and residential), the recommended SCAQMD threshold to apply to the Project is the 3,000 $MTCO_2e$ per year. Per the SCAQMD guidance, construction emissions should be amortized over the operational life of a project, which is assumed to be 30 years.[68] This impact analysis, therefore, adds amortized construction emissions to the estimated annual operational emissions and then compares operational emissions to the proposed SCAQMD threshold of 3,000 $MTCO_2e$ per year.

3. Impact Analysis

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact.

GHG Emissions of the Project

The calculation of the amount of GHG emissions that would be attributable to the Project using recommended air quality models is described below. The primary purpose of quantifying the Project's

[68] *South Coast Air Quality Management District, Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold, October 2008.*

GHG emissions is to satisfy State CEQA Guidelines Section 15064.4(a), which calls for a good-faith effort to describe and calculate a project's GHG emissions.

The Project is anticipated to generate GHG emissions from area sources, energy usage, mobile sources, waste, water/wastewater, and construction equipment. CalEEMod Version 2022.1.1.37 was used to calculate the GHG emissions from the Project. The CalEEMod Annual Output for the Project's operational opening year 2029 is available in **Appendix A** of this Addendum. Each source of GHG emissions is described in greater detail below.

Area Sources

Area sources include emissions from consumer products, landscape equipment and architectural coatings. The Project would comply with VCAPCD Rule 74.2 (Architectural Coatings). VCAPCD Rule 74.2 states that paints applied to building envelope are limited to 50 g/L VOC content. No changes were made to the default area source emissions. Compliance with Conservation Element Implementation Action C-A.12. Reduce Air Pollution limits architectural coatings to 25 g/L or less (page 4.2-14 2045 General Plan Update DEIR, August 2023.); however, to be conservative, defaults (50 g/L VOC) were used for operational emissions in this analysis.

Energy Usage

Energy usage includes emissions from the generation of electricity and natural gas used on-site. GHG emissions are emitted through the generation of electricity and consumption of natural gas.

Mobile Sources

Mobile sources include emissions from the additional vehicle miles generated from the Project. The emissions from the vehicle trips associated with the Project have been analyzed in the manner described above in **CEQA Checklist Section III.3, Air Quality**, of this Addendum.

Emissions of GHGs associated with mobile sources from operation of the Project are based on the average daily trip generation rate, trip distance, the GHG emission factors for the mobile sources, and the global warming potential values for the GHGs emitted. The types of vehicles that would visit the Project Site include all vehicle types including automobiles, light-duty trucks, delivery trucks, and waste haul trucks. Modeling for the Project was conducted using the vehicle fleet mix for the Ventura County portion of the South Coast Air Basin as provided in EMFAC2021 within the CalEEMod model.

Waste

Waste includes the GHG emissions generated from the processing of waste from the Project as well as the GHG emissions from the waste once it is interred into a landfill. Assembly Bill ("AB") 341 required that 75 percent of waste be diverted from landfills by 2020. To be conservative, no reductions have been taken for compliance with AB 341.

Water/Wastewater

Water includes the water used for the interior of the building as well as for landscaping and is based on the GHG emissions associated with the energy associated with supplying and treating water and wastewater. CALGreen standards require a 20 percent reduction in indoor water usage. To be conservative, no changes were made to the default water usage parameters and no reductions were taken.

Construction

The construction-related GHG emissions were also included in the analysis and were based on a 30-year amortization rate as recommended in the SCAQMD GHG Working Group meeting on November 19, 2009. The construction-related GHG emissions were calculated by CalEEMod.

Results

The GHG emissions have been calculated based on the parameters as described above and include the removal of the existing uses being demolished. A summary of the results is shown below in **Table 11, GHG Emissions of the Project**, and the CalEEMod outputs for the Project are provided in **Appendix A** of this Addendum. As shown in **Table 11**, the Project's emissions would be 1,976.13 $MTCO_2e$ per year.

Table 11
GHG Emissions of the Project

Emissions Source	Estimated Project-Generated Emissions ($MTCO_2e$ per year)
Maximum Annual Operation	2,618
Construction Emissions[1]	53.13
Less emissions from removal of existing uses	- 695
Project Net Total	**1,976.13**

$MTCO_2e$ = metric tons of CO_2 equivalent

1 Consistent with guidance from the SCAQMD, construction Emissions have been amortized over a 30-year period.

*Source: CalEEMod Version 2022.1.1.37 for Project Opening Year 2029. Detailed modeling output datasheets are included as **Appendix A** to this Addendum.*

As the Project's GHG emissions would be less than the 3,000 $MTCO_2e$/year SCAQMD GHG emissions thresholds for all land uses, the Project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. Project impacts would be less than significant, Although **Mitigation Measures** (**GHG-1** and **GHG-2**) were previously required with regard to GHG emissions for the General Plan EIR, none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. The General Plan EIR analyzed the General Plan Update's impacts with regard to conflicts with greenhouse gas emissions reduction plans using SCAG's Connect SoCal (2020-2045 RTP/SCS) but was not able to compare the 2045 General Plan Update to the City's City of Thousand Oaks Climate and Environmental Action Plan ("CEAP") (as it was not approved at the time). As such, a full analysis of the Project's potential to conflict with the City's CEAP is included. The Project has been compared to the goals of the City's CEAP and SCAG's Connect SoCal.

City of Thousand Oaks Climate and Environmental Action Plan The Project is consistent with the policies in the City's Climate and Environmental Action Plan as shown in **Table 12, Project Consistency with City of Thousand Oaks Climate and Environmental Action Plan Goals and Measures.**

Table 12
Project Consistency with City of Thousand Oaks
Climate and Environmental Action Plan Goals and Measures

Goals and Measures	Project Compliance with Recommended Actions/Measures
Goal BE1: Reduce GHG Emissions from New Buildings. **Measure BE1.3**: If not included in 2025 Title 24 update, City to consider requiring all-electric construction or mixed fuel plus a Flexible Measures or equivalent compliance pathway that meets the equivalent GHG reduction for new non-residential buildings. **Measure BE1.4:** Encourage developers to build certified buildings at the Gold or Platinum level.	**No conflict.** The Project would be built to include mixed fuels, including electricity for all uses (except the swimming pool gas boilers) and natural gas infrastructure. Features of the buildings incentivize a number of energy efficiency and/or electrification measures to meet GHG savings including: EV chargers as required by the 2025 California Green Building Standards, indoor/outdoor bike parking with charging stations, rainwater management systems to retain on-site rainwater runoff (reduces water use), high surface roofing and paving reflectance (reduces electricity use through passive cooling), installation of drought-tolerant landscaping , drip irrigation systems and high-efficiency plumbing (reduces water use), on-site photovoltaic systems will be installed that would provide approximately 15% of the site's energy requirements.

Goals and Measures	Project Compliance with Recommended Actions/Measures
Goal BE2: Reduce GHG Emissions in Existing Buildings and Operations **Measure BE2.4**: Develop a City Energy Ambassador Program to aid residents and developers with clean energy, energy efficiency, and electrification transition, conduct outreach to existing building owners and occupants, and support the development and enforcement of CEAP-related building ordinances	**No conflict.** The Project will be a new development and will be constructed consistent with the latest Green Building Code and Title 24 requirements. Additionally, the City's default electricity utility provider is the Clean Power Alliance (CPA)'s 100% renewable Green Power mix. Therefore, the Project would support this measure and would not conflict with the City's ability to aid developers with clean energy, energy efficiency, and electrification transition.
Goal BE3: Transition to Greener Energy. **Measure BE3.1**: Increase participation from non-residential properties in Green power program from Clean Power Alliance (CPA).	**No Conflict.** The goal of this measure is to expand participation from non-residential properties in Green power program from Clean Power Alliance (CPA). The City's default electricity utility provider and renewables is CPA's 100% renewable Green Power mix. However, customers can opt out of CPA and remain with SCE if they so choose. Therefore, the Project would support this action by potentially participating in CPA Green Power Program and would not conflict with the City's ability to increase participation from other non-residential properties.
Goal TR1: Reduce Vehicle Miles Traveled (VMT). **Measure TR1.2**: Increase opportunities to both live and work in the City. **Measure TR1.3**: Continue to implement the Active Transportation Plan (ATP) and integrate support for e-mobility.	**No conflict.** The Project Site is currently developed with three commercial buildings totaling approximately 107,859 sf, consisting of two office buildings totaling approximately 97,675 sf and one standalone retail building totaling approximately 10,184 sf. The Project proposes to remove the 97,675 sf of office space and construct a new 331,550-square-foot residential building containing 297 dwelling units, including 25 units reserved as affordable; the 10,184 sf of retail space would be retained. Because the Project would result in a reduction of commercial space, it would not generate employment growth that could lead to unplanned population growth. However, the Project's new residential land uses would generate opportunity to live in the City through the addition of new housing. The Project would support ATP by installing indoor/outdoor bike parking with charging

Goals and Measures	Project Compliance with Recommended Actions/Measures
	stations. Furthermore, the Project incorporates the principles of smart growth and environmental sustainability, as evidenced in the Project Site's location within the established area, the Project Site's proximity to transit and walkable streets, the proposal to add residential density within a mixed-use zone in proximity to transit, an existing bus stop, and the presence of existing infrastructure needed to service the proposed uses.
Goal SW1: Reduce Volume of Landfilled Waste **Measure SW1.1**: Reduce methane emissions from landfilled organic waste through organics collection and composting	**No conflict.** The Project would support this measure as the Project Site would be served by a trash service provider which is subject to AB 939, which requires cities and unincorporated portions of counties throughout the State to divert a minimum 50 percent of waste by 2000. In addition, in 2011, AB 341 established a State policy goal that no less than 75 percent of solid waste be reduced, recycled, or composted by 2020, and requiring California Department of Resources Recycling and Recovery ("CalRecycle") to provide a report to the Legislature that recommends strategies to achieve the policy goal by January 1, 2014. AB 341 also mandated local jurisdictions to implement commercial recycling by July 1, 2012. In addition, the City of Thousand Oaks is applying California Senate Bill 1383 through its establishment of a food recovery program and mandatory organics recycling for all businesses and residents. The City provides a list of food recovery organizations and services on its website. It requires that Tier 1 commercial edible food generators comply with SB 1383 and that Tier 2 generators comply with SB 1383 by January 1, 2024. As such, the Project would not conflict with this goal.

Goals and Measures	Project Compliance with Recommended Actions/Measures
Goal: WA1: Reduce Community Water Use. **Measure WA1.1**: Transition community to climate-appropriate landscaping.	**No conflict**. The Project would support this measure as the Project's landscape plan calls for low maintenance, native, and drought tolerant landscaping. Landscaping species will be planted to ensure they share similar water requirements and common hydrozones. All landscaping will be watered with an automatic, high-efficiency irrigation system. Drip tubing and/or micro spray will be used to minimize over spray and evaporation.
Goal: EN1: Expand the City's Urban Tree Canopy. **Measure EN1.2**: Encourage tree planting on private property.	**No conflict.** The Project would support this measure as the landscaping at the Project Site would include new trees, shrubs, and ground cover vegetation. The Project will introduce a variety of native/drought-tolerant species to the outdoor landscaping areas.
Goal: EN3: Reduce Air and Noise Pollution from Small Offroad Equipment **Measure EN3.1**: Phase out the use of gas-powered leaf blowers. **Measure EN3.2**: Explore the phase out of other small off-road engine equipment.	**No conflict.** The Project also support this measure by not including diesel generators. The Project would use electric landscape equipment or low emission alternative when available. The Project is subject to CARB's Small Off-Road Engine (SORE) regulations control the emissions from new Small Nonroad Spark-Ignition Engines and Equipment, ensuring the efficiency of new leaf blowers and other SOREs equipment applicable to the Project. In addition, California Executive Order N-79-20 sets a goal to transition off-road equipment operations to 100 percent zero-emission by 2035, where feasible, to reduce air and noise pollution from small offroad equipment. As such, the Project would not conflict with this goal.
Goal: AR1: Address Heat-Related Impacts **Measure AR1.1**: Expand urban canopy with climate-appropriate trees. **Measure AR1.3**: Explore cool pavement and permeable pavement options for streets and parking lots.	**No conflict.** The Project would support this measure as the Project's landscape plan calls for low maintenance, native, and drought tolerant landscaping and low-flow water efficient irrigation. The Project would include the planting of shade trees on the property and within the parking areas to help reduce radiation heat production.
Goal: AR2: Address Emergencies and Increase Energy Resiliency	**No Conflict.** The Project would not install diesel-fueled backup power supply.

Goals and Measures	Project Compliance with Recommended Actions/Measures
Measure AR2.4: Encourage businesses, residents, and property owners to install resilient clean backup power supply**.**	
Goal: AR3: Address Water Supply Resiliency, Drought and Storm Impacts **Measure AR3.3**: Pursue avenues to divert and treat stormwater and treated wastewater for potable re-use. **Measure AR3.5**: Reduce stormwater runoff. **Measure AR3.8**: Reduce demand for irrigation through transitioning community to climate-appropriate landscaping	**No conflict.** The Project would support this measure as the Project landscape plan calls for low maintenance, native, and drought tolerant landscaping and low-flow water efficient irrigation. The Project will comply with this measure by complying with or exceeding water conservation requirements in the 2022 or later CALGreen Code and 2022 or later Title 24 requirements. As such, the Project would not require the construction or expansion of off-site stormwater drainage facilities because the Project would not contribute a substantial amount of new stormwater runoff relative to existing conditions.
Source: City of Thousand Oaks CEAP and EcoTierra 2026.	

SCAG's 2020 Connect SoCal

On September 3, 2020, SCAG's Regional Council unanimously voted to approve and fully adopt Connect SoCal. SCAG's Connect SoCal is a regional growth-management strategy that targets per-capita GHG reduction from passenger vehicles and light-duty trucks in the Southern California region. Connect SoCal integrates land use and transportation strategies that are forecasted to reduce GHG emissions to meet the State's 2045 GHG reduction goals. Connect SoCal incorporates local land use projections and circulation networks in City and county general plans. Typically, a project would be consistent with Connect SoCal if the project does not exceed the underlying growth assumptions. As detailed in **CEQA Checklist Section III.14, Population and Housing**, of this Addendum, the Project's housing would represent 3.8 percent of the 7,871 new residential units allowed under the 2045 General Plan Update, which would not be considered substantial. Based on the current (2025) housing ratio of 2.57 persons per household, the Project's new residential units would be expected to generate a population growth of 763 new residents. As detailed above, SCAG projects that the City's current population will increase by 14,152 persons by 2050. The Project's 763 new residents would represent 5.4 percent of this anticipated growth. Furthermore, the 2045 General Plan EIR anticipated a population growth of 20,261 persons by 2045 under the 2045 General Plan Update. The Project's population increase would represent 3.8 percent of this anticipated growth. Accordingly, the population growth associated with the Project would not be substantial when evaluated within the envelope of growth anticipated and accounted for within local and regional long-range plans and would not be considered unplanned. Therefore, the Project would not exceed the underlying growth assumptions within Connect SoCal. Additionally, the Project is located near a transit stop on Hillcrest Drive, about 500 feet west of the intersection, served by City bus route 44.

Furthermore, Hillcrest Drive is a Class III bicycle route, which would encourage the use of alternative transportation. Accordingly, the Project would not conflict with implementation of the strategies identified in Connect SoCal that would reduce GHG emissions.

Executive Order S-3-05 and SB 32

Executive Order S-3-05 establishes the following goals: GHG emissions should be reduced to 2000 levels by 2010, to 1990 levels by 2020, and to 80 percent below 1990 levels by 2050. SB 32 establishes a statewide GHG emissions reduction target whereby CARB, in adopting rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions, shall ensure that statewide GHG emissions are reduced to at least 40 percent below 1990 levels by December 31, 2030. Although there are no established protocols or thresholds of significance for that future year analysis, CARB forecasts that compliance with the current Scoping Plan puts the State on a trajectory of meeting these long-term GHG goals, although the specific path to compliance is unknown.[69]

CARB has expressed optimism with regard to both the 2030 and 2050 goals. It states in the First Update to the Climate Change Scoping Plan that "California is on track to meet the near-term 2020 GHG emissions limit and is well positioned to maintain and continue reductions beyond 2020 as required by AB 32."[70] With regard to the 2050 target for reducing GHG emissions to 80 percent below 1990 levels, the First Update to the Climate Change Scoping Plan states that the level of reduction is achievable in California.[71] CARB believes that the State is on a trajectory to meet the 2030 and 2050 GHG reduction targets set forth in AB 32, SB 32, and Executive Order S-3-05. This is confirmed in the Second Update, which states the following:[72]

> *The Proposed Plan builds upon the successful framework established by the Initial Scoping Plan and First Update, while also identifying new, technologically feasibility and cost-effective strategies to ensure that California meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health, including in disadvantaged communities. The Proposed Plan is developed to be consistent with requirements set forth in AB 32, SB 32, and AB 197.*

The Project would not interfere with implementation of any of the above-described GHG reduction goals for 2030 or 2050 because the Project would not exceed the SCAQMD's draft threshold of 3,000 metric

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[69] *California Air Resources Board, First Update to the Climate Change Scoping Plan: Building on the Framework, May 2014, https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf, accessed February 2025.*

[70] *California Air Resources Board, First Update to the Climate Change Scoping Plan: Building on the Framework, May 2014, https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf, accessed February 2025.*

[71] *California Air Resources Board, First Update to the Climate Change Scoping Plan: Building on the Framework, May 2014, https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf, accessed February 2025.*

[72] *California Air Resources Board, California's 2017 Climate Change Scoping Plan, November 2017, https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf, accessed February 2025.*

tons of carbon dioxide equivalent ("$MTCO_2e$") per year for all land uses.[73] Because the Project would not exceed the threshold, it would not impede the State's trajectory toward the above-described statewide GHG reduction goals for 2030 or 2050.

Thousand Oaks General Plan

State policies to reduce GHG emissions associated with energy use, including the Renewables Portfolio Standard and Title 24 of the California Building Code, would reduce GHG emissions associated with the Project. Therefore, the Project would also be consistent with Policy CO-39 of the Thousand Oaks General Plan, which supports GHG reduction efforts consistent with AB 32.[74] Consequently, the Project would not conflict with the policies of the Thousand Oaks General Plan aimed at reducing GHG emissions, and impacts would be less than significant. Although **Mitigation Measures** (**GHG-1** and **GHG-2**) were previously required with regard to GHG emissions for the General Plan EIR, none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

4. Cumulative Analysis

Construction and operation of the Project would result in the generation of GHG emissions. Construction GHG emissions generated by the Project would be short term in nature and would not cause a measurable increase in global GHG emissions necessary to force global climate change. The Project design includes features that would reduce operational emissions.

As the Project's emissions would be less than SCAQMD's recommended threshold and meet the threshold for compliance with Executive Order S-3-05, the Project's emissions also comply with the goals of AB 32 and the Scoping Plan. Additionally, as the Project meets the current interim emissions targets/thresholds established by SCAQMD, the Project would also be on track to meet the reduction target of 40 percent below 1990 levels by 2030 mandated by SB-32. The Project's consistency with the State's Scoping Plan would assist in meeting each jurisdiction's contribution to GHG emission reduction targets in California. With respect to future GHG targets under SB 32 and Executive Order S-3-05, CARB has also made clear its legal interpretation that it has the requisite authority to adopt whatever regulations are necessary, beyond the AB 32 horizon year of 2020, to meet the SB 32 40 percent reduction target by 2030 and the Executive Order S-3-05 80 percent reduction target by 2050. This legal interpretation by an expert agency provides evidence that future regulations will be adopted to continue the trajectory toward meeting these future GHG targets. The majority of the post 2020 reductions in GHG emissions are addressed via regulatory requirements at the State level and the Project would be required to comply with these regulations as they come into effect. Pursuant to such State regulatory requirements, the Project would

[73] *South Coast Air Quality Management District, Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold, October 2008.*

[74] *City of Thousand Oaks, General Plan, Conservation Element, 2013.*

install indoor/outdoor bicycle parking (in compliance with Section 5.106.4 of the 2022 CALGreen Building Standards Code)[75] and install EV parking to meet CALGreen Standards.

Based on the above, the Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs and impacts would be less than significant. The development of the Project would not result in significant impacts regarding greenhouse gas emissions; therefore, the Project would not create cumulatively considerable impacts.

9. Hazards and Hazardous Materials

	Impact Determination for 2045 General Plan Update EIR	Proposed Project Impact Conclusion	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially. More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
Would the project:					
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less than Significant	Less than Significant	No	No	No
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?	Less than Significant	Less than Significant	No	No	No
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile	Less than Significant	Less than Significant	No	No	No

[75] *Section 5.106.4 of the 2022 CALGreen Building Standards Code requires that both short-term and long-term bicycle spaces be provided on-site at a rate of 5 percent of the total parking spaces each. Calculated as: 5 percent of 538 total parking spaces = 26.9, rounded up to 27.*

	Impact Determination for 2045 General Plan Update EIR	Proposed Project Impact Conclusion	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially. More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
of an existing or proposed school?					
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Less than Significant	Less than Significant	No	No	No
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?	No Impact	No Impact	No	No	No
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less than Significant	Less than Significant	No	No	No
g. Expose people or structures, either directly or indirectly, to a significant risk of loss,	Less than Significant Impact	Less than Significant Impact	No	No	No

	Impact Determination for 2045 General Plan Update EIR	Proposed Project Impact Conclusion	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially. More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
injury or death involving wildland fires?					

A. Summary of Analysis in Final EIR

The General Plan EIR evaluated the potential for development facilitated by the General Plan Update to result in environmental impacts from hazards and hazardous materials.

Transport and Disposal

Mandatory compliance with all applicable State, and Federal laws and the proposed policies from General Plan relating to the transport, use, and disposal of hazardous materials during construction and operation of future development facilitated by the General Plan EIR would minimize the potential to create a significant hazard to the public or the environment through the routine transport, use, and disposal of hazardous materials. Therefore, this impact was determined by the General Plan EIR to be less than significant.

Upset and Accident Conditions

The City's Public Works Department, Emergency Management Division has protocols to remedy the accidental release of hazardous materials, as set forth in the City's Emergency Operations Plan.[76] These regulatory safeguards minimize exposure of the public and environment to a potential release of hazardous materials. The California Health and Safety Code Section 19827.5 requires that local agencies not issue demolition or alteration permits until an applicant has assessed the potential for a structure to contain asbestos and demonstrated compliance with notification requirements under Federal regulations involving hazardous air pollutants, including asbestos. CCR Section 1532.1 requires testing, monitoring, containment, and disposal of lead-based materials, such that exposure levels do not exceed California Occupational Safety and Health Administration standards. Similarly, CCR Section 1529 sets requirements for asbestos exposure assessments and monitoring, methods of complying with exposure requirements, safety wear, communication of hazards, and medical examination of workers.

Hazardous material use and storage would primarily consist of common household hazardous materials such as solvents, paints, and chemicals used for cleaning and building maintenance, and landscaping supplies. These materials would not be different from household hazardous materials currently in use

[76] *City of Thousand Oaks, Emergency Operations Plan, 2020.*

throughout Thousand Oaks. Residents and workers would use limited quantities of products that contain hazardous materials routinely for periodic cleaning, repair, and maintenance, or for landscaping and pest control. The disposal of household hazardous materials would be conducted at the City's household hazardous waste facility. The City provides a program for residents to schedule the pickup of household hazardous materials.[77]

Overall, applicable Federal, State, and local regulations would minimize the potential for future development facilitated by the General Plan EIR to create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Therefore, this impact was determined by the General Plan EIR to be less than significant.

Hazardous Materials Sites

Future development facilitated by the General Plan EIR could occur on sites with underground storage tanks ("UST") or other hazardous materials sites. Tank removal activities would pose both health and safety risks to workers, tank handling personnel, and the public from tank contents or vapors. Future development facilitated by the General Plan EIR would be required to identify and clean-up hazardous materials sites in accordance with proposed policies and remove such hazardous materials in accordance with applicable State and local regulations. As a result, the General Plan EIR would not create a significant hazard to the public or the environment due to being located on a hazardous materials site. This impact was determined by the General Plan EIR to be less than significant.

Impairment of Emergency Response Plans

Construction activities associated future development facilitated by the General Plan EIR could potentially interfere with adopted emergency response or evacuation plans as a result of temporary construction activities within rights-of-way, temporary construction barricades, or other obstructions that could potentially impede emergency access. Temporary construction barricades or other obstructions that could be potential obstructions to emergency access on State Highway System/routes would be subject to the standards set forth in the California Manual of Uniform Traffic Control Devices.[78]

Future development facilitated by the General Plan EIR would result in additional traffic. However, multiple guidance documents, including the City's Emergency Operations Plan and the County's Multi-Jurisdictional Hazard Mitigation Plan provide guidance during unique situations requiring an unusual or extraordinary response, including traffic control and management. This impact was determined by the General Plan EIR to be less than significant.

Wildfire

The City would evaluate development facilitated by General Plan EIR to ensure development would minimize risks associated with wildfire, including the potential for development to exacerbate wildfire risk

[77] *City of Thousand Oaks, Hazardous Waste Home Collection Program,*
[78] *California Department of Transportation, California Manual on Uniform Traffic Control Devices, 2023.*

due to slope or prevailing winds. Compliance with State and Federal regulations, VCFD requirements and recommendations, and the policies outlined in General Plan EIR's Safety Element would ensure that General Plan EIR would not exacerbate wildfire risk due to slope or prevailing winds which could expose occupants to substantial pollutant concentrations or the uncontrolled spread of a wildfire. This impact was determined by the General Plan EIR to be less than significant.

The General Plan EIR includes polices to address emergency access, response, and preparedness, and to ensure development would not exacerbate wildfire risk due to slope, prevailing winds, or other factors. Furthermore, development facilitated by General Plan EIR would adhere to the CFC and all development would be reviewed by VCFD to ensure wildfire risk would not be exacerbated.

The General Plan EIR also developed polices to ensure development would not exacerbate risks from flooding or landslides due to wildfire. A detailed description of the goals and polices is described below under the Section, General Plan EIR Goals and Polices. Thus, impacts related to wildfire were determined in the General Plan EIR to be less than significant.

General Plan EIR Goals and Policies

The General Plan EIR identified the following goals and policies in the General Plan related to hazards and hazardous materials:

Safety Element

- **Policy 8.1: Risks from Hazardous Materials.** Regulate the locations of businesses that utilize large quantities of hazardous materials, to prevent exposure of people or the environment from excessive hazardous material risks.
- **Policy 8.2: Cleanup of Sites.** Coordinate with the Ventura County Environmental Health Department and the Regional Water Quality Control Board to cleanup sites that have been contaminated by hazardous materials releases, especially those that have contaminated groundwater.
- **Policy 8.5: Agency Coordination for Hazardous Materials Transportation.** Continue to follow guidelines set in the Hazard Mitigation Plan regarding regional plans for transportation corridors for hazardous materials.
- **Implementation Action S-A.9: Industrial Performance Standards.** Adopt industrial performance standards addressing hazardous waste materials storage.

B. Analysis of Proposed Project

The following analysis in this hazards and hazardous materials section is based on the following:

- Phase I Environmental Site Assessment Report, 195, 275, 325 East Hillcrest Drive, Thousand Oaks, California 91360, Citadel EHS, July 3, 2024.

The Phase I Environmental Site Assessment Report is available in **Appendix H** of this document.

1. Existing Setting

Existing and Past Hazardous Materials at the Project Site

Hazardous materials encompass a wide range of substances, some of which are naturally occurring and some of which are man-made. Examples of hazardous materials include pesticides, herbicides, petroleum products, metals (e.g., lead, mercury, arsenic), asbestos, and chemical compounds used in manufacturing. Hazardous materials are used for a variety of purposes, including service industries, various small businesses, medical uses, schools, and households. Many chemicals used in household cleaning, construction, dry cleaning, film processing, landscaping, and automotive maintenance and repair are considered hazardous. Small-quantity hazardous waste generators include facilities such as automotive repair, dry cleaners, and medical offices. Hazardous materials could pose a substantial present or future hazard to human health or the environment when improperly handled, disposed, or otherwise managed. The area evaluated for hazards and hazardous materials impacts includes the Site and nearby properties with the potential to affect or be affected by the Project.

A review of historical sources showed that the Site was undeveloped and/or agricultural land as early as 1900. An intermittent stream was located in the west portion of the Site. The stream did not appear to be within Site boundaries by 1950. According to information provided by the applicant, the Site was developed with the three current commercial office structures in 1981. Historical occupants of all three structures include various commercial office tenants, dental offices, and various medical offices since 1985.

While the Site appeared to previously be developed for agricultural use, it has since been redeveloped for commercial use. The majority of the Site has been hardscaped with the current structures and surface parking lot limiting occupant exposure to the subsurface. It is likely that any agricultural chemicals were removed during the grading and redevelopment process; thus, the previous agricultural use is not expected to represent an environmental concern.

The following provides a brief history of the adjoining/adjacent properties:

- The properties to the north appeared to be undeveloped and/or agricultural land as early as 1900. The area remained relatively unchanged until the current multifamily residential structure was developed by 1967. The current commercial structure was developed by 1989. Historical occupants of the multifamily residential structure include residences since 1967. Historical occupants of the commercial structure include an assisted living facility since 2011.

- The property to the east appeared to be undeveloped and/or agricultural land as early as 1900. The area remained relatively unchanged until a road and surface parking lot connecting the Site to a road further east appeared developed. The road and parking lot appeared to have been demolished by 1989 and replaced with the current apartment complex and commercial structure by 1994. Historical occupants of the apartment complex include Oakcrest Apartments from 1995 to 2000, Oakwood Apartments from 2002 to 2010, and Eaves Apartments since 2014. Historical occupants of the commercial structure include Kaiser Permanente since 2000.

- The properties to the south appeared to be undeveloped land as early as 1900. Multiple residential structures, likely associated with the surrounding agricultural use, appeared developed by 1938. The previously identified residential structures appeared to have been demolished and replaced with multiple commercial structures by 1967. East Hillcrest Drive appeared developed by 1978. The previously identified commercial structures appeared to have been demolished by 1989. At this time, Boardwalk Avenue appeared developed and the current commercial structure west of Boardwalk Avenue appeared developed. The current multifamily residential structures appeared developed east of Boardwalk Avenue by 2002. Historical occupants of the commercial "structure include Hillcrest Royal Retirement Home since 1992. Historical occupants of the multifamily residential structures include residences since 2002.

- The properties to the west appeared to be undeveloped and/or agricultural land as early as 1900. The area remained relatively unchanged until the current commercial structure and surface parking lot and portions of the current apartment complex appeared developed by 1978. The remaining structures of the current apartment complex appeared developed by 1985. Historical occupants of the commercial structure include Builders Emporium from 1975 to 1995 and Office Depot from 2000 to 2020. Historical occupants of the apartment complex include Conejo Future Apartments since 1980."

The Site consists of two two-story commercial office buildings and one single-story multi-tenant commercial building totaling approximately 106,130 sf; asphalt-paved parking areas; and associated landscaping. Two water features are located near the entrances of each of the two-story buildings. Access to the Site parking areas is near the along the southern boundary of the Site along East Hillcrest Drive. At the time of the Site reconnaissance, the Site was occupied by various commercial office tenants including engineering firms, insurance companies, law firms, massage therapists, mental health clinics, and a dentist.

Stationary equipment at the Site includes two hydraulic elevators, water pumps, and two pad mounted transformers. In general, the Site appeared to be well maintained.

Identified Hazardous Materials Onsite

Routine janitorial and maintenance supplies were observed in containers sized for commercial use and properly stored with no signs of staining or leaking. The hazardous materials observed are not expected to represent a significant environmental concern.

A dental practice with an x-ray machine was observed at the Site. The x-ray machine appeared to be digital and did not generate hazardous waste. The practice reportedly utilized an amalgam separator connected to sinks to catch particles prior to their entrance to the sewer system; however, the separator could not be observed at the time of the inspection due to business operations. The use of the separator and x-ray machine are not expected to represent an environmental concern.

Polychlorinated Biphenyls

Typical sources of polychlorinated biphenyls ("PCBs") include electrical transformer cooling oils, fluorescent light fixture ballasts and hydraulic oil. In 1976, the U.S. EPA banned the manufacture and sale of PCB-containing transformers. Prior to this date, transformers were frequently filled with a dielectric fluid containing PCB-laden oil. By 1985, the US EPA required that commercial property owners with transformers containing more than 500 parts per million ("ppm") PCBs must register the transformer with the local fire department, provide exterior labeling, and remove combustible materials within 16 feet (40 Code of Federal Regulations 761.30: "Fire Rule").

One pad-mounted transformer was observed between 275 and 325 East Hillcrest Drive and one pad-mounted transformer was observed east of 195 East Hillcrest Drive. Two hydraulic elevator equipment were observed at the Site; the equipment was located on the first floor of the 275 and 325 East Hillcrest Drive buildings.

The observed equipment appeared to be in working order with no signs of staining or leaking. The equipment observed are not expected to represent a significant environmental concern.

Radioactive Man-Made Materials

Many public and private office buildings in the United States have self-luminescent tritium exit signs that contain radioactive materials. While these do not constitute a recognized environmental condition, the exit signs must be properly identified to ensure proper handling and disposal practices.

Pits, Ponds, and Lagoons

Two water features designed to look like small rivers and ponds were located outside of the main entrance of the two buildings. Two water pumps associated with the water features were observed near the two buildings. The water features and pumps are maintained on a monthly basis by an outside maintenance company. No hazardous materials storage or staining was observed in the vicinity of the water features. The water features are not expected to represent an environmental concern.

Wells, Cisterns, Sumps, and Drains

Several storm drains were observed in the parking area of the Site. Additionally, mop sinks and break room and bathroom floor drains were located within the Site buildings. No hazardous substances or petroleum products were noted in the vicinity of the drains. Based on the use of the drains solely for water runoff, the presence of the drains is not expected to represent a significant environmental concern.

Methane

The Site is not located within a known or designated methane zone.

Asbestos-Containing Materials

The EPA issued a final rule under Section 6 of Toxic Substances Control Act ("TSCA") banning most asbestos-containing building materials ("ACBMs") in 1989. The ban on ACBMs was vacated in 1991 allowing some building materials to continue to contain asbestos. The applicability of the ("EPA's") National Emission Standards for Hazardous Air Pollutants (40 CFR Chapter 61, Subpart M) apply to the owner or operator of a facility where an inspection for the presence of asbestos containing materials ("ACM"), including Category I (asbestos containing packings, gaskets, resilient floor coverings and asphalt roofing products), and Category II (all remaining types of non-friable asbestos containing material not included in Category I that when dry, cannot be crumbled, pulverized or reduced to powder by hand pressure), non-friable ACM must occur prior to the commencement of demolition or renovation activities.

Building materials, coatings, and/or finishes containing asbestos may be present in any structure regardless of the date of construction. In accordance with National Emission Standards for Hazardous Air Pollutants and local air pollution control district regulations, all suspect materials, finishes, and coatings that will be impacted by renovation or demolition regardless of the date of construction are required to be surveyed for the presence of asbestos by State-licensed asbestos consultants.

A survey for asbestos-containing materials was not requested or conducted as part of this Phase I ESA.

Lead-Based/Lead Containing Paints

Lead-based paint ("LBP") is defined as any paint, varnish, stain, or other applied coating that has greater than or equal to one milligram per square centimeter ("mg/cm2") (5,000 microgram per gram (µg/g) or 5,000 ppm) of lead by Federal guidelines; State and local definitions may differ from the Federal definitions in amounts ranging from 0.5 mg/cm2 to 2.0 mg/cm2. In 2009, the US Consumer Product Safety Commission (16 Code of Federal Regulations CFR 1303) banned paint containing more than 0.009% (90 ppm) lead for residential use. Buildings built before 1978 are much more likely to have LBP; however, all commercial structures regardless of the date of construction likely contain lead-based or lead-containing glazings, varnishes, stains, coatings, paints, and primers. Such materials that will be impacted by renovation, repair, or demolition should be tested beforehand and the results disclosed to trades or staff that will be doing such work. All associated waste streams should be accurately characterized for proper disposal requirements.

A survey for lead containing materials was not requested or conducted as part of this Phase I ESA.

Radon

The California Bureau of Mines and Geology and California Department of Public Health participated in the United States EPA's State Radon Survey, a Federal survey to measure levels of indoor radon in all states. Based on the results of this survey, California Bureau of Mines and Geology and California Department of Public Health predicted that approximately 0.5% of homes in Region 9 would have radon concentrations over the EPA action level of 4.0 pico Curies per liter ("pCi/L").

The Federal EPA Radon Zone for Ventura County is Zone 1, which indicates an average in door concentration greater than 4.0 pCi/L of air. In a survey, 236 tests were performed within the 91360 zip code for the presence of radon. Of these, 15 tests were found to contain radon in excess of 4.0 pCi/L. Site-specific radon values were not available and were not a part of this ASTM Phase I ESA.

2. Regulatory Setting

Federal Regulations

Resource Conservation and Recovery Act of 1976

The RCRA gives the EPA the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also sets forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled the EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances.

Hazardous Materials Transportation Act

The transportation of hazardous materials is regulated by the Hazardous Materials Transportation Act, which is administered by the Office of Hazardous Materials Safety within the Pipeline and Hazardous Materials Administration of DOT. The Hazardous Materials Transportation Act governs the safe transportation of hazardous materials by all modes. DOT regulations that govern the transportation of hazardous materials are applicable to any person who transports, ships, or causes to be transported or shipped hazardous materials, or who is involved in any way with the manufacture or testing of hazardous materials packaging or containers. DOT regulations govern every aspect of the movement of hazardous materials including packaging, handling, labeling, marking, placarding, operational standards, and highway routing.

Disaster Mitigation Act of 2000

The Disaster Mitigation Act of 2000 provided a new set of mitigation plan requirements that encourage State and local jurisdictions to coordinate disaster mitigation planning and implementation. States are encouraged to complete a "Standard" or an "Enhanced" Hazard Mitigation Plan. "Enhanced" plans demonstrate increased coordination of mitigation activities at the State level and, if completed and approved, increase the amount of funding through the Hazard Mitigation Grant Program. California's Hazard Mitigation Plan is an 'Enhanced' Plan.

Comprehensive Environmental Response, Compensation, and Liability Act

The CERCLA, commonly known as a Superfund, was enacted by Congress on December 11, 1980. This law created a tax on the chemical and petroleum industries, and provided Federal authority to respond directly to releases, or threatened releases, or hazardous substances that may endanger public health or the environment. CERCLA:

- Establishes provisions and requirements concerning closed and abandoned hazardous waste sites;
- Provides for liability of persons responsible for releases of hazardous waste at these sites; and
- Establishes a trust fund for cleanup when no responsible party can be identified.

Clean Water Act 402

The CWA Section 402 provides for the restoration and maintenance of the physical, chemical, and biological integrity of the nations' waters. Discharges if pollutants must be authorized under the NPDES permits. These permits can include Waste Discharge Requirements and SWPPPs. The CWA sets up a system of water quality standards, discharge limitations, and permit requirements.

State Regulations

California Unified Program Administration

CUPA consolidates, coordinates, and makes consistent the administrative requirements, permits, inspections, and enforcement activities of six environmental and emergency response programs, as listed below:

- Hazardous Materials Release Response Plans and Inventories (Business Plans)
- CalARP Program
- UST Program
- Aboveground Petroleum Storage Act Program
- Hazardous Waste Generator and On-site Hazardous Waste Treatment (tiered permitting) Programs
- California Uniform Fire Code: Hazardous Material Management Plans and Hazardous Material Inventory Statements
- California Code of Regulations, Title 8

The State agency partners involved in the Unified Program have the responsibility of setting program element standards, working with CalEPA on ensuring program consistency, and providing technical assistance to CalEPA. The following State agencies are involved with the Unified Program:

- CalEPA is directly responsible for coordinating the administration of the Unified Program; the Secretary of the CalEPA certifies CUPAs.
- DTSC provides technical assistance and evaluation for the hazardous waste generator program including on-site treatment (tiered permitting).
- The California Office of Emergency Services ("OES") is responsible for providing technical assistance and evaluation of the Hazardous Material Release Response Plan (Business Plan) Program and the CalARP Programs.

- The Office of the State Fire Marshal is responsible for ensuring the implementation of the Hazardous Material Management Plans and the Hazardous Material Inventory Statement Programs. These programs are closely tied with the Business Plan Program.
- SWCRB provides technical assistance and evaluation for the UST program in addition to handling the oversight and enforcement for the aboveground storage tank program. The CUPA for Ventura County is the VCEHD. The VCEHD is responsible for implementing the Federal and State laws and regulations pertaining to the handling of hazardous wastes and hazardous materials.

California Fire Code

The California Fire Code is Chapter 9 of CCR Title 24. It has the primary means for authorizing and enforcing procedures and mechanisms to ensure the safe handling and storage of any substance that may pose a threat to public health and safety. The California Fire Code regulates the use, handling, and storage requirements for hazardous materials at fixed facilities. The California Fire Code and the California Building Code use a hazard classification system to determine what protective measures are required to protect fire and life safety. These measures may include construction standards, separations from property lines, and specialized equipment.

California Accidental Release Prevention Program

The CalARP Program addresses facilities that contain specified hazardous materials, known as "regulated substances," that, if involved in an accidental release, could result in adverse off-site consequences. The CalARP Program defines regulated substances as chemicals that pose a threat to public health and safety or the environment because they are highly toxic, flammable, or explosive.

State Assembly Bill 2948

Enacted in 1986 and sometimes referred to as 'Tanner 1986,' State Assembly Bill 2948 mandates that local governments have hazardous waste plans for dealing with hazardous wastes generated within the community, including identifying sources of hazardous wastes, transportation routes needed to remove the waste and areas for potential treatment and disposal. These plans are often integrated with or part of municipal and county General Plan documents.

California Health and Safety Code

California Health and Safety Code Section 25150, requires DTSC to adopt, and revise when appropriate, standards and regulations for the management of hazardous wastes to protect against hazards to the public health, domestic livestock, wildlife, or the environment. In adopting or revising standards and regulations pursuant to this chapter, the department shall, as far as practicable, make the standards and regulations conform with corresponding regulations adopted by the USEPA pursuant to the Federal act. This section does not prohibit the department from adopting standards and regulations that are more stringent or more extensive than Federal regulations.

CalEPA, in cooperation with the DTSC and the SWRCB and the Office of Environmental Health Hazard Assessment, publishes a list of screening numbers for select contaminants. Screening numbers are defined

as the concentration of a contaminant published by CalEPA as an advisory number. In determining screening numbers, CalEPA considers the toxicology of the contaminant, risk assessments prepared by Federal or State agencies, epidemiological studies, risk assessments or other evaluations of the contaminant during remediation of a site, and screening numbers that have been published by other agencies.

In January 2018, the DTSC's Human and Ecological Risk Office issued Human Health Risk Assessment Note Number 3. The document lists DTSC-SLs for select compounds in soil, tap water, and air for use in the human health risk assessment process at hazardous waste sites and permitted facilities.

California Public Resources Code 21151.4

Pursuant to Public Resources Code Section 21151.4, projects that can be reasonably anticipated to produce hazardous air emissions or handle extremely hazardous materials, substances, or waste within 0.25 miles of an existing or proposed school must consult with the potentially affected school district and provide written notification not less than 30 days prior to the proposed certification or adoption of an environmental document. Where a school district proposes property acquisition or the construction of a school, the environmental document must address existing environmental hazards, and written findings must be prepared regarding existing pollutant sources.

California Cortese List, Government Code 65962.5

Government Code Section 65962.5 requires CalEPA to develop and update the Hazardous Waste and Substances Sites ("Cortese") List. The Cortese List is a planning document used by State and local agencies and developers to comply with CEQA requirements in providing information about the location of hazardous materials release sites.

California Hazardous Materials Release Response Plans and Inventory Law

The California Hazardous Materials Release Response Plans and Inventory Law of 1985 (Business Plan Act) requires that any business that handles hazardous materials prepare a Business Plan. That Business Plan must include the details of facility and business conducted at the Project Site, an inventory of hazardous materials that are handled or stored on site, an emergency response plan and a training program for safety and emergency response for new employees, with annual refresher courses.

California Code of Regulations, Title 8

CCR Title 8 contains the General Industry Safety Orders of the State regulations. Article 4 addresses dust, fumes, mists, vapors, and gasses. Article 4, Section 1529 deals with asbestos and ACM and Section 1532.1 addresses lead and LBP. Both Sections set out requirements for employer monitoring of employee exposure to these materials as well as regulations on worker personal protective equipment ("PPE"), disposal of wastes, medical examinations of exposed workers, and action levels and exposure limits for ACM and LBP dusts. Title 8 is administered by the California Occupational Safety and Health Administration ("Cal/OSHA").

Regional Regulations

Ventura County and Thousand Oaks Hazardous Materials Plans

There are several hazardous materials plans in effect in Thousand Oaks that regulate and guide the storage, use, handling, transport, and disposal of hazardous materials. Some are managed by the County and enforced by local agencies as appropriate and others, such as individual City plans, are managed directly by local authorities.

The Ventura County Hazardous Materials Emergency Response Plan is overseen by the CUPA. It integrates many regional response plans to provide a cohesive system of information sharing, individual agency responsibilities and command and control of hazardous materials spill response, which is generally managed on the ground by Ventura County Fire Department. An important part of the Hazardous Materials Emergency Response Plan is the incorporation of Business Plans for each individual commercial operation. The CUPA integrates these Business Plans into both local and regional emergency planning.

The threat of major hazardous material incidents in Thousand Oaks exists from commercial vehicles and rail; fixed facilities; petroleum pipelines and clandestine dumping. The level of exposure from stationary sources is considered very low, due to the types of businesses and industry conducted within the area.

Ventura County Sheriff's Office of Emergency Services

In cooperation with local jurisdictions, Ventura County Sheriff's Office of Emergency Services developed the Ventura County Emergency Operations Plan ("EOP") which addresses the County's planned response to extraordinary emergency situations and natural, human caused or technological disasters as well as provides an overview of operational concepts and identifies components of the County's emergency management organization within the California Standardized Emergency Management System ("SEMS") and the National Incident Management System ("NIMS") and describes the overall responsibilities of the Federal, State, and county entities for protecting life, property, the environment and assuring the overall well-being of the population. The latest draft EOP was published in February 2021.175.

Ventura County Air Pollution Control District Rule 6.27

The City contains numerous policies related to the handling and transport of hazardous materials in the Safety Element of its General Plan, under the Plan's overarching

- **Goal S-7:** "Protect life, property, and the environment from the effects of releases of hazardous materials into the air, land, or water."

The General Plan policies most relevant to this analysis include:

  - **Policy E-3:** Strive to locate businesses that utilize hazardous materials in areas which will minimize risks to the public or environment.

- **Policy E-4:** Coordinate with [EHD] and [LARWQCB] to encourage cleanup of sites that have been impacted by hazardous materials releases – especially those that have impacted groundwater.

Local Regulations

City of Thousand Oaks General Plan

The City's Safety Element provides an overview of natural hazards as well as human-induced hazards and hazardous materials within Thousand Oaks. According to the Safety Element, the City does not contain a high concentration of hazardous material sites such as leaking underground storage tank (LUST) sites, contaminated groundwater sites within the within the State Water Resources Control Board (SWRCB) Site Cleanup Program, and hazardous waste sites under the Department of Toxic Substances Control (DTSC) Site Cleanup Program.[79]

- **Goal S-8:** Protect the community and environment from the effects of hazardous materials release into the air, land, or water.
  - **Policy S-8.1: Risks from hazardous materials.** Regulate the locations of businesses that utilize large quantities of hazardous materials, to prevent exposure of people or the environment from excessive hazardous material risks.
  - **Policy S-8.2: Cleanup of sites.** Coordinate with the Ventura County Environmental Health Department and the Regional Water Quality Control Board to cleanup sites that have been contaminated by hazardous materials releases, especially those that have contaminated groundwater.

3. Impact Analysis

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact.

Construction

Construction of the Project would involve the temporary transport, use, and disposal of potentially hazardous materials. These materials include paints, adhesives, surface coatings, cleaning agents, fuels, and oils that are typically associated with development of any residential and commercial development Project. All of these materials would be used temporarily during construction. Additionally, all potentially hazardous materials associated with construction activities would be used and stored in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations, which further minimizes the potential risk associated with construction-related hazardous materials, including the implementation of standard construction BMPs for the use and handling of such materials. Any use of

[79] *Thousand Oaks General Plan, Safety Element, p. 210*

potentially hazardous materials utilized during construction of the Project would comply with all local, State, and Federal regulations regarding the handling of potentially hazardous materials and risk of spills would cease after construction is completed. The transport, use, and storage of hazardous materials during the construction of the Project would be conducted in accordance with all applicable State and Federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, California Hazardous Material Management Act, and CCR Title 2. Construction activities would be contained on the Site and, thus, any emissions from the use of such materials would be minimal and localized to the Site. Therefore, construction of the Project would not expose persons or the environment to a substantial risk resulting from the release of hazardous materials or exposure to health hazards in excess of regulatory standards.

Operation

Operation of the Project would not involve the routine use, transport, or disposal of hazardous materials. The Project includes the development of a residential and commercial uses. These typical urban land uses do not involve the routine use of hazardous materials**.** Instead, the operation of the Project has limited hazardous materials that are similar to any other urban development such as cleaning solvents, paints, and pesticides for landscaping. As a result, the Project generally would not produce significant amounts of hazardous waste, use or transport hazardous waste beyond those materials typically used in an urban development. Therefore, operation of the Project would not expose persons or the environment to a substantial risk resulting from the release of hazardous materials or exposure to health hazards in excess of regulatory standards.

Moreover, the Project would adhere to regulatory requirements for source hazardous waste reduction measures (e.g., recycling of used batteries, etc.) that would further minimize the generation of hazardous waste. The Project would be required to comply with the applicable City ordinances regarding implementation of hazardous waste reduction efforts on-site (i.e., the City's Green Building Ordinance). The applicable regulatory requirements further ensure that the minimal amount of hazardous materials associated with the Project are properly treated and disposed of at licensed resource recovery facilities or hazardous waste landfills. The potential transport of any hazardous materials and wastes, i.e., paints, adhesives, surface coatings, cleaning agents, fuels, and oils, if it occurs, would occur in accordance with Federal and State regulations that govern the handling and transport of such materials. In accordance with such regulations, the transport of hazardous materials and wastes would only occur with transporters who have received training and appropriate licensing. Therefore, impacts related to the transport, use, and disposal of hazardous materials would be less than significant. No mitigation measures were previously required with regard to the transport, use, or disposal of hazardous materials for the General Plan EIR and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

b) Would the project 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?

Less Than Significant Impact. California Government Code Section 65962.5 requires various State agencies to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells, and solid waste facilities where there is known migration of hazardous waste, and submit such information to the Secretary for Environmental Protection on at least an annual basis.

The purpose of the Phase I Environmental Site Assessment ("ESA") was to identify, to the extent feasible and pursuant to the processes prescribed in ASTM International Standard E1527-21, recognized environmental conditions ("RECs"), historical recognized environmental conditions ("HRECs"), or controlled recognized environmental conditions ("CRECs") in connection with the Site. A RECs is the presence or likely presence or any hazardous substances or petroleum products in, on, or at the property due to release to the environment; under conditions indicative of a release to the environment; or under conditions that pose a material threat of a future release to the environment. A CREC results from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority. A HREC is a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls.

De minimis conditions are a condition related to a release that generally does not present a threat to the human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. A condition determined to be a de minimis condition is neither a REC nor a CREC.

Regulatory databases such as those required by California Government Code Section 65962.5 were reviewed for the Site and properties within the standard search radii. The records search included Federal, State, and tribal environmental record sources, and supplemental and local sources. The Site as 195 East Hillcrest Drive was identified on the HWTS database and the HAZNET database due to generating other organic solids in 2005. The Site as 275 East Hillcrest Drive was identified on the HWTS database and the Ventura County Medical Waste Program as a small quantity medical waste generator, likely associated with biohazardous and sharps waste. The presence of the Site on these databases reflects proper disposal of hazardous waste. Based on the lack of documented spills or leaks and proper disposal of hazardous waste, these listings are not expected to represent an environmental concern.

A review of such databases shows that there are no known hazardous sites associated with the Site as according to California DTSC's EnviroStor database,[80] SWRCB's GeoTracker database,[81] and DTSC's current

[80] *California Department of Toxic Substances Control, EnviroStor, http://www.envirostor.dtsc.ca.gov/public/. Accessed: February 2026.*

[81] *State Water Resources Control Board, GeoTracker, http://geotracker.waterboards.ca.gov. Accessed: February 2026.*

"Cortese" list.[82] Based on the Phase I ESA, reported release incidents that would represent RECs in connection with the Site or a source of a release that would be likely to contribute to a VEC was not identified. No evidence for designating the Site as a REC, HREC, or CREC from reviews of historic documents and present Site conditions was found. In conclusion, there are no RECs, controlled RECs, or historical RECs on the Site. Therefore, construction and operation of the Project would not pose an environmental hazard to surrounding sensitive uses or the environment as the Project would not be located on a known hazardous waste site, and impacts would be less than significant.

Based on the above, compliance with regulatory requirements, the Project would not result in a significant hazard to the public or the environment through the reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment. Impacts would be less than significant. No mitigation measures were previously required with regard to the release of hazardous materials for the General Plan EIR and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact. The closest schools to the Site are the Seascape Academy, located 0.4 miles west of the Site, and the Hillcrest Christian School located 0.6 mi north-east of the Site. There is no school within 0.25-mile of the Site. Although no school is located within 0.25 mile of the Site, the transport, use, and storage of hazardous materials during the construction of the Project would be conducted in accordance with all applicable State and Federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the CCR Title 22. Compliance with these regulations would reduce the potential of accidental spills or hazardous emissions during construction. In addition, construction of the Project, and associated air pollutant emissions, would be temporary and would not result in air pollutant emissions that exceed the applicable thresholds at the nearest sensitive receptors. Furthermore, operation and maintenance of the Project would likely only involve the use of common cleaning and landscape maintenance materials comparable to those materials already in use in the Site vicinity. The Project would not regularly store or use significant quantities of hazardous materials, nor would it generate large quantities of hazardous waste. Therefore, the Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials that could result in significant impacts to schools within 0.25-mile of the Site. Impacts would be less than significant. No mitigation measures were previously required with regard to proximity to schools for the General Plan EIR and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

[82] *California Department of Toxic Substances Control, Hazardous Waste and Substances Site List (Cortese), http://www.envirostor.dtsc.ca.gov/public/mandated_reports.asp. Accessed: February 2026.*

d) Would the project 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?

Less Than Significant Impact. California Government Code Section 65962.5 requires various State agencies to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells and solid waste facilities where there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis.

As discussed above, regulatory databases such as those required by California Government Code Section 65962.5 were reviewed for the Site and properties within the standard search radii. The records search included Federal, State, and tribal environmental record sources, and supplemental and local sources. The Site as 195 East Hillcrest Drive was identified on the HWTS database and the HAZNET database due to generating other organic solids in 2005. The Site as 275 East Hillcrest Drive was identified on the HWTS database and the Ventura County Medical Waste Program as a small quantity medical waste generator, likely associated with biohazardous and sharps waste. The presence of the Site on these databases reflects proper disposal of hazardous waste. Based on the lack of documented spills or leaks and proper disposal of hazardous waste, these listings are not expected to represent an environmental concern.

A review of such databases shows that there are no known hazardous sites associated with the Site as according to California DTSC's EnviroStor database,[83] SWRCB's GeoTracker database,[84] and DTSC's current "Cortese" list.[85] Based on the Phase I ESA, reported release incidents that would represent RECs in connection with the Site or a source of a release that would be likely to contribute to a VEC was not identified. No evidence for designating the Site as a REC, HREC, or CREC from reviews of historic documents and present Site conditions was found. In conclusion, there are no RECs, controlled RECs, or historical RECs on the Site.

The Site is not listed on any hazardous materials databases searched, including those compiled pursuant to Government Code Section 65962.5.[86] Therefore, construction and operation of the Project would not pose an environmental hazard to surrounding sensitive uses or the environment as the Project would not be located on a known hazardous waste site. Impacts would be less than significant. No mitigation measures were previously required with regard to hazardous materials sites for the General Plan EIR and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

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[83] *California Department of Toxic Substances Control, EnviroStor, http://www.envirostor.dtsc.ca.gov/public/. Accessed: February 2026.*

[84] *State Water Resources Control Board, GeoTracker, http://geotracker.waterboards.ca.gov. Accessed: February 2026.*

[85] *California Department of Toxic Substances Control, Hazardous Waste and Substances Site List (Cortese), http://www.envirostor.dtsc.ca.gov/public/mandated_reports.asp. Accessed: February 2026.*

[86] *California Environmental Protection Agency, "Cortese List" data resources, https://calepa.ca.gov/SiteCleanup/CorteseList/, accessed February 2026.*

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?

No Impact. Camarillo Airport is the closest airport to the City, located approximately 14 miles west of the Site. Therefore, no development facilitated by the Project would be located within 2 miles of the Camarillo Airport, and the Project would not result in a safety hazard or excessive noise for people residing or working in the Planning Area. No impact would occur. No mitigation measures were previously required with regard to proximity to airports for the General Plan EIR and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The Project involves the development of residential uses and continued commercial uses that would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Although construction activities have the potential to temporarily impact traffic on East Hillcrest Drive. These impacts would be temporary and access to Hillcrest Drive would not be blocked by Project construction.

The Site is not identified as a location for meeting or staging and does not contain important emergency systems or equipment. The Project's design and circulation plan, including widths, turning radii, clearance, grade, etc., would be reviewed by VCFD for compliance with all applicable standards and regulations related to emergency access prior to the issuance of building permits, and it is mandatory that the project's access gate be equipped with a rapid-entry emergency access box. Construction and operation of the Project would occur entirely on-site and would not cause permanent alterations to off-site vehicular circulation routes and patterns, impede public access, or travel upon public rights-of-way. The Project would not include the installation of barriers (e.g. perimeter fencing, fixed bollards, etc.) that could impede emergency access within the vicinity of the Site. In addition, project ingress/egress would be from the existing three entrances that exit on to East Hillcrest Drive, as detailed in **Section III.17, Transportation**, the Project would not contribute a significant volume of traffic to the roadway network.

Operation of the Project would not require the development of additional streets or introduce new features that would interfere with or obstruct an adopted emergency response plan. Additionally, Hillcrest Drive has sufficient capacity to provide access to and from the Site and operation of the Project would not result in a significant increase in daily trips to the Site.

Based on the above, implementation of the Project would not interfere with planned emergency response operations or emergency equipment, would be required to comply with mandatory standards and requirements for on-site emergency access, and would not alter existing emergency access and evacuation, whether through alteration of the public right-of-way or through the addition of substantial traffic in the vicinity. As such, the Project would not substantially impair an adopted emergency response plan or emergency evacuation plan. Therefore, impacts would be less than significant. No mitigation

measures were previously required with regard to emergency response or evacuation for the General Plan EIR and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less Than Significant Impact. The Site is not located within a State Responsibility Area for fire hazards and it is not located within a Fire Hazard Severity Zone ("FHSZ).[87] The Site is currently developed with commercial uses and is surrounded by residential and commercial land uses in a generally flat area of the City.

The Site is not identified as a location for meeting or staging and does not contain important emergency systems or equipment. The Project's design and circulation plan, including widths, turning radii, clearance, grade, etc., would be reviewed by VCFD for compliance with all applicable standards and regulations related to emergency access prior to the issuance of building permits. Construction and operation of the Project would occur entirely on-site and would not cause permanent alterations to off-site vehicular circulation routes and patterns, impede public access, or travel upon public rights-of-way. The Project would not include the installation of barriers (e.g. perimeter fencing, fixed bollards, etc.) that could impede emergency access within the vicinity of the Site. In addition, project ingress/egress would be from the existing three entrances that exit on to East Hillcrest Drive, as detailed in **Section III.17, Transportation**, the Project would not contribute a significant volume of traffic to the roadway network.

Based on the above, implementation of the Project would not interfere with planned emergency response operations or emergency equipment, would be required to comply with mandatory standards and requirements for on-site emergency access, and would not alter existing emergency access and evacuation, whether through alteration of the public right-of-way or through the addition of substantial traffic in the vicinity. As such, the Project would not substantially impair an adopted emergency response plan or emergency evacuation plan within a FHSZ. Therefore, the Project would not result in increased wildfire risks at the site or lead to risk of loss injury or death involving wildland fires and impacts would be less than significant. No mitigation measures were previously required with regard to wildland fire for the General Plan EIR and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

4. Cumulative Analysis

Hazards are site-specific and there is little, if any, cumulative hazardous relationship between the Project and any of the related projects. Similar to the Project, potential impacts related to hazards would be assessed on a case-by-case basis and, if necessary, the applicants of the related projects would be required

[87] *California Department of Forestry and Fire Protection, Find Your Fire Hazard Severity Zone (FHSZ), https://experience.arcgis.com/experience/5065c998b4b0462f9ec3c6c226c610a9, accessed February 12, 2026.*

to implement the appropriate project-level mitigation measures. Furthermore, the analysis of the project's hazards and hazardous materials impact concluded that Project impacts would be less than significant levels. As a result, the Project's hazards and hazardous materials impacts would not be cumulatively considerable and the cumulative impact would be less than significant.

10. Hydrology and Water Quality

	Impact Determination for 2045 General Plan Update EIR	Proposed Project Impact Conclusion	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially. More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
Would the project:					
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Less than Significant	Less than Significant	No	No	Yes
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Less than Significant	Less than Significant	No	No	No
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:	Less than Significant	Less than Significant	No	No	Yes
i. Result in substantial erosion or siltation on- or off-site;					
ii. Substantially increase the rate or amount of surface runoff in a manner which would	Less than Significant	Less than Significant	No	No	Yes

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 or provide substantial additional sources of polluted runoff; or	Less than Significant	Less than Significant	No	No	No
iv. Impede or redirect flood flows?	Less than Significant	Less than Significant	No	No	No
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Less than Significant	Less than Significant	No	No	No
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Less than Significant	Less than Significant	No	No	No

A. Summary of Analysis in Final EIR

The General Plan EIR evaluated the potential for development facilitated by the General Plan Update to result in environmental impacts from hydrological and water quality including drainage, runoff, and flooding.

Water Quality Standards or Waste Discharge Requirements

Future development facilitated by the General Plan EIR could result in construction activities which may contribute to soil erosion and degraded water quality. Pursuant to the Federal Clean Air Act ("CAA"), construction activities that disturb 1 or more acres of land are subject to the NPDES Construction General Permit, which requires the development of a SWPPP developed by a certified Qualified SWPPP Developer. The SWPPP includes project-specific BMPs to control erosion, sediment release, and otherwise reduce the potential for discharge of pollutants from construction into stormwater. Typical BMPs include, but are not limited to, installation of silt fences, erosion control blankets, and anti-tracking pads at site exits to prevent off-site transport of soil materials. The NPDES Construction General Permit also requires documentation of installation and maintenance of post-construction BMPs designed to ensure that site runoff does not exceed pre-project conditions for the 85th percentile, 24-hour storm event (see additional operational discussion in following paragraph). Chapter 3, Article 14 of the City's Municipal Code requires any construction activities in Thousand Oaks to comply with requirements for grading and erosion control as set forth in the City' Development Standards. Development facilitated by the projects would also comply with the guidelines in the Ventura County Technical Guidance Manual for Stormwater Quality Control

Measures, which was approved by the Los Angeles RWQCB to be implemented in order to minimize potential impacts concerning runoff and water quality degradation (County of Ventura 2018). Compliance with the NPDES Construction General Permit, SWPPP, City regulations, and Community Facilities and Services Element (Polices 7.1, 7.2, 7.4, and 8.5) would ensure BMPs are implemented during new construction to minimize potential impacts to water quality. A detailed description of the goals and polices is described below under the Section, General Plan EIR Goals and Polices.

Operation of future development facilitated by the General Plan EIR would be required to comply with the provisions of California's Phase II Small Municipal Separate Storm Sewer System ("MS4") Storm Water Permit. In addition, Chapter 8 of the City's Municipal Code requires development that may result in the discharge of large amounts of pollutants into a storm drain system, subject to the discretion of the Director of Public Works, to prepare and implement a stormwater quality master plan to reduce post-construction stormwater flows. If future development facilitated by the General Plan EIR were to be categorized under Standard Industrial Classification codes, it would be subject to the Industrial General Permit, which requires development of a site-specific operational SWPPP. Implementation of the operational SWPPP would reduce the risk of water degradation on-site and off-site from soil erosion and other pollutants related to project operation, because an operational SWPPP requires the design, installation, and maintenance of post-construction stormwater controls. The operational SWPPP identifies the site-specific sources of pollutants and describes the BMPs implemented at the facility to prevent dry weather runoff and to reduce pollutants in storm water discharges. Implementation of permit requirements and policies proposed by projects would minimize impacts related to water quality and ensure development facilitated under the General Plan EIR would not violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. Therefore, this impact was determined by the General Plan EIR to be less than significant.

Groundwater Supplies and Recharge

Thousand Oaks overlies the Conejo Basin and Thousand Oaks Area Basin, both of which are classified as a Very Low Priority basin by the DWR . Development facilitated by the General Plan EIR would be served with potable water service from either the City, Cal Am, Cal Water, or Camrosa. The City, Cal Am, and Cal Water do not utilize groundwater as part of their water supply . Groundwater used by Camrosa is managed in accordance with its Urban Water Management Plan ("UWMP"), which, anticipates adequate water supplies will be available through the year 2040 to serve its customers. Accordingly, development facilitated by the General Plan EIR would not substantially decrease groundwater supplies.

Development facilitated under the General Plan EIR could introduce new impervious surfaces through the construction of paved areas; however, new development and redevelopment projects in the County of Ventura and the incorporated cities therein (including the City of Thousand Oaks) are required by the California Regional Water Quality Control Board (Los Angeles Region) Order R4-2010-0108 to comply with the *Ventura County Technical Guidance Manual for Stormwater Quality Control Measures.* Pursuant to the *Ventura County Technical Guidance Manual for Stormwater Quality Control Measures*, Section 1.4, development and redevelopment projects subject to low impact design ("LID") measures and treatment of stormwater runoff include, but are not limited to, projects that create, add, or replace 10,000 sf (or

more) of impervious area and projects where redevelopment results in an alteration to more than fifty percent of impervious surfaces of a previously existing development. These measures include, but are not limited to, limiting impervious surfaces, routing runoff to bioretention facilities for groundwater storage, or requiring the use of pervious pavements to assist with groundwater recharge (County of Ventura 2018). Development facilitated by the General Plan EIR would implement design standards pursuant to Ventura County standards and, as a result, minimize the potential for substantial prevention of groundwater recharge. Therefore, the General Plan EIR would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the General Plan EIR may impede sustainable groundwater management of the basin. Therefore, this impact was determined by the General Plan EIR to be less than significant.

Alteration of Existing Drainage Patterns

Future development facilitated under the General Plan EIR could alter the existing drainage patterns on individual project sites which could potentially result in erosion or siltation on- or off-site, flooding on- or off-site, exceed the capacity of existing or planned stormwater drainage systems or provide

Runoff during operation of the development facilitated under the General Plan EIR would be regulated under the Phase II MS4 Storm Water Permit. Compliance with existing regulations and policies would ensure development facilitated by the General Plan EIR would not substantially alter the existing drainage pattern of a site or area such that substantial erosion or siltation on- or off-site, flooding on- or off-site, exceedance of the capacity of existing or planned stormwater drainage systems or provision of additional sources of polluted runoff, or impediment or redirection of flood flows would occur. Therefore, this impact was determined by the General Plan EIR to be less than significant.

Flood, Tsunami, or Seiche Zones

The nearest bodies of water to the Planning Area are Westlake Lake, located at the southeastern City limits, Bard Lake, located adjacent to the northeastern City limits, and Lake Sherwood, located south of the City limits. Thousand Oaks contains flood hazard zones designated by FEMA throughout the City . In addition, in the event the Lake Sherwood Dam or Banning Dam fail, portions of Thousand Oaks would be subject to inundation . Thousand Oaks is not in a tsunami hazard area .

Future development facilitated by the General Plan EIR in flood hazard zones or areas near Westlake Lake, Bard Lake, or Lake Sherwood could risk pollutant release due to inundation. However, Title 4, Chapter 7 of the City's Municipal Code sets requirements for flood damage prevention which are applicable to all development in a flood hazard area. Municipal Code 4-7.05 sets standards for construction, including the use of anchoring, use of flood resistant materials, utility installation, and elevation above base-flood levels. All development in a flood hazard zone is required to receive a permit by the City Engineer or Floodplain Administrator after a determination has been made that the City's floodplain requirements have been satisfied. Furthermore, Safety Element (Policies 4.1, 4.2, 4.4-4.8) would be implemented by future development under the General Plan EIR that are located within flood hazard zones (as described below). With adherence to applicable regulations and policies, development under the General Plan EIR

would not risk release of pollutants due to inundation. Therefore, this impact was determined by the General Plan EIR to be less than significant.

Conflicts with a Water Quality Control Plan or Sustainable Groundwater Management Plan

Thousand Oaks overlies the Conejo Basin and Thousand Oaks Area Basin, both of which are classified as a Very Low Priority basin by the DWR. The Sustainable Groundwater Management Act requires local agencies to form groundwater sustainability agencies to manage groundwater resources in High and Medium Priority basins. Accordingly, the Conejo Basin and Thousand Oaks Area Basin are not subject to a sustainable groundwater management plan. Therefore, it was determined that the General Plan EIR would not conflict with or obstruct implementation of a sustainable groundwater management plan.

The City is in the jurisdiction of the Los Angeles RWQCB. The Los Angeles RWQCB has the Water Quality Control Plan for the Coastal Watersheds of Los Angeles and Ventura counties ("Basin Plan"), which functions as a master water quality control planning document. The Basin Plan includes programs of implementation to achieve water quality objectives . As previously discussed, future development facilitated by projects would implement State and local regulatory requirements, including the provisions of the Construction General Permit, the Industrial General Permit, and the City's Municipal Code. Furthermore, the General Plan EIR includes (Policies CFS-7.1, CFS-7.3, CFS-7.7, and CFS-8.4), which require LID, stormwater retention, and treatment of runoff that would minimize potential impacts to water quality in accordance with the programs in the Basin Plan (as described below). Therefore, it was determined that the General Plan EIR would not conflict with or obstruct the implementation of a water quality control plan, and impacts would be less than significant.

General Plan EIR Goals and Policies

The General Plan EIR identified the following goals and policies in the General Plan related to hydrology and water quality:

Community Facilities and Services Element

- **Policy 4.6: Pervious Paving.** Minimize the use of impervious materials wherever possible and utilize pervious wherever possible to promote and facilitate groundwater recharge.
- **Policy 7.1: Stormwater Retention.** Meet or exceed Low Impact Development (LID) requirements for on-site retention of stormwater through best management practices (i.e., rain gardens, rain barrels, and retention basins).
- **Policy 7.2: Sustainable Stormwater Management.** Design new streets and retrofit existing streets to incorporate vegetation, soil, and engineered systems to reduce, slow, cleanse, and infiltrate stormwater runoff.
- **Policy 7.1: Stormwater retention**. Meet or exceed Low Impact Development (LID) requirements for on-site retention of stormwater through best management practices (i.e., rain gardens, rain barrels, and retention basins).
- **Policy 7.3: Development impact fees**. Require new development to fund fair-share costs associated with the provision of stormwater drainage systems.

- **Policy 7.4: Stormwater Retention and Debris Basins.** Design and construct new stormwater retention and debris basins to minimize any potentially adverse impacts to landform features, aquatic resources, and associated native plant and animal communities.
- **Policy 8.4: Education and outreach**. Use digital, print, and direct means to inform the public about water quality, public stormwater pollution and methods to prevent contaminants from entering the storm drain system. Communicate and utilize a reporting system for the public to report non-stormwater discharges to waterways.
- **Policy 8.5: Pollutant Discharge.** Design necessary stormwater detention basins, recharge basins, water quality basins, or similar water capture facilities to protect water quality by capturing and/or treating water before it enters a watercourse.

Safety Element

- **Policy 4.1: New Development in Flood Zones.** Protect new development in flood zones and dam inundation areas from flood potential and ensure that development siting and design features will not increase flood or inundation potential offsite. Regulate filling, grading, dredging, and other development that may increase flood damage.
- **Policy 4.2: New essential facilities in flood zone.** Prohibit the siting and construction of new essential public facilities within flood hazard zones, when feasible. If an essential facility must be located within a flood hazard zone, incorporate flood mitigation to the greatest extent practicable.
- **Policy 4.4: Master Plan of Drainage Compliance.** Comply with provisions of the Master Plan of Drainage for new development.
- **Policy 4.5: Drainage Deficiencies.** Implement drainage improvements to address deficiencies identified in the Master Plan of Drainage, and periodically update the City's Master Plan of Drainage to incorporate new data and conditions.
- **Policy 4.6: Notice of Flood Hazards.** Require the developers and/or subdividers of a parcel or parcels in an area of known flood hazards to record a Notice of Geologic Hazards with the County Recorder describing the hazards on the parcel or parcels and the extent of prior hydrologic or geologic investigation conducted.
- **Policy 4.7: Floodplain Improvements.** Partner with the Ventura County Watershed Protection District to complete drainage improvements to enable parcels to be removed from the 100-floodplain.
- **Policy 4.8: Flood Control.** Protect and maintain natural hydrological and ecological functions by implementing flood control improvements that use natural materials when possible. If the use of natural materials is not feasible, select the most environmentally preferred option and limit concrete channelization to the extent possible.

B. Analysis of Proposed Project

The following analysis in this hydrology and water quality section is based on the following:

- Conceptual Hydrology and Low Impact Development Report for 195 East Hillcrest Drive, Thousand Oaks, California 91360, PSOMAS, December 2025.

The Conceptual Hydrology and Low Impact Development Report is available in **Appendix I** of this document.

1. Existing Setting

While a narrow SFHA associated with Lang Creek crosses through the southwestern corner of the Site, the entire area proposed for Project development within the Project Site is located outside of the flood zone.[88] In the existing conditions, the Site generally drains west toward Lang Creek. The runoff sheet flows across the parking lots and is intercepted by storm drains located along the private road on-site. This runoff is then conveyed through existing storm drains to Lang Creek. See **Appendix I** for 'Existing Hydrology Exhibit'. **Table 13, Existing Hydrology** depicts the characteristics of the Site in its current State (pre-development).

Table 13
Existing Hydrology

Category	Area (ac)	Pervious Area (ac)	% Pervious	Impervious Area	% Impervious
Existing Conditions	4.96	1.34	27	3.62	73
Existing Conditions - Road	2.02	0.61	30	1.41	70
*Source: PSOMAS, December 2025, **Appendix I**.*					

The existing Site was analyzed as two subareas (E1 and E2) as can be seen in Exhibit H1 of **Appendix I**. Subarea E1 drains west bound across the Site toward Lang Creek. The existing on-site road has catch basins connecting to a series of storm drains that outlet to Lang Creek just west of the property. Subarea E2 consists of the on-site roads of the property. **Table 14, Existing Condition Hydrology Results** illustrates the subarea characteristics as well as the prorated hydrology results for the 10-& 100-yr design storm frequencies in the existing conditions.

[88] *United States, Federal Emergency Management Agency, National Flood Insurance Program, Map No. 06111C0967E, Version 2.1.3.0, Panel 967 of 1275, revised to reflect LOMAR, effective April 29, 2026.*

Table 14
Existing Condition Hydrology Results

Subarea	Area A (ac)	% Impervious	Design Storm Frequency	Design Storm (cfs/acre)	Clear Peak Flowrate Q (cfs)
E1	4.96	73	10-yr	1.84	9.13
			100-yr	3.24	16.1
E2	2.02	70	10-yr	1.84	3.72
			100-yr	3.24	6.54
Source: PSOMAS, December 2025, ***Appendix I****.*					

2. Regulatory Setting

Federal Regulations

Clean Water Act

The CWA establishes the basic structure for regulating discharges of pollutants into the waters of the United States (including wetlands) and regulating quality standards for surface waters and gave the US EPA the authority to implement control programs. The CWA authorizes EPA to delegate many permitting, administrative, and enforcement aspects of the CWA to State governments, with EPA retaining oversight responsibilities. The EPA has delegated various authorities for establishing water quality standards and regulating controllable factors affecting water quality to the State of California. Federal regulations and policies relevant to implementing the Project include CWA Section 401 water quality certifications, Section 402 establishing the NPDES permit program, Section 404 regulating the discharge of dredged or fill material into waters of the United States, and Section 303(d) addressing water quality–related impairments of surface waters.

Executive Order 11988

Under Executive Order 11988 – Floodplain Management, the FEMA is responsible for management of floodplain areas defined as the lowland and relatively flat areas adjoining inland and coastal waters subject to a one percent or greater chance of flooding in any given year (the 100-year floodplain). FEMA requires that local governments covered by Federal flood insurance pass and enforce a floodplain management ordinance that specifies minimum requirements for any construction within the 100-year floodplain. The Executive Order addresses floodplain issues related to public safety, conservation, and economics. It generally requires Federal agencies constructing, permitting, or funding a project in a floodplain to:

- Avoid incompatible floodplain development
- Be consistent with the standards and criteria of the National Flood Insurance Program
- Restore and preserve natural and beneficial floodplain values

State Regulations

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act (Porter-Cologne Act) is California's statutory authority for the protection of water quality. Under the Porter-Cologne Act, California must adopt water quality policies, plans, and objectives that ensure that beneficial uses of the State are reasonably protected. The act requires California's nine RWQCBs to adopt water quality control plans and establish water quality objectives and authorizes SWRCB and the RWQCBs to issue and enforce permits containing requirements for the discharge of waste to surface waters and land. The applicable RWQCB for the Project is the Los Angeles Regional Water Quality Control Board ("LARWQCB"). The SWRCB and LARWQCB have the authority and responsibility to adopt plans and policies, regulate discharges to surface water and groundwater, regulate waste disposal sites, and require cleanup of discharges of hazardous materials and other pollutants.

Low Impact Development – Sustainable Stormwater Management

On January 20, 2005, the SWRCB adopted sustainability as a core value for all activities and programs carried out by the SWRCB. LID is a sustainable practice that promotes water retention and the protection of water quality. LID design techniques include features that increase infiltration, filtration, storing of water, reduce evaporation, and detain runoff. Ten common LID practices are outlined below:

1. Bioretention & Rain Gardens
2. Rooftop Gardens
3. Sidewalk Storage
4. Vegetated Swales, Buffers & Strips; Tree Preservation
5. Roof Leader Disconnection
6. Rain Barrels and Cisterns
7. Permeable Pavers
8. Soil Amendments
9. Impervious Surface Reduction & Disconnection
10. Pollution Prevention & Good Housekeeping

California Toxics Rule

In 2000, the USEPA promulgated the California Toxics Rule, which establishes water quality criteria for certain toxic substances to be applied to waters in the State. In 1994, a California State court revoked the State's water quality control plans, which contained numeric criteria for water quality. This was in direct violation of the CWA, and required USEPA action. The USEPA then implemented the California Toxics Rule. The USEPA promulgated this rule based on Section 303(c)(2)(B) of the Clean Water Act, which dictates that states must adopt numeric criteria in order to protect human health and the environment. The

California Toxics Rule establishes acute (i.e., short-term) and chronic (i.e., long-term) standards for bodies of water such as inland surface waters and enclosed bays and estuaries that are designated by the LARWQCB as having beneficial uses protective of aquatic life or human health.

NPDES Permit Program, SWRCB Order No. 2012-0006-DWQ (General Permit)

The NPDES permit program was first established in 1972 under authority of the Federal government through the CWA to control the discharge of pollutants from any point source into the waters of the United States. As indicated, in California, the NPDES stormwater permitting program is administered by the SWRCB through the LARWQCB. For all water quality related objectives for CWA purposes, including the NPDES, the State must achieve water quality standards in effect at the State level as well as the regional level. At the regional level, the effective plan is the LARWQCB's Basin Plan. SWRCB Order No. 2012-0006-DWQ, known as the General Permit, was adopted on July 17, 2012. This permit under the system establishes a risk-based approach to stormwater control requirements for construction projects by identifying three project risk levels. The main objectives of the General Permit are to:

- Reduce erosion,
- Minimize or eliminate sediment in stormwater discharges,
- Prevent materials used at a construction site from contacting stormwater,
- Implement a sampling and analysis program,
- Eliminate unauthorized non-stormwater discharges from construction sites,
- Implement appropriate measures to reduce potential impacts on waterways both during and after construction projects, and
- Establish maintenance commitments on postconstruction pollution control measures.

Construction activities subject to the General Permit include clearing, grading, stockpiling, and excavation. Dischargers are required to eliminate or reduce non-stormwater discharges to storm sewer systems and other waters. California mandates all construction activities disturbing more than 1 acre of land. The documents include the selection and implementation of best management plans (BMPs for a specific construction project, charging owners with stormwater quality management responsibilities. BMPs are designed to prevent construction pollutants from contacting stormwater and keep products of erosion from moving off-site into receiving waters throughout the construction and life of the project; the BMPs must address source control and, if necessary, pollutant control. A construction site subject to the General Permit must prepare and implement a SWPPP that meets the requirements of the General Permit.

Regional Regulations

Los Angeles Regional Water Quality Control Board Basin Plan

The LARWQCB Basin Plan was written and implemented by the LARWQCB to preserve and enhance water quality throughout the coastal watershed of Ventura and Los Angeles County. The Basin Plan outlines beneficial uses of regional waters, narrative, and numeric parameters to protect water quality, and describes implementation programs to protect waters throughout the Region. The Basin Plan outlines

water quality parameters for both inland surface waters and for groundwaters for a wide variety of water quality constituents.

Regional Phase I MS4 Permit

All runoff into existing or new City stormwater infrastructure would be required to comply with the components of the Regional Phase I MS4 Permit (NPDES No. CAS004001, Order R4-2021-0105, the 'Regional Permit'), which covers Thousand Oaks. One of the components of the Regional Permit is the Countywide Storm Water Quality Management Program which includes design features that would be required to be implemented for project operation to continue to reduce and treat stormwater runoff from the proposed project post-construction. The Regional Permit is written in order to enforce the water quality standards and waste discharge requirements of the Los Angeles Region Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties ("Basin Plan").

Sustainable Groundwater Management Act

The Sustainable Groundwater Management Act ("SGMA") of 2014, effective January 1, 2015, gives local agencies the authority to manage groundwater in a sustainable manner and allows for limited State intervention when necessary to protect groundwater resources. The SGMA establishes a definition of sustainable groundwater management, establishes a framework for local agencies to develop plans and implement strategies to sustainably manage groundwater resources, prioritizes basins with the greatest problems (ranked as high and medium priority) and sets a 20-year timeline for implementation. The initial basin prioritization under SGMA uses the prioritization conducted by the California Department of Water Resources ("DWR") in 2014 under the California Statewide Groundwater Elevation Monitoring program. SGMA requires the creation of a Groundwater Sustainability Agency ("GSA") for basins with high to medium priority.

The GSAs develop and implement Groundwater Sustainability Plan ("GSP") that manage and use groundwater in a manner that can be maintained during the planning and implementation horizon without causing undesirable results, defined as follows:

- Chronic lowering of groundwater levels indicating a significant and unreasonable depletion of supply.
- Significant and unreasonable reduction of groundwater storage Significant and unreasonable seawater intrusion.
- Significant and unreasonable degraded water quality, including the migration of contaminant plumes that impair water supplies.
- Significant and unreasonable land subsidence that substantially interferes with surface land uses.
- Depletions of interconnected surface water that have significant and unreasonable adverse impacts on beneficial uses of the surface water.

The Conejo Valley Groundwater Basin provides groundwater for the City. However, the amount of groundwater used is minimal to irrigate two portions of the City due to the low-quality water of the basin. The UWMP for the City concluded that if plans are developed and implemented to increase the utilization of the basin, a Groundwater Sustainability Plan should be developed. However, the Sustainable Groundwater Management Act is not required for the basin at this time.

Local Regulations

The City of Thousand Oaks General Plan

The City of Thousand Oaks General Plan Community Facilities and Services Element contain the following policies that pertain to hydrology and water quality and are applicable to the proposed Project:

- **Goal CFS-7:** Provide stormwater drainage facilities with capacity during storm events.
  - **Policy CFS-8.1: Water quality standards.** Achieve and maintain applicable water quality standards in local surface water and groundwater.
  - **Policy CFS- 8.5: Pollutant discharge.** Design necessary stormwater detention basins, recharge basins, water quality basins, or similar water capture facilities to protect water quality by capturing and/or treating water before it enters a watercourse.

3. Impact Analysis

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact. The Federal Clean Water Act authorizes Federal, State, and local entities to cooperatively create comprehensive programs for eliminating or reducing the pollution of State waters and tributaries. Amendments to the Clean Water Act in 1972 established the NPDES permit program, which prohibits discharge of pollutants into the nation's waters without procurement of an NPDES permit. Although federally mandated, the NPDES permit program is generally administered at the State and regional levels. Permits regulating stormwater and non-stormwater discharges in California are administered by the SWRCB, through their nine regional water quality control boards.

Consistent to Clean Water Act, the SWRCB adopted the Construction General Permit for Stormwater Discharges from Construction Activities (Construction General Permit) on September 2, 2009 (Order No. 2009-0009-DWQ, General NPDES Permit No. CAS000002), most recently amended by Order WQ 2022-0057-DWG, adopted on September 8, 2022. For all construction activities disturbing one-acre of land or more, the Construction General Permit mandates the development and implementation of a SWPPP, which documents the selection and implementation of BMPs to prevent discharge of water pollutants to surface or groundwater. In addition, the LARWQCB controls the discharge of pollutants into the municipal storm sewer system through the Waste Discharge Requirements for MS4 Discharges Within the Coastal Watersheds of Ventura County (NPDES Permit No. CAS0040002). Under the MS4 Permit, new development is required to implement a LID Plan outlining BMPs for the treatment or retention of stormwater in order to reduce pollutants in discharges to the maximum extent practicable.

The TOMC enforces the Construction General Permit and the MS4 Permit by eliminating discharge of pollutant materials into the municipal stormwater system and reducing pollutant loads in stormwater and urban runoff from land uses and activities identified in the Construction General Permit and the MS4 Permit. The TOMC outlines conditions for adherence to Permit requirements and requirements for incorporation of BMPs for the control of pollutants during construction activities and by post-construction development (operations). TOMC also provides the City with sufficient authority to implement and enforce the requirements of applicable pollutant control regulations; to control discharges to and from those portions of the MS4 over which it has jurisdiction; and to hold dischargers to the MS4 accountable for violating applicable pollutant control laws.

Construction

During Project construction, particularly during the grading phase, stormwater runoff from precipitation events could contain eroded sediments from exposed and stockpiled soils that would be conveyed into municipal storm drain systems. In addition, on-site watering activities to reduce airborne dust could contribute to pollutant loading in runoff. Pollutant discharges relating to the storage, handling, use and disposal of chemicals, adhesives, coatings, lubricants, and fuel could also occur. However, because Project construction would involve ground disturbance in excess of one acre, grading and construction activities are required to obtain coverage under the NPDES Construction Stormwater General Permit. To demonstrate compliance with NPDES requirements, a Notice of Intent must be prepared and submitted to the SWRCB providing notification and intent to comply with the Construction General Permit. The NPDES Construction General Permit also requires: (1) a SWPPP be developed to outline the Project's stormwater pollution prevention measures and control practices; (2) that non-stormwater discharges from the construction site are eliminated or reduced to the maximum extent practicable; and (3) routine inspections be conducted of all stormwater pollution prevention measures and control practices being used at the construction site, including pre- and post-storm event inspections. The Project would be required to verify compliance with NPDES Permit requirements by monitoring their effluent, maintaining records, and filing periodic reports. In addition, pursuant to TOMC, the City requires demonstration of conformance with the NPDES Construction General Permit and preparation of a SWPPP prior to issuance of a grading permit.

Seepage of groundwater was encountered at depths ranging from 20 to 24.5 feet below existing Site grade during explorations performed by this firm. The historically high groundwater level was on the order of 10 feet below the existing Site grade. Construction would not be expected to encounter groundwater. In addition, no active groundwater wells that would provide a direct conduit to groundwater are located at the Site. Furthermore, no open or active cases of hazardous wastes and substances sites, leaking underground storage tanks, solid waste disposal sites with waste constituents above hazardous waste levels, active cease and desist and corrective action orders, or hazardous waste facilities under corrective action are reported at the Site or within the City.[89] As such, it is assumed that contaminated soils or other sources of pollution that, if exposed to stormwater during construction, could enter the groundwater

[89] *California Environmental Protection Agency, Cortese List Data Resources, https://calepa.ca.gov/SiteCleanup/CorteseList/, accessed February 2026.*

table via percolation do not exist on or in the vicinity of the Site. Therefore, construction would not have the potential to encounter or introduce contaminants into the groundwater.

Operation

Impacts to water quality from residential and commercial land uses such as the Project can result from migration of pollutants such as oil and grease from parking areas or trash from improperly enclosed receptacles. Contaminants of concern associated with residential and commercial developments include oil and grease, trash and debris, sediment, nutrients, and solvents. However, the MS4 Permit also requires projects to implement LID features in order to reduce urban runoff pollution to the "maximum extent practicable." New development and significant redevelopment are required to incorporate site design principles and techniques, source control measures, retention BMPs, biofiltration BMPs, and/or treatment control measures to reduce water-quality impacts during operations, as well as implement maintenance procedures to ensure that selected LID features provide effective, long-term pollution control.

A project-specific Conceptual Hydrology and LID Report (see **Appendix I)** was prepared to review the Project's against the requirements of the MS4 Permit the TOMC and to evaluate a selection of post-construction BMPs to reduce operational discharge of pollutants into receiving waters. **Table 15, Proposed Hydrology,** depicts the characteristics of the Site once the Project has been completed (post-development). East Hillcrest Drive is not directly impacted by the proposed development and may receive some maintenance related improvements only.

Table 15
Proposed Hydrology

Category	Area (ac)	Pervious Area (ac)	% Pervious	Impervious Area	% Impervious
Proposed Conditions	4.96	1.19	24	3.77	76
Existing Conditions - Road	2.02	0.61	30	1.41	70
Source: PSOMAS, December 2025, ***Appendix I****.*					

The Site was analyzed as one subarea (A1) as can be seen in Exhibit H2 – **Appendix I** of this Addendum. Subarea A1 maintains the existing drainage conditions and drains westward. Runoff from downspouts and from impervious areas will be routed to planter boxes for biofiltration. **Table 16, Hydrology Results,** illustrates the subarea characteristics as well as the prorated hydrology results for the 10- and 100-yr design storm frequency for the proposed conditions.

Table 16
Hydrology Results

Subarea	Area A (ac)	% Impervious	Design Storm Frequency	Design Storm (cfs/acre)	Clear Peak Flowrate Q (cfs)
A1	4.96	76	10-yr	1.84	9.13
			100-yr	3.24	16.1
*Source: PSOMAS, December 2025, **Appendix I**.*					

Low Impact Development

Due to constraints resulting from the Site such as low infiltration rates due to soil conditions, the Site is unable to accommodate infiltration as a best management practice. Per the geotechnical evaluation provided in **Appendix F** of this Addendum, the field measured percolation rate does not meet the minimum infiltration criteria and therefore infiltration is not a feasible option for treatment. Therefore, biofiltration will be implemented as an alternative treatment method, that is enhanced to provide improved biofiltration before slow release. Runoff from the roof, deck, and impervious areas will travel to the planter box via roof drains and downspouts, filter through the planter box media and exit the planter through an underdrain. The underdrains in the planter boxes are properly sized to ensure the planter box will retain stormwater for an extended period, enhancing the filtration process. Each underdrain, with a diameter of 0.5-inch or 1-inch, allows the planter box media to effectively remove solids, debris, and pollutants from the stormwater before it exits the planter.

Calculations for the smallest and largest planter boxes on the Site are provided in **Appendix I**. As can be observed, the 0.5-inch and 1-inch diameter underdrains extend the amount of time the stormwater remains in the biofiltration system while still allowing the planter to drain within the required 72 hours. During a large storm event, overflow from the planter box will discharge though an overflow drain; however, the 85th percentile volume is fully captured in the volume of the planter boxes provided.

Stormwater Quality Urban Impact Mitigation Plan

The pollutants of concern for this Project are heavy metals and polycyclic aromatic hydrocarbons. Thus, a Stormwater Quality Urban Impact Mitigation Plan ("SQUIMP") for the Project includes:

1. **Peak storm water discharge rates** – The post-development peak stormwater runoff rate will be treated within proposed biofiltration planter boxes on site and/or will pass through catch basin insert filters which will remove solids from runoff.

2. **Conservation of natural areas** – The development will introduce landscaping with native seed mix and shrubs, and this will improve conditions on site. Additionally, drainage conditions are maintained from pre-development to post-development, further protecting the natural areas

3. **Minimize storm water pollutants of concern** – The project minimizes pollutants of concern using bioretention devices and catch basin insert filters for the removal of settling solids and hydrocarbons. Refer to the LID Plan in Appendix 4 for the location of the treatment devices.

4. **Protect slopes & channels** – The Site maintains predevelopment drainage conditions as well as utilizes existing concrete swales to convey water and protect nearby slopes. Additionally, the proposed site incorporates a vegetated swale to convey runoff and prevent erosion to existing slopes.

5. **Provide storm drain stenciling and signage** – Storm drain stenciling, and signage will be provided at the proposed storm water catch basin inlets.

6. **Properly design trash storage areas** – Trash storage areas and recycling areas will be enclosed to prevent off-site transport of trash.

The results of the hydrologic analysis indicate that there is no change to the peak flow runoff produced by the proposed development compared to the existing Site conditions. This confirms that the Project will not adversely impact the Site or the surrounding stormwater infrastructure. Additionally, the proposed planter boxes have been designed to meet or exceed the minimum stormwater treatment and retention requirements established by the City of Thousand Oaks and the Ventura County Technical Guidance Manual. These findings demonstrate the Project's compliance with applicable stormwater management standard and its commitment to sustainable site design.

As required by the TOMC, the Project's LID Report and BMP selection, including the proposed infiltration system, would be reviewed by the City's Public Works Department for consistency with all applicable regulatory requirements and design standards as part of the City's regular plan check/permit process. In addition, prior to the issuance of a certificate of occupancy, the City would issue a Covenant and Agreement identifying long-term funding and maintenance for all LID BMPs, which would ensure that the Project continues to comply with requirements for water quality.

Based on the depth of the groundwater beneath the Site, operation of the Project would not require dewatering and would not have any other direct contact with the groundwater table. In addition, the Project does not propose direct percolation or injection into the groundwater beneath the Site for any reason. Furthermore, although the Project would include the on-site usage and storage of materials such as paints, solvents, and cleaning solutions, mixed-use residential and small commercial uses are not typically associated with the release of large amounts of hazardous materials that would pose a risk to groundwater quality. Compliance with all applicable Federal, State, and local regulations and manufacturers recommendations for the proper use, storage, and disposal of minor amounts of hazardous materials required for operation of the Project would ensure that the Project would not release such materials to groundwater and the Project would not be expected to expand any potential areas of contamination, increase levels of contamination, or cause regulatory water quality standards at existing production wells to be violated.

Summary

Preparation of a SWPPP and incorporation of BMPs during construction and installation of biofiltration for Project operations, as described above, would filter out stormwater contaminants such that the Project would not violate any water quality standards or waste discharge requirements or otherwise substantially

degrade surface water. Additionally, neither construction nor operation would encounter or have access to groundwater, and would accordingly not have the potential to violate water quality standards or substantially degrade the underlying groundwater. Impacts would be less than significant. No mitigation measures were previously required with regard to water quality standards or waste discharge requirements for the General Plan EIR and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant Impact. The Site overlies the Conejo Valley Ground Water Basin ("Conejo Basin") and Thousand Oaks Area Basin, both of which are classified as a Very Low Priority basin by the DWR. Development facilitated by the Project would be served with potable water. The City is the water purveyor to approximately 36 percent of the water users within the City.[90] Other water purveyors include the California American Water Company (Cal Am: 48 percent), California Water Service Company (Cal Water: 16 percent), and the Camrosa Water District (Camrosa: less than one percent). The potable water distributed by the City is imported water purchased from Calleguas Municipal Water District ("CMWD"), which receives its supply from the Metropolitan Water District of Southern California ("MWDSC"). The source of MWDSC's supply is either the State Water Project ("SWP") or the Colorado River. Water conservation efforts in the City's service area will help reduce the demand for imported water.

The City has relied on CMWD's projections to evaluate the reliability of imported supplies and the amount of imported water which will be available to the City over the planning period. Based on information provided in CMWD's Purveyor Draft 2020 UWMP, CMWD projects having sufficient supplies through 2045 to meet City imported water demands under average, single-dry year, and five-year drought conditions anticipates adequate water supplies will be available through the year 2045 to serve its customers.[91]

Based on the depth to groundwater beneath the Site and surrounding vicinity, neither construction nor operation would require dewatering and the Project's proposed structures would not be deep enough to confine or otherwise interfere with movement of water through the aquifer. The Project's water supply would be provided by the Public Works Department's Water Division (Water Division). The Water Division's primary source of water supply is groundwater from the Conejo Basin and Thousand Oaks Area Basin.

Based on the above, the Project would not impede sustainable groundwater management of the Conejo Basin and Thousand Oaks Area Basin through substantial decrease in groundwater supplies or interference with groundwater recharge. Therefore, the impact would be less than significant. No mitigation measures were previously required with regard to groundwater supplies for the General Plan EIR and none would be required for the Project. The Project would not involve substantial changes that

[90] *City of Thousand Oaks 2020 Urban Water Management Plan, June 2021, 2-1, February 2026.*
[91] *City of Thousand Oaks 2020 Urban Water Management Plan, June 2021, 5-2, February 2026.*

would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

c) Would the project 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?

Less Than Significant Impact. There are no streams or rivers on or in the vicinity of the Site the courses of which could be altered by the Project. The Site generally drains west toward Lang Creek. The runoff sheet flows across the parking lots and is intercepted by storm drains located along the private road on-site. This runoff is then conveyed through existing storm drains to Lang Creek.

Construction and operation of the Project would not encroach into or otherwise directly alter the creek. Under the Project, a series of storm drain improvements would be constructed throughout the Site to ensure proper drainage. The storm drains are strategically placed within the Site to collect runoff and ultimately deposit it into one of several proposed biofiltration devices. The proposed development will maintain existing drainage patterns; however, runoff will be routed to bioretention planters on site. Specific design information and details of the treatment device are described in **Appendix I**. Therefore, the Project would also not indirectly alter the creek through redirecting runoff toward the creek.

As previously discussed in response to **Checklist Question III.7(b)**, the MS4 Permit requires projects to implement LID features which prevent erosion and siltation during operation. Due to constraints resulting from the Site such as low infiltration rates due to soil conditions, the Site is unable to accommodate infiltration as a best management practice. Per the geotechnical evaluation provided in **Appendix I** of this Addendum, the field measured percolation rate does not meet the minimum infiltration criteria and therefore infiltration is not a feasible option for treatment. Therefore, biofiltration will be implemented as an alternative treatment method, that is enhanced to provide improved biofiltration before slow release. Runoff from the roof, deck, and impervious areas will travel to the planter box via roof drains and downspouts, filter through the planter box media and exit the planter through an underdrain. The underdrains in the planter boxes are properly sized to ensure the planter box will retain stormwater for an extended period, enhancing the filtration process. Each underdrain, with a diameter of 0.5-inch or 1-inch, allows the planter box media to effectively remove solids, debris, and pollutants from the stormwater before it exits the planter. During a large storm event, overflow from the planter box will discharge though an overflow drain; however, the 85th percentile volume is fully captured in the volume of the planter boxes provided. As such, runoff collected within the Site and conveyed to the proposed infiltration system would have little to no contact with eroded soils or sediment prior to infiltration or overflow discharge into the street gutter or the public storm drain system. Therefore, the Project's developed conditions would decrease the potential for erosion on or in the vicinity of the Site. Accordingly, the Project would not alter the existing drainage pattern of the Site or area in a manner which would result in substantial erosion or siltation. Impacts would be less than significant. No mitigation was

previously required with regard to restriction and treatment of runoff during storm events for the General Plan EIR and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less Than Significant Impact. As discussed above, the Project would not alter the existing overall drainage pattern of the Site or area. Under the Project's Conceptual Hydrology and Lid Study (see **Appendix I**) the existing Site was analyzed as two subareas (E1 and E2) as can be seen in Exhibit H1. Subarea E1 drains west bound across the site toward Lang Creek. The existing on-site road has catch basins connecting to a series of storm drains that outlet to Lang Creek just west of the property. Subarea E2 consists of the on-site roads of the property. **Table 14** illustrates the subarea characteristics as well as the prorated hydrology results for the 10- and 100-year design storm frequencies in the existing conditions.

The proposed Site was analyzed as one subarea (A1) as can be seen in Exhibit H2. Subarea A1 maintains the existing drainage conditions and drains westward. Runoff from downspouts and that from impervious areas will be routed to planter boxes for biofiltration. **Table 16** illustrates the subarea characteristics as well as the prorated hydrology results for the 10- and 100-year design storm frequency for the proposed conditions.

Due to exceptionally poor infiltration characteristics as presented in the Geotech report, infiltration and bioretention have been found to be infeasible. As part of the improvements proposed for the Project, biofiltration in the form of planter boxes are recommended as the alternative means of treatment and attenuation of stormwater runoff. The planter boxes are modified to have a slow release to provide improved biofiltration. They will capture drainage from 4.96 acres of the Site and a total of 10,994 cu-ft of storm water will be captured and treated before being released. Any stormwater not captured by these basins will runoff and exit the Site.

Therefore, the project's Hydro Study determined that there is no change to the peak flow runoff produced by the proposed development compared to the existing site conditions. This confirms that the Project will not adversely impact the Site or the surrounding stormwater infrastructure. Additionally, the proposed planter boxes have been designed to meet or exceed the minimum stormwater treatment and retention requirements established by the City of Thousand Oaks and the Ventura County Technical Guidance Manual. These findings demonstrate the project's compliance with applicable stormwater management standard and its commitment to sustainable site design.

Based on the above, the Project would not alter the existing drainage pattern of the Site or area in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. Impacts would be less than significant. No mitigation was previously required with regard to restriction and treatment of runoff during storm events for the General Plan EIR and none would be required for the Project. The Project would not involve substantial changes that would

result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

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?

Less Than Significant Impact. As discussed above, the Project would not alter the existing overall drainage pattern of the Site or area and would lower the volume and speed of runoff from the Site as compared to existing conditions. The results of the hydrologic analysis indicate that there is no change to the peak flow runoff produced by the proposed development compared to the existing Site conditions. This confirms that the Project will not adversely impact the Site or the surrounding stormwater infrastructure. Additionally, the proposed planter boxes have been designed to meet or exceed the minimum stormwater treatment and retention requirements established by the City of Thousand Oaks and the Ventura County Technical Guidance Manual. These findings demonstrate the Project's compliance with applicable stormwater management standard and its commitment to sustainable site design.

In addition, as discussed in response to **Checklist Question III.10(a)**, the Project would be required to implement Stormwater Quality Urban Impact Mitigation Plan features to reduce the release of pollution in stormwater runoff to the maximum extent practicable including: biofiltration planter boxes on Site, conservation of natural areas with landscaping, using bioretention devices and catch basin insert filters, utilizing existing concrete swales to convey water and protect nearby slopes, incorporating a vegetated swale to convey runoff and prevent erosion to existing slopes, provide storm drain stenciling and signage – Storm drain stenciling, and signage will be provided at the proposed storm water catch basin inlets, and properly design trash storage areas. Therefore, the Project would not alter the existing drainage pattern of the Site or area in a manner which would 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. Impacts would be less than significant. No mitigation was previously required with regard to the stormwater drainage system for the General Plan EIR and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

iv) Impede or redirect flood flows?

Less Than Significant Impact. Tsunamis are large ocean waves generated by sudden water displacement caused by a submarine earthquake, landslide, or volcanic eruption. The Site is far enough from the Pacific Ocean that the risk of a tsunami is considered negligible.

Seiches are oscillations generated in enclosed bodies of water which can be caused by ground shaking associated with an earthquake. No major water-retaining structures are located immediately up gradient from the Site. Therefore, the risk of flooding from a seismically induced seiche is considered to be remote.

Review of the Dam Breach Inundation Map by California Department of Water Resources (**Appendix I**) indicates the Site lies within the inundation boundaries of the Lang Creek Detention Basin. As previously

discussed, while a narrow SFHA associated with Lang Creek crosses through the southwestern corner of the Site, the entire area proposed for Project development within the Site is located outside of the flood zone.[92] Additionally, the Project does not propose any structures designed to redirect flood flows, such as a dam or levee. As such, the Project would not impede or redirect flood flows. Impacts would be less than significant. No mitigation measures were previously required with regard to flood flows for the General Plan EIR and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

d) Would the project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less than Significant Impact. As discussed above, while the Site is not located within a flood hazard, tsunami, or seiche zone, review of the Dam Breach Inundation Map by California Department of Water Resources (**Appendix F**) indicates the Site lies within the inundation boundaries of the Lang Creek Detention Basin.

However, modern dams are extensively monitored to prevent and mitigate the risks of breach or failure. Accordingly, the risks of Project inundation from failure or breach of the Lang reek Detention Basin would be low. Furthermore, the use and disposal of hazardous materials associated with operation of the Project would not differ dramatically in type and quantity from typical surrounding residential and commercial developments and the use, storage, and disposal of these materials would be subject to compliance with existing regulations, standards, and guidelines established by the Federal, State, and local agencies. Therefore, the project would not have the potential to release pollutants as a result of inundation. Impacts would be less than significant. No mitigation measures were previously required with regard to flood flows for the General Plan EIR and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact.

Water Quality Control Plan

Water quality control plans applicable to the Project include the LARWQCB's Water Quality Control Plan, Los Angeles Region: Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties (Basin Plan). The Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties is the Water Quality Control Plan ("WQMP") for the Los Angeles Region, which includes the City of Thousand Oaks. Adopted by the LARWQCB, the Basin Plan: (i) identifies beneficial uses for surface and groundwaters, (ii) includes the narrative and numerical water quality objectives that must be attained or maintained to protect

[92] *United States, Federal Emergency Management Agency, National Flood Insurance Program, Map No. 06111C0967E, Version 2.1.3.0, Panel 967 of 1275, revised to reflect LOMAR, effective April 29, 2026.*

the designated beneficial uses and conform to the State's anti-degradation policy, and (iii) describes implementation programs and other actions that are necessary to achieve the water quality objectives established in the Basin Plan.[93] In addition, the Basin Plan incorporates (by reference) all applicable State and Regional Board plans and policies and other pertinent water quality policies and regulations.

Construction and operation of the Project would involve activities that have the potential to conflict with the water quality goals in the Basin Plan through the spread of contaminants into surface or groundwater supplies. However, as previously detailed, construction of the Project would prevent the spread of contaminants into groundwater through compliance with all relevant NPDES requirements related to control of pollutants in site runoff and would prevent the spread of contaminants through adherence to applicable regulations and BMPs for the handling and storing of hazardous materials. The Project would be required to prepare and implement a SWPPP outlining BMPs for the prevention of erosion and associated spread of polluted runoff. These regulations and practices effectively control runoff from construction sites and, by extension, the spread of contaminants within such runoff consistent with applicable regulatory requirements.

Anticipated and potential pollutants generated by operation of the Project would be addressed through the implementation of a biofiltration system. In addition, as discussed in response to **Checklist Question III.10(a)**, the Project would be required to implement Stormwater Quality Urban Impact Mitigation Plan features to reduce the release of pollution in stormwater runoff to the maximum extent practicable including: biofiltration planter boxes on Site, conservation of natural areas with landscaping, using bioretention devices and catch basin insert filters, utilizing existing concrete swales to convey water and protect nearby slopes, incorporating a vegetated swale to convey runoff and prevent erosion to existing slopes, provide storm drain stenciling and signage will be provided at the proposed storm water catch basin inlets, and properly design trash storage areas. Consistent with the City's Submittal Requirements for residential and commercial developments, the Project's biofiltration system would be designed, sized, installed, used, and maintained according to City the standards. Compliance with applicable water quality protection requirements and regulations outlined in the NPDES Construction General and MS4 Permits would ensure that the Project does not conflict with or obstruct water quality control plans. Impacts would be less than significant.

Groundwater Management Plan

On September 16, 2014, the State of California signed into law the SGMA. Comprised of three bills, AB 1739, SB 1168, and SB 1319, the SGMA provides a framework for long-term sustainable groundwater management across California and requires governments and water agencies of high and medium priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under the roadmap laid out by the legislation, local and regional authorities in medium and high priority groundwater basins have formed GSAs that oversee the preparation and implementation of local GSPs.

[93] *Los Angeles Regional Water Quality Control Board, Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties, May 6, 2019.*

The City overlies the Conejo Basin and Thousand Oaks Area Basin, both of which are classified as a Very Low Priority basin by the DWR. The Sustainable Groundwater Management Act requires local agencies to form groundwater sustainability agencies to manage groundwater resources in High and Medium Priority basins. Accordingly, the Conejo Basin and Thousand Oaks Area Basin are not subject to a GSP, and as such, a GSP is not applicable to the Site.

With regard to water quality, as detailed above, construction and operation of the Project would not encounter groundwater, therefore, there would be no potential to introduce pollutants directly into the aquifer. Additionally, mandatory BMPs and the biofiltration system would ensure that pollutants would not be discharged from the Site. Furthermore, the extraction of groundwater would not be required. The Project would not (1) directly interfere with groundwater recharge as the Site is unlikely to serve as an existing source of groundwater recharge for the Basin; or (2) indirectly interfere with groundwater recharge as the Project's water supply would be provided by CMWD, which does not pump native groundwater.[94] Accordingly, the Project would not conflict with or obstruct sustainable groundwater management plans.

In addition, as discussed in response to **Checklist Question III-10(b),** the Project would not interfere with groundwater recharge and there would be no direct withdraw of the groundwater from beneath the Site during construction or operation (e.g., dewatering, private supply well, etc.).

The Project is not subject to the provisions of a GSP and the Project would not affect groundwater quality or supplies in a manner that would conflict with the protection and improvement goals of the Water Master Plan. As such, the Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Impacts would be less than significant. No mitigation measures were previously required with regard to such plans for the General Plan EIR and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

4. Cumulative Analysis

In accordance with the LARWQCB's NPDES MS4 Permit, all cumulative projects would be required to implement LID BMPs for the control and treatment of runoff. LID BMPs are intended to prevent water quality impacts through required reduction in the volume and velocity of stormwater runoff. Therefore, cumulative development would be expected to incrementally reduce stormwater runoff from the area over time, which would incrementally improve the quality of such runoff and reduce the potential for erosion and downstream impacts, such as flooding. The City ensures compliance with the MS4 Permit and implementation of appropriate BMPs for control of site hydrology through the standard building and occupancy permit review/inspection process. The Project would have less than significant impact with hydrology and water quality and would not be cumulatively considerable**.**

[94] *Calleguas Municipal Water District, 2020 Urban Water Management Plan, June 2021, page 6-5, February 2026.*

11. Land Use and Planning

	Impact Determination for 2045 General Plan Update EIR	Proposed Project Impact Conclusion	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially. More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
Would the project:					
a. Physically divide an established community?	Less than Significant Impact	Less than Significant Impact	No	No	No
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?	Less than Significant Impact	No Impact	No	No	No

A. Summary of Analysis in Final EIR

The General Plan EIR found that the General Plan Update would retain and continue the Planning Area's existing pattern of arterial highways, existing street system, and protect its established communities in the City. Furthermore, it was determined that several proposed goals would protect established communities and existing street patterns. Specifically, the Land Use Element includes (Policies 1.2-1.5, 3.1-3.5 are discussed further below) and Implementation Action LU-A.2 and LU-A.3 which would support the City's RHNA. The General Plan Update would create a land use pattern of development that preserves existing neighborhoods, by providing opportunities for targeted infill projects in strategic locations to enhance the quality of life, preserve the natural environment, and ensure the long-term fiscal viability of the City. The General Plan would preserve and enhance existing neighborhoods throughout the City. In addition, the General Plan would create and maintain a transportation system that is safe for travelers of all ages and abilities regardless of mode, and it would create and maintain a transportation system that fosters vibrant commercial centers and economic resiliency. A detailed description of the goals and polices is described below under the Section, General Plan EIR Goals and Polices. The General Plan Update was found to enhance existing communities and impacts were determined to be less than significant.

The General Plan EIR determined that the General Plan Update and its policies would be consistent with SCAG's RTP/SCS, as well as the City's Specific Plans and studies. The General Plan Update was found to

propose development patterns in focused areas of growth that would support well-connected mobility, encourage a variety of housing types and affordability levels, improve access to services and implement sustainability policies through the use of technology, and encourage maintenance and preservation of open spaces. The General Plan Update also recognized existing land uses established by various specific plans, which would reduce the potential of conflicts from future development. Specifically, the City has multiple specific plans that have more area specific requirements than the underlying zoning requirements and define the permitted land uses and development standards for the unique characteristics of the planning area for each specific plan. The General Plan Update has been designed to be consistent with the City's specific plans. The General Plan also recognizes the existing land uses established by specific plans, reducing the potential of a conflict between the General Plan Update and specific plans. As such, the General Plan Update EIR was determined to not conflict with land use plans and impacts were found to be less than significant.

General Plan EIR Goals and Policies

The General Plan EIR identified the following goals and policies in the General Plan related to land use:

Land Use Element

- **Goal LU-1:** Create a land use pattern of development that preserves existing neighborhoods while providing opportunities for targeted infill projects in strategic locations to enhance the quality of life, preserve the natural environment, and ensure the long-term fiscal viability of Thousand Oaks.
    - **Policy 1.2: Complete Community.** Strive to maintain a diverse and balanced mix of uses in the City, so that Thousand Oaks is a "complete community" with a diversity of housing for all stages of life and income levels; improved alignment of educational attainment opportunities with high-paying employment opportunities, open space, public facilities that meet residents' needs, and retail and services to support daily life.
    - **Policy 1.3: Balance Character and Infill.** Maintain community character while promoting infill development that brings needed housing, amenities, and jobs to the City.
    - **Policy 1.4: Infill Locations.** Focus most new development in areas identified in the "Areas-Specific Guidance."
    - **Policy 1.5: Mixed-Use Development.** Allow mixed-use developments, consistent with the General Plan land use map, to support a healthy jobs/housing balance, promote walkability, and increase economic vibrancy.
- **Goal LU-2:** Preserve and enhance existing neighborhoods throughout the City.
    - **Policy 3.1: Diversity of Housing.** Promote a diversity of housing types in locations throughout the City, specifically in neighborhood areas that contain goods and services, parks and open space, and public schools in a walkable setting.
    - **Policy 3.2: Housing for Different Life Stages and Incomes.** Encourage new housing types for all residents including young professionals, older adults, and middle- and low-income families.
    - **Policy 3.3: Intergenerational Supportive Housing.** Support extended family living within single-family neighborhoods through modifications to existing homes.

- **Policy 3.4: Aging in Place.** Promote development of housing types that support opportunities to age in place.
- **Policy 3.5: Housing for Special Needs.** Support housing for older adults, special needs groups (including those with developmental disabilities), and non-traditional family groups by allowing a diverse range of housing configurations and universally accessible design features.

- **Implementation Action LU-A.2: Create New Mixed-Use Zoning District.** Following the adoption of the General Plan, create a new mixed-use zoning district, including performance standards for infill development on parking lots and commercial structures.
- **Implementation Action LU-A.3: Inclusionary Housing Program.** Adopt and implement an Inclusionary Housing Program.

Mobility Element

- **Goal M-1*:*** Create and maintain a transportation system that is safe for travelers of all ages and abilities regardless of mode.
- **Goal M-5:** Create and maintain a transportation system that fosters vibrant commercial centers and economic resiliency.

B. Analysis of Proposed Project

1. Existing Setting

The City of Thousand Oaks was first incorporated in 1964 and doubled in population over the next 10 years, averaging a yearly growth rate of 11.8 percent. The construction of the Ventura Freeway ("US 101") provided the City with transportation connections to the greater Los Angeles area, prompting the development of shopping centers, industrial parks, and schools alongside residential development. The City is mainly built-out within a geographic area of approximately 56 square miles (37,300 acres). Open space is the most prevalent land use in the planning area, occupying approximately 44.8 percent of the planning area. Residential land uses are the second most prevalent land use, occupying approximately 30.5 percent of the planning area. Commercial, industrial, and public/institutional land uses make up the remaining planning area representing 3.5 percent, 1.8 percent, and 3.1 percent, respectively. Vacant land represents 3.4 percent of the planning area and rights-of-way represent the remaining 11.3 percent of the planning area.[95]

The Site is currently developed with three commercial buildings totaling approximately 107,859 sf, consisting of two office buildings totaling approximately 97,675 sf and one standalone retail building totaling approximately 10,184 sf. Per the 2045 General Plan Update, the Site has a land use designation of Mixed-Use and was selected for re-zoning from Community Shopping Center Zone (C-3) to Mixed-Use

[95] *City of Thousand Oaks, 2045 General Plan Update, Land Use Element, 2023, Figure 4.9 Moorpark Road/Janss Marketplace, page 75.*

(MU) zoning.[96] Development standards, applicable to the project, for the MU Zone are implemented through Article 10.5 of the TOMC and Objective Design Standards through Article 22 of the TOMC.

2. Regulatory Setting

State Regulations

Housing Element

The Housing Element is a State mandated document that includes, among other things, housing goals, objectives, and policies related to the preservation and development of housing with a planning horizon of eight years, compared to typical City General Plans that are updated every 20 years. The California Department of Housing and Community Development (HCD) reviews all Housing Elements and determines if the proposed changes meet the State housing objectives.

State Density Bonus Law

California Government Code Section 65915 requires that a local government shall grant a density bonus and other incentives or concessions to developers of housing projects which include an affordable housing component. Article 5 of the TOMC contains the City's density bonus provisions, which were initially adopted in 2008 and most recently updated in 2016. State density bonus requirements have changed significantly since that time, with the passage of AB 2345 (2020) which increased the maximum density bonus for projects containing some portion of affordable housing units from 35 percent to 50 percent, AB 1763 (2019) which created new regulations for projects that contain 100 percent affordable units, and AB 1287 (2023) which allowed stacking of bonus densities, capable of achieving 100 percent density bonus for project with 15 percent very-low income and 15 percent moderate income dwelling units.

In addition to a density bonus, developers may also be eligible for one or more concessions or incentives for a qualified project, including reductions in site development standards and modifications of zoning and architectural design requirements, mixed-use zoning that will reduce the cost of housing, and other regulatory incentives or concessions.

As mentioned previously, the City's density bonus ordinance was most recently updated in 2016, prior to the State's enactment of AB 1763, AB 2345, and AB 1287. As such, amendments to update the density bonus ordinance to comply with State law have been included in the City's Housing Program (Program 7).

Regional Regulations

Southern California Association of Governments

SCAG is the Federally recognized metropolitan planning organization (MPO) for the region, which encompasses over 38,000 square miles and represents Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. As a regional planning agency, SCAG offers a forum for addressing

[96] *City of Thousand Oaks, 2045 General Plan Update, Land Use Element, 2023, Figure 4.9 Moorpark Road/Janss Marketplace, page 75.*

regional issues concerning transportation, economic growth, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under Federal and State law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs and offers comments on mitigation that will help to reduce environmental impacts.

As the southern California region's MPO, SCAG cooperates with the South Coast Air Quality Management District, Caltrans, and other agencies in preparing regional planning documents. SCAG has developed regional plans to achieve specific regional objectives.

The 2024 Connect SoCal is the most recent update to the RTP/SCS and represents the most likely future growth scenario for the region based on the information available at the time it was prepared.[97] SoCal Connect includes projects to 2050, accounting for a combination of recent and past trends and reasonable key technical assumptions. SCAG also sought input from local cities to prepare the RTP/SCS.

Local

City of Thousand Oaks

The Site is governed by the City's General Plan, Thousand Oaks Municipal Code, and the City's Design Guidelines. Although part of the City's zoning regulations, the Oak Tree Preservation Ordinance is discussed in **Section III.4, Biological Resources**.

Thousand Oaks General Plan

On December 5, 2023, the City of Thousand Oaks City Council voted to adopt the comprehensive General Plan 2045 which identifies the long-term vision, goals, and strategies to protect the City's natural open spaces, characteristic neighborhoods, diversity of jobs, and high-quality public facilities and services, while also allowing growth that meets evolving social, market, and environmental conditions.

As identified in the City's 2045 General Plan, the most critical issue in the General Plan is the provision of more affordable housing, as most of the housing stock in the City consists of single-family homes. Furthermore, the Land Use Element identifies the development of a Downtown Core neighborhood as an opportunity through which the Thousand Oaks Boulevard Specific Plan and the Thousand Oaks Downtown Core Master Plan can develop a walkable, mixed-use, and cultural destination in the City.

To successfully implement the vision and uphold the community's values, the General Plan includes a series of strategies to be implemented over the next several decades. These strategies serve as a guidepost for the development and refinement of the goals, policies, and actions across this General Plan. The following land use strategies, goals, and polices would specifically apply to the Project. Additional Mobility Chapter, Conservation Chapter, Community Facilities and Services Chapter, Safety Chapter, Noise

[97] *Southern California Association of Governments.*

Chapter, and Housing Element goals and policies are discussed below in **Table 17, Project Consistency with General Plan Goals and Policies.**

STRATEGY 7: Revitalize underutilized land and opportunity areas (including the malls, older shopping centers, and Thousand Oaks Boulevard) with a diverse mix of uses including residential.

STRATEGY 12: Create a diversity of housing types and affordability levels, including mixed-use and multifamily development.

- **Goal LU-1**: Create a land use pattern of development that preserves existing neighborhoods while providing opportunities for targeted infill projects in strategic locations to enhance the quality of life, preserve the natural environment, and ensure the long-term fiscal viability of Thousand Oaks.
    - **Policy LU-1.1 Overall City structure.** Establish a clearly defined urban pattern of development and open space by:
        - Maintaining and expanding the open space network and natural areas around the City.
        - Maintaining the single-family residential character of established neighborhood areas.
        - Supporting development along Thousand Oaks Boulevard in the area encompassing the Downtown Core Master Plan through revising the Thousand Oaks Boulevard and Civic Arts Plaza specific plans to implement the General Plan policies, and the Downtown Core Master Plan's Primary Actions and Supporting Activities.
        - Revitalizing Thousand Oaks Boulevard with a diverse mix of multi-family residential, retail, commercial, office, healthy food options, service and entertainment related uses, and civic gathering spaces. Incentivizing and streamlining infill multi-family development.
        - Redeveloping large shopping malls, including The Oaks shopping mall and Janss Marketplace, into walkable, mixed-use places that include multi-family residential, hotels, entertainment and retail uses.
        - Promoting new visitor-serving uses, such as lodging and commercial recreational uses, along Highway 101.
        - Expanding and diversifying the employment uses in the City with a focus on biotech, high tech, research and development, and office uses.
        - Redeveloping strip commercial shopping centers into walkable, mixed-use centers with housing, retail, and public meeting and gathering spaces.
        - Discouraging the development of drive-through facilities and building designs for single use occupancy within mixed-use areas.
        - Providing a supportive network of public uses throughout the City including parks, schools, libraries, and community centers.
        - Supporting new development with sufficient sewer, water, electrical, and other critical infrastructure. Incentivizing and streamlining infill residential at mixed-use

designations, including adding residential development on existing parking lots and underutilized portions of the site.

- **Policy LU-1.2 Complete community.** Strive to maintain a diverse and balanced mix of uses in the City, so that Thousand Oaks is a "complete community" with a diversity of housing for all stages of life and income levels; improve alignment of educational attainment opportunities with high-paying employment opportunities, open space, public facilities that meet residents' needs, and retail and services to support daily life.
- **Policy LU 1.3 Balance character and infill.** Maintain community character while promoting infill development that brings needed housing, amenities, and jobs to the City.
- **Policy LU 1.4 Infill locations.** Focus most new development in areas identified in the "Areas-Specific Guidance."
- **Policy LU 1.5 Mixed-use development.** Allow mixed-use developments, consistent with the General Plan land use map, to support a healthy jobs/housing balance, promote walkability, and increase economic vibrancy.
- **Policy LU-1.10 Landscaping.** Strive to increase the amount of green landscaping and trees throughout the City in order to combat climate change, provide shade and enhance the visual quality of Thousand Oaks. Landscaping shall be native and drought-tolerant where feasible.

- **Goal LU-2:** Preserve and enhance existing neighborhoods throughout the City.
  - **Policy LU-2.5 Sustainable residential landscaping.** Encourage property owners to use sustainable and climate-appropriate landscaping by incorporating natural materials and native vegetation and trees to enhance the urban forest and provide shade and habitat for fauna.
  - **Policy LU-2.6 Circulation connectivity.** Seek opportunities to enhance existing residential neighborhoods by improving pedestrian and bicycle access and infrastructure, installing traffic calming measures, and creating new connections between adjacent streets, subdivisions and commercial areas.
  - **Policy U-2.7 Access to neighborhood amenities.** Improve sidewalks and bike lanes within neighborhoods and along routes to retail areas, schools, parks, and other points of interest to promote active transportation. Improve active transportation-related street amenities, including bike parking, lighting, and seating along major routes.
- **Goal LU-3**: Promote a diversity of housing types for Thousand Oaks residents through all stages of life.
  - **Policy LU-3.1 Diversity of housing.** Promote a diversity of housing types in locations throughout the City, specifically in neighborhood areas that contain goods and services, parks and open space, and public schools in a walkable setting.
  - **Policy LU-3.2 Housing for different life stages and incomes.** Encourage new housing types for all residents including young professionals, older adults, and middle- and low-income families.
  - **Policy LU-3.4 Aging in place.** Promote development of housing types that support opportunities to age in place.

- **Policy LU-3.5 Housing for special needs.** Support housing for older adults, special needs groups (including those with developmental disabilities), and non-traditional family groups by allowing a diverse range of housing configurations and universally accessible design features.
- **Policy LU-3.7 Parking requirements.** Allow a reduction in parking requirements on a project-by-project basis to achieve high-quality design, increased housing affordability, and to promote walking, bicycling, and transit use, while working to minimize potential negative impacts on adjacent properties.

- **Goal LU-5**: Enhance the quality of life, enable active modes of transportation, and provide housing opportunities with vibrant mixed-use areas.
  - **Policy LU 5.1 Mixed-use development.** Actively encourage the vertical or horizontal mixed-use development projects, especially in areas with underperforming retail and service uses.
  - **Policy LU-5.2 Active ground floor uses.** Encourage active ground floor uses, such as retail, restaurants, and other commercial uses in new development projects that have a potential for significant pedestrian activity.
  - **Policy LU-5.3 Pedestrian-oriented design.** Orient new buildings towards the primary public right-of-way and require new projects to construct sidewalks designed to accommodate street amenities and landscaping in front of the project. Encourage new project designs with the primary building entrance facing the front, instead of behind the building or from a side street.
  - **Policy LU 5.4 Residential infill within commercial shopping centers.** Encourage infill residential development on underutilized parking lots in mixed-use areas while also maintaining the site's retail and commercial activity. Support the following activities, when necessary, to facilitate residential development:
    - Subdivision of the parking area to create developable parcels.
    - Clustering of density on underutilized portions of the site and/or parking area.
    - Shares access to existing structures to allow existing uses to remain while the parking areas are being redeveloped or reconfigured.
    - Addition to or reconfiguration of the existing structures.
  - **Policy LU-5.5 Land use integration.** Provide infrastructure connectivity between mixed-use developments and surrounding land uses, including streets, pedestrian trails, bikeways, park lands, commercial retail, and employment uses.
  - **Policy LU-5.7 Drive-through facilities.** Restrict new drive through facilities in areas designated as Mixed-Use in order to minimize conflicts with pedestrian oriented design and promote pedestrian activity and safety.
  - **Policy LU-5.8 Comprehensive site design.** Require mixed-use development to be comprehensively planned. Discourage "outparcels" for specific commercial uses or other subdivision of sites into smaller parcels that would restrict the redevelopment of the area for housing in the future.
  - **Policy LU-5.9 Subdivision of parcels for residential uses.** Allow property owners to subdivide larger mixed-use designated parcels to allow residential development on a portion of the site.

- **Goal LU-8**: Support high-quality and visually interesting design and construction of all buildings throughout the City.
  - **Policy LU-8.1 Quality design and materials.** Require simple, urban building forms made with permanent, high-quality materials and architectural detailing.
  - **Policy LU-8.2 Building entrances.** Use visual and physical features within a building's design and entries to emphasize the building entrance and connection to public spaces.
  - **Policy LU-8.3 Public gathering spaces.** Encourage public and quasi-public gathering spaces within development that support community activities.
  - **Policy LU-8.7 Crime prevention strategies.** Implement Crime Prevention Through Environmental Design (CPTED) principles, that include site design, mixtures of uses, lighting, nighttime security and other measures.
  - **Policy LU 8.8 Design of mixed-use, commercial, office, and industrial areas.** Design areas to be more urban in character by amending the zoning and regulations, including but not limited to the following:
    - Buildings sited near front lines by establishing maximum setbacks
    - A high percentage of lot coverage
    - Building facades with transparency (e.g., windows) and an active street frontage
    - Parking and loading areas located behind or on the side of buildings
    - Wide sidewalks with landscaping
    - New street connections to create more walkable blocks
- **Goal LU-10:** Preserve views of the mountains and ridgelines and unique entryways to Thousand Oaks.
  - **Policy LU** 10.1 Public view corridors. Reaffirm and update adopted view sheds protection within the Ridgeline Study. Promote development practices that enhance and frame views of the mountains and ridgelines from view corridors along public rights of ways.
- **Goal LU-11:** Power existing and new buildings with clean energy.
  - **Policy LU 11.2 Energy efficient new construction.** Promote and encourage energy-efficient new construction through implementation of CALGreen Tier 1 and Tier 2 measures and use of Passive Solar System design features.
  - **Policy LU 11.3 Onsite solar in new construction.** Promote and encourage the installation to the maximum extent possible of on-site solar (or other distributed renewable energy) in new construction, including rooftop, carports and additional technologies as they evolve.
  - **Policy LU 11.7 Electrical Vehicle charging stations in new development.** Require EV ready receptacles sufficient to support users in new development.
- **Goal LU-14:** Activate Thousand Oaks Boulevard as a walkable, mixed-use area with housing, retail, restaurants, office, and services.
- **Goal LU-16**: Repurpose Moorpark Road between Thousand Oaks Boulevard and Wilbur Road into a mixed-use district.

- **Policy LU 16.6 Multifamily Housing.** Facilitate multifamily housing in the existing parking lots by allowing for the subdivision of parking areas to create parcels to create parcels for housing and clustering housing on underutilized portions of the site and/or parking lots. Ensure that the new residential development has a strong sense of place and is connected to nearby retail areas and neighborhoods.

3. Impact Analysis

a) Would the project physically divide an established community?

Less Than Significant Impact. The Project would remove two commercial office buildings, retain one commercial retail building, and construct a new multifamily residential building consisting of 297 units. The Project would not directly disrupt, divide, or isolate an existing neighborhood or community, as all proposed improvements would occur within the boundaries of the existing Project Site. Additionally, the Project would not cause any permanent street closures, block access to any surrounding land use, or cause any change in the existing street grid system. Existing and proposed regional access to the Site is provided via 101 Freeway using the Moorpark Road exit to the west and via 23 Freeway to the east using the Hillcrest Drive/Thousand Oaks Boulevard. Direct street access is provided via three private ingress and egress driveways along East Hillcrest Drive. The three private driveways would create and interconnected shared Site access that provides connectivity to the Site with the surrounding uses. Furthermore, the on-site vehicular circulation system has been designed to provide adequate access for emergency vehicles and evacuation of residents as shown in **Figure 16, Fire Access Plan**, which enhances safety and improves traffic flow on-site. Implementation of the Project would result in a mixed-use development in an area designated and zoned for mixed-uses and the Project would consist of commercial, restaurant, retail, , office, and residential land uses.

The Site is bounded by a senior living facility to the north, East Hillcrest Drive to the south, residential and medical office uses to the east, Lang Creek concrete drainage channel to the west, and residential uses beyond. Several existing multifamily residential uses are located within the vicinity of the Site. As shown in **Table 1, Surrounding Land Uses**, in **Section II. Project Description**, existing multifamily residential buildings consist of 2 to 4-story buildings and range from 36 to 242-units, and therefore, construction of a new five-story multifamily residential building would not create a conflict of scale, intensity, or use that would serve as an indirect physical division. As such, the Project would not physically divide an established community and impacts would be less than significant. No mitigation measures were previously required with regard to division of a community for the General Plan EIR and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

b) Would the project 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?

No Impact. Regionally, the Site is located within the planning area of SCAG, the federally designated metropolitan planning organization. SCAG is responsible for reviewing regionally significant local plans,

projects, and programs for consistency with SCAG's adopted regional plans. As the Project proposes to demolish two existing commercial office buildings and construct a new 331,550-square-foot, 297-unit residential building, the Project does not meet the criteria for being regionally significant pursuant to the CEQA Guidelines, Section 15206(b); therefore, no further analysis of SCAG consistency is required. The Project is also located within the regional planning area of the SCAQMD AQMP. As evaluated in **Checklist Section III.3, Air Quality**, the Project is consistent with the currently-applicable AQMP, and no further analysis is required.

Locally, the Site is located within the jurisdiction of the City of Thousand Oaks and is therefore subject to the Thousand Oaks General Plan and the TOMC, including the Development Standards (codified in Article 10.5 of the TOMC) and the City's Objective Design Standards (codified in Article 22 of the TOMC). Consistency with these plans and regulations is discussed below. Only goals, policies, and standards relevant and applicable to the Project are included. **Table 17, Project Consistency with General Plan Goals and Policies**, evaluates the Project for consistency with the General Plan.

Table 17
Project Consistency with General Plan Goals and Policies

Goals	Analysis of Project Consistency
Land Use Chapter	
Goal LU-1: Create a land use pattern of development that preserves existing neighborhoods while providing opportunities for targeted infill projects in strategic locations to enhance the quality of life, preserve the natural environment, and ensure the long-term fiscal viability of Thousand Oaks.	**Consistent**. The Project would result in a mixed-use development on an infill site designated and zoned for mixed-use purposes. Specifically, the Project would primarily add residential development on existing parking lot space within an underutilized portion of an existing commercial office development the Site. The Project would bring needed housing to the City consistent with the General Plan land use map and goals and policies identified in the "Areas-Specific Guidance" for the Moorpark Road/Janss Marketplace Area.
Policy LU-1.1 Overall City structure. Establish a clearly defined urban pattern of development and open space by: • Maintaining and expanding the open space network and natural areas around the City. • Maintaining the single-family residential character of established neighborhood areas. • Supporting development along Thousand Oaks Boulevard in the area encompassing the Downtown Core Master Plan through revising the Thousand Oaks Boulevard and Civic Arts	**Consistent**. The Project would result in a mixed-use development on an infill site designated and zoned for mixed-use purposes. Specifically, the Project would primarily add infill residential development on existing parking lot space within an underutilized portion of an existing commercial office development. The Project would bring needed housing to the City consistent with the General Plan land use map and goals and policies identified in the "Areas-Specific Guidance" for the Moorpark Road/Janss Marketplace Area.

Plaza specific plans to implement the General Plan policies, and the Downtown Core Master Plan's Primary Actions and Supporting Activities. • Revitalizing Thousand Oaks Boulevard with a diverse mix of multi-family residential, retail, commercial, office, healthy food options, service and entertainment related uses, and civic gathering spaces. Incentivizing and streamlining infill multi-family development. • Redeveloping large shopping malls, including The Oaks shopping mall and Janss Marketplace, into walkable, mixed-use places that include multi-family residential, hotels, entertainment and retail uses. • Promoting new visitor-serving uses, such as lodging and commercial recreational uses, along Highway 101. • Expanding and diversifying the employment uses in the City with a focus on biotech, high tech, research and development, and office uses. • Redeveloping strip commercial shopping centers into walkable, mixed-use centers with housing, retail, and public meeting and gathering spaces. • Discouraging the development of drive-through facilities and building designs for single use occupancy within mixed-use areas. • Providing a supportive network of public uses throughout the City including parks, schools, libraries, and community centers. • Supporting new development with sufficient sewer, water, electrical, and other critical infrastructure. Incentivizing and streamlining infill residential at mixed-use designations, including adding residential development on existing parking lots and underutilized portions of the site.	
Policy LU-1.2 Complete community. Strive to maintain a diverse and balanced mix of uses in the City, so that Thousand Oaks is a "complete community" with a diversity of housing for all stages of life and income levels; improve alignment of educational attainment opportunities with high-	**Consistent**. The Project would result in a mix of uses on the Site, including residential units and retail services. The Project's residential component would align with the goals and policies of the General Plan Update, the Housing Element, and Inclusionary Housing Ordinance to provide a

paying employment opportunities, open space, public facilities that meet residents' needs, and retail and services to support daily life.	diversity of housing by providing rental housing in the form of 25 low-income affordable units. In addition, the Project includes a range of bedroom types. Unit sizes range from 550 sf to 1,297 sf and feature studio, 1-bed, 2-bed, and 3-bed configurations. Thus, providing housing opportunities, for people with a range of income levels.
Policy LU-1.3 Balance character and infill. Maintain community character while promoting infill development that brings needed housing, amenities, and jobs to the City.	**Consistent**. The Project would develop needed housing in the City. Specifically, the Project would develop 297 residential units, including 25 affordable low-income units, on an infill site.
Policy LU-1.4 Infill locations. Focus most new development in areas identified in the "Areas-Specific Guidance."	**Consistent**. The Project would result in new mixed-use development on a site designated and zoned for mixed-uses consistent with the "Areas-Specific Guidance" for the Moorpark Road/Janss Marketplace Area.
Policy LU-1.5 Mixed-use development. Allow mixed-use developments, consistent with the General Plan land use map, to support a healthy jobs/housing balance, promote walkability, and increase economic vibrancy.	**Consistent**. The Project would result in a mixed-use development on an infill site designated for mixed-use purposes in the General Plan land use map.
Policy LU-1.10 Landscaping. Strive to increase the amount of green landscaping and trees throughout the City in order to combat climate change, provide shade and enhance the visual quality of Thousand Oaks. Landscaping shall be native and drought-tolerant where feasible.	**Consistent**. The Project would prominently feature existing ornamental and protected trees as well as additional landscape elements/features. The landscape design features a selection of California-native and drought-tolerant species.
Goal LU-2: Preserve and enhance existing neighborhoods throughout the City.	**Consistent.** The Project has a base density of 247 units, consistent with the underlying Mixed Use land use designation. The Project includes a mix of residential and commercial uses with public open space and incorporates a design that is compatible with the development potential of surrounding properties.
Policy LU-2.5 Sustainable residential landscaping. Encourage property owners to use sustainable and climate-appropriate landscaping by incorporating natural materials and native vegetation and trees to enhance the urban forest and provide shade and habitat for fauna.	**Consistent.** The landscape design of the Project will prominently feature existing ornamental and protected trees as well as additional landscape elements/features as shown in **Figure 15, Landscaping Plan**. The design will foster a sense of connectivity with nature and celebrate a selection of California-native, and drought-tolerant species. The planting and irrigation systems will be developed to adhere to the City of Thousand Oaks and State of California water conservation

	standards, which include drought tolerant plants and automated irrigation equipment. The use of low and very-low water use plants will help reduce dependence on potable water. The landscape design will also comply with the City of Thousand Oaks' fire-resistant landscape requirements and defensible space guidelines. Further, the Project will comply with the City Forestry Master Plan and landscape and irrigation standards pursuant to Resolution Nos. 2005-011 and 2007-116. The plant palette will offer a diversity of color, size, and texture to create an enhanced experience for tenants and the public alike.
Policy LU-2.6 Circulation connectivity. Seek opportunities to enhance existing residential neighborhoods by improving pedestrian and bicycle access and infrastructure, installing traffic calming measures, and creating new connections between adjacent streets, subdivisions and commercial areas.	**Consistent.** Existing and proposed regional access to the Site is provided via 101 Freeway using the Moorpark Road exit to the west and via 23 Freeway to the east using the Hillcrest Drive/Thousand Oaks Boulevard. Direct street access is provided via three private ingress and egress driveways along East Hillcrest Drive. The on-site vehicular circulation system has been designed to provide adequate access for emergency vehicles and evacuation of residents as shown in **Figure 16, Fire Access Plan**. The Site would Indoor/Outdoor bike parking with electric charging stations to improve bicycle access to the Site. A common open space park plaza located at the southwest corner of the Site serves as a transition from the public realm from East Hillcrest Drive to the Site, providing an inviting atmosphere for pedestrians to gather within an area consisting of shaded common open space with seating and landscaping as shown in **Figure 14, Open Space Plan**. The plaza will serve as a nexus point from which visitors or tenants of the Site can access the standalone commercial building and adjacent garden seating or the residential building. Pedestrian pathways are provided around the residential building, allowing tenants access to private and secured indoor and outdoor amenities throughout.
Policy U-2.7 Access to neighborhood amenities. Improve sidewalks and bike lanes within neighborhoods and along routes to retail areas, schools, parks, and other points of interest to	**Consistent.** The Site would Indoor/Outdoor bike parking with electric charging stations to improve bicycle access to the Site. The Project would also introduce lighting for residential, commercial,

promote active transportation. Improve active transportation-related street amenities, including bike parking, lighting, and seating along major routes.	amenities, open space, and corridors to ensure adequate lighting for operation and safety. All lighting would be developed to adhere to applicable City light and glare regulations. A common open space park plaza located at the southwest corner of the Site serves as a transition from the public realm from East Hillcrest Drive to the Site, providing an inviting atmosphere for pedestrians to gather within an area consisting of shaded common open space with seating and landscaping as shown in **Figure 14, Open Space Plan**. The plaza will serve as a nexus point from which visitors or tenants of the Site can access the standalone commercial building and adjacent garden seating or the residential building. Pedestrian pathways are provided around the residential building, allowing tenants access to private and secured indoor and outdoor amenities throughout.
Goal LU-3: Promote a diversity of housing types for Thousand Oaks residents through all stages of life.	**Consistent**. The Project would result in a mix of uses on the Site, including residential units and retail services. The Project provides 25 low-income affordable units. In addition, the Project includes a variety of unit sizes from 550 sf to 1,297 sf and feature studio, 1-bed, 2-bed, and 3-bed configurations. Thus, providing housing opportunities, for people through all stages of life.
Policy LU-3.1 Diversity of housing. Promote a diversity of housing types in locations throughout the City, specifically in neighborhood areas that contain goods and services, parks and open space, and public schools in a walkable setting.	**Consistent**. The Project would result in a mix of uses on the Site, including residential units and retail services. The Project provides 25 low-income affordable units. In addition, the Project includes a variety of unit sizes from 550 sf to 1,297 sf and feature studio, 1-bed, 2-bed, and 3-bed configurations. The proposed mixed-use Project is located in an area where there are a variety of job centers in nearby commercial retail, medical, and professional office sites. The Project provides 10,800 sf of common open space at the southwest corner of the residential building, accessible from East Hillcrest Drive, along the south property line. The Project includes common open space design elements that encourage social interaction and wellness with naturally landscaped open space areas, programmed spaces, and walking paths.

	Public transit for the Site is provided to the south along East Hillcrest Drive, with the nearest bus stop (Route 44) located within 200 feet ("ft") of the Site on East Hillcrest Drive/East of Moorpark Road. Bus stops serving Routes 44, 40, 41, 42, 43, and 45 are located within 0.5 miles of the Site, providing service connections along East Hillcrest Drive, Moorpark Road, Lynn Road, Thousand Oaks Boulevard, Westlake Village, and the Thousand Oaks Transit Center.
Policy LU-3.2 Housing for different life stages and incomes. Encourage new housing types for all residents including young professionals, older adults, and middle- and low-income families.	**Consistent**. The Project would develop needed housing in the City. Specifically, the Project would develop 297 residential units, including 25 affordable low-income units, on an infill site. The affordable units consist of a variety of unit sizes for low-income family housing.
Policy LU-3.4 Aging in place. Promote development of housing types that support opportunities to age in place.	**Consistent**. The Project would develop needed housing in the City. Specifically, the Project would develop 297 residential units, including 25 affordable low-income units, on an infill site. The affordable units consist of a variety of unit sizes for low-income family housing. Thus, providing housing opportunities, for people with a range of income levels that allows them to age in place.
Policy LU-3.5 Housing for special needs. Support housing for older adults, special needs groups (including those with developmental disabilities), and non-traditional family groups by allowing a diverse range of housing configurations and universally accessible design features.	**Consistent**. The Project would develop needed housing in the City. Specifically, the Project would develop 297 residential units, including 25 affordable low-income units, on an infill site. The affordable units consist of a variety of unit sizes for low-income family housing.
Policy LU-3.7 Parking requirements. Allow a reduction in parking requirements on a project-by-project basis to achieve high-quality design, increased housing affordability, and to promote walking, bicycling, and transit use, while working to minimize potential negative impacts on adjacent properties.	**Consistent.** Parking is provided separately for the commercial and residential uses, a total of 490 parking spaces are provided on-site. A total of 41 surface parking spaces are provided for the existing commercial building with 34 surface parking spaces located adjacent to the south and east of the commercial building and 7 surface parking spaces located at the northernmost portion of the Site, adjacent to the proposed multifamily residential building. A total of 449 parking spaces are provided for the proposed residential use with 438 parking spaces provided within a 5-level parking garage located within the proposed residential building and 11 surface parking spaces located to the north of the residential building. The commercial parking

	requirements are governed by TOMC, and as designed the Project requires a minimum of 37 parking spaces for the commercial component. The residential parking requirements are governed by SDBL. Per SDBL parking ratios, a total of 353 parking spaces are required for the residential component of the Project, which is satisfied by the proposed parking provided, as described above. With the 449 residential parking spaces proposed a total of 96 surplus residential parking spaces will be provided. The Site is located within the established area, and is within proximity to transit, an existing bus stop, and walkable streets. The Project residences would also include sustainable design features to meet the requirements of the City of Thousand Oaks building codes, the California Green Building Code, and Title 24 requirements. The Project would include electric vehicle charging infrastructure; indoor/outdoor bike parking with charging stations for electric bikes; rainwater management systems; high surface roofing and paving reflectance; native and drought-tolerant landscaping; high efficiency drip irrigation systems; high efficiency fixtures; electric appliances; and an onsite solar photovoltaic array.
Goal LU-5: Enhance the quality of life, enable active modes of transportation, and provide housing opportunities with vibrant mixed-use areas.	**Consistent**. The Project would provide housing opportunities and create a horizontal mixed-use development. The Project's residential development structures would be located within an underutilized portion of the Site primarily consisting of existing surface parking areas and commercial office. The Project would cluster residential development within the underutilized portion of a site and on an underutilized portion of a site in a mixed-use area and would maintain the Site's retail activity. Direct street access is provided via three private ingress and egress driveways along East Hillcrest Drive. The three private driveways would create and interconnected shared Site access that provides connectivity to the Site with the surrounding uses. The Project would also include indoor/outdoor bike parking and electric vehicle charging stations. In addition, the Site is located in close proximity to transit and walkable streets, and an existing bus

	stop, thus promoting active modes of transportation.
Policy LU-5.1 Mixed-use development. Actively encourage vertical or horizontal mixed-use development projects, especially in areas with underperforming retail and service uses, including adding multifamily residential uses to underperforming buildings or surface parking lots.	**Consistent**. The Project would provide housing opportunities and create a horizontal mixed-use development. The Project's residential structures would be located within an underutilized portion of the Site primarily consisting of existing surface parking areas and commercial office. The Project would cluster residential development within the underutilized portion of a site and would maintain the Site's retail activity.
Policy LU-5.2 Active ground floor uses. Encourage active ground floor uses, such as retail, restaurants, and other commercial uses in new development projects that have a potential for significant pedestrian activity.	**Consistent**. The Project would result in a development that includes an existing commercial retail use in an area of significant pedestrian activity.
Policy LU-5.3 Pedestrian-oriented design. Orient new buildings towards the primary public right-of-way and require new projects to construct sidewalks designed to accommodate street amenities and landscaping in front of the project. Encourage new project designs with the primary building entrance facing the front, instead of behind the building or from a side street.	**Consistent**. The Project's residential building would be visually oriented towards East Hillcrest Drive and includes a common open space park plaza located at the southwest corner of the Site to serve as a transition from the public realm from East Hillcrest Drive to the Site. The plaza would provide an inviting atmosphere for pedestrians to gather within an area containing amenities consisting of shaded common open space with seating and landscaping. The Project would include offsite sidewalk improvements and internal common open space design elements that encourage social interaction and wellness with naturally landscaped open space areas, programmed spaces, and walking paths.
Policy LU-5.4 Residential infill within commercial shopping centers. Encourage infill residential development on underutilized parking lots in mixed-use areas while also maintaining the site's retail and commercial activity. Support the following activities, when necessary, to facilitate residential development: • Subdivision of the parking area to create developable parcels. • Clustering of density on underutilized portions of the site and/or parking area. • Shared access to existing structures to allow existing uses to remain while the parking areas are being redeveloped or reconfigured.	**Consistent**. The Project would result in a mixed-use development on an infill site designated and zoned for mixed-use purposes. Specifically, the Project would primarily add infill residential development on existing parking lot space within an underutilized portion of an existing commercial office development while maintaining an existing retail use.

• Addition to or reconfiguration of the existing structures.	
Policy LU-5.5 Land use integration. Provide infrastructure connectivity between mixed-use developments and surrounding land uses, including streets, pedestrian trails, bikeways, park lands, commercial retail, and employment uses.	**Consistent**. The Project would provide connectivity through offsite sidewalk improvements and internal common open space design elements that encourage social interaction and wellness with naturally landscaped open space areas, programmed spaces, and walking paths. The Project proposes three private driveways that would create an interconnected shared Site access that provides connectivity to the Site with the surrounding uses.
Policy LU-5.7 Drive-through facilities. Restrict new drive through facilities in areas designated as Mixed-Use in order to minimize conflicts with pedestrian oriented design and promote pedestrian activity and safety.	**Consistent**. The mixed-use Project would not include drive through facilities and, as discussed in **Section III-17, Transportation**, would not result in conflicts with pedestrians. The Project design includes a common open space park plaza located at the southwest corner of the Site to serve as a transition from the public realm from East Hillcrest Drive to the Site. The plaza would provide an inviting atmosphere for pedestrians to gather within an area containing amenities consisting of shaded common open space with seating and landscaping.
Policy LU-5.8 Comprehensive site design. Require mixed-use development to be comprehensively planned. Discourage "outparcels" for specific commercial uses or other subdivision of sites into smaller parcels that would restrict the redevelopment of the area for housing in the future.	**Consistent**. The Project has been comprehensively planned. An existing commercial retail use would be retained as a stand-alone structure; however, the Site would be subdivided into one master parcel that retains its mixed-use designation and zoning and would not be subdivided as separate parcels that would restrict redevelopment of the stand-alone retail portion with housing in the future.
Policy LU-5.9 Subdivision of parcels for residential uses. Allow property owners to subdivide larger mixed-use designated parcels to allow residential development on a portion of the site.	**Consistent**. The Site would be subdivided into one master parcel designated and zoned as mixed-use and develop residential uses on a portion of the Site.
Goal LU-8: Support high-quality and visually interesting design and construction of all buildings throughout the City.	**Consistent**. The Project has been designed to include high-quality materials and architectural detailing. The Project would develop a high-quality and visually interesting Site that conforms to applicable side and rear setback requirements, covers a high percentage of the lot, contains an active street frontage with landscaping and

	meandering pedestrian pathways/sidewalks, locates parking and loading areas located internal within the new residential structure to and/or behind the buildings, and that contains connections to the surrounding properties, and private and public streets.
Policy LU-8.1 Quality design and materials. Require simple, urban building forms made with permanent, high-quality materials and architectural detailing.	**Consistent**. The Project has been designed to include high-quality materials and architectural detailing. Pursuant to the SDBL, the Project includes a Concession request for deviation from the Objective Design Standard's requirements for window frame material; however, the Project would use high-quality vinyl windows similar to other recently approved projects in the City of Thousand Oaks.
Policy LU-8.2 Building entrances. Use visual and physical features within a building's design and entries to emphasize the building entrance and connection to public spaces.	**Consistent**. The Project's residential building would be visually oriented towards East Hillcrest Drive and includes a common open space park plaza located at the southwest corner of the Site to serve as a transition from the public realm from East Hillcrest Drive to the Site. The plaza would provide an inviting atmosphere for pedestrians to gather within an area containing amenities consisting of shaded common open space with seating and landscaping.
Policy LU-8.3 Public gathering spaces. Encourage public and quasi-public gathering spaces within development that support community activities.	**Consistent**. The Project includes a common open space park plaza located at the southwest corner of the Site to serve as a transition from the public realm from East Hillcrest Drive to the Site. The plaza would provide an inviting atmosphere for pedestrians to gather within an area containing amenities consisting of shaded common open space with seating and landscaping and would serve as a nexus point from which visitors or tenants of the Site can access the standalone commercial building and adjacent garden seating or the residential building. The Project would include offsite sidewalk improvements and internal common open space design elements that encourage social interaction and wellness with naturally landscaped open space areas, programmed spaces, and walking paths.
Policy LU-8.7 Crime prevention strategies. Implement Crime Prevention Through Environmental Design (CPTED) principles, that include site design,	**Consistent**. The Project includes a mixture of uses (residential and commercial retail) and would lighting for residential, commercial, amenities,

mixtures of uses, lighting, nighttime security and other measures.	open space, and corridors to ensure adequate lighting for operation and safety. The 24-hour nature of the residential land use would ensure the continuous presence of people, providing a sense of security and safety.
Policy LU-8.8 Design of mixed-use, commercial, office and industrial areas. Design areas to be more urban in character by amending the zoning regulations, including but not limited to the following: • Buildings sited near front lot lines by establishing maximum setbacks; • A high percentage of lot coverage; • Building facades with transparency (e.g., windows) and an active street frontage; • Parking and loading areas located behind or on the side of buildings; • Wide sidewalks with landscaping; • New street connections to create more walkable blocks	**Consistent**. Pursuant to the SDBL, the Project includes a requested Waiver from the maximum front setback of 30 feet. However, the proposed 33.4-foot front setback is designed to protect the root zones of several protected oaks and maximize the allowed residential density. The Project would result in a high percentage of lot coverage, would include an open space plaza to create an active street frontage; would include parking and loading areas behind and within the residential building; and would create a more walkable block through the inclusion of sidewalks and pedestrian pathways with landscaping.
Goal LU-10: Preserve views of the mountains and ridgelines and unique entryways to Thousand Oaks.	**Consistent:** As detailed in **Section III.1, Aesthetics**, height of the proposed buildings would maintain views of scenic vistas, mountains, and surrounding hills, thus preserving the views of the mountains and ridgelines and unique entryways into the City.
Policy LU-10.1 Public view corridors. Reaffirm and update adopted view sheds protection within the Ridgeline Study. Promote development practices that enhance and frame views of the mountains and ridgelines from view corridors along public rights of ways.	**Consistent:** As detailed in **Section III.1, Aesthetics**, height of the proposed buildings would maintain views of scenic vistas, mountains, and surrounding hills.
Goal LU-11: Power existing and new buildings with clean energy.	**Consistent.** The Project incorporates the principles of smart growth and environmental sustainability, as evidenced in the Site's location within the established area, the Site's proximity to transit and walkable streets, the proposal to add residential density within a mixed-use zone in proximity to transit, an existing bus stop, and the presence of existing infrastructure needed to service the proposed uses. The Project residences would also include sustainable design features to meet the requirements of the City of Thousand Oaks building codes, the California Green Building Code, and Title 24 requirements. The Project would include electric vehicle charging infrastructure;

	indoor/outdoor bike parking with charging stations for electric bikes; rainwater management systems; high surface roofing and paving reflectance; native and drought-tolerant landscaping; high efficiency drip irrigation systems; high efficiency fixtures; electric appliances; and an onsite solar photovoltaic array.
Policy LU-11.2 Energy efficient new construction. Promote and encourage energy-efficient new construction through implementation of CALGreen Tier 1 and Tier 2 measures and use of Passive Solar System design features.	**Consistent.** The Project incorporates the principles of smart growth and environmental sustainability, as evidenced in the Site's location within the established area, the Site's proximity to transit and walkable streets, the proposal to add residential density within a mixed-use zone in proximity to transit, an existing bus stop, and the presence of existing infrastructure needed to service the proposed uses. The Project residences would also include sustainable design features to meet the requirements of the City of Thousand Oaks building codes, the California Green Building Code, and Title 24 requirements. The Project would include electric vehicle charging infrastructure; indoor/outdoor bike parking with charging stations for electric bikes; rainwater management systems; high surface roofing and paving reflectance; native and drought-tolerant landscaping; high efficiency drip irrigation systems; high efficiency fixtures; electric appliances; and an onsite solar photovoltaic array.
Policy LU-11.3 Onsite solar in new construction. Promote and encourage the installation to the maximum extent possible of on-site solar (or other distributed renewable energy) in new construction, including rooftop, carports and additional technologies as they evolve.	**Consistent**. The Project would include an onsite solar photovoltaic array.
Policy LU-11.7 Electrical Vehicle charging stations in new development. Require EV ready receptacles sufficient to support users in new development.	**Consistent**. The Project would include electric vehicle charging infrastructure.
Goal LU-16: Repurpose Moorpark Road between Thousand Oaks Boulevard and Wilbur Road into a mixed-use district.	**Consistent**. The Project would repurpose the Project Site within the mixed-use district located along Moorpark Road and between Thousand Oaks Boulevard and Wilbur Road. The Project would demolish an existing commercial use and repurpose the Site with develop a horizontal mixed-use development a with the proposed

	multifamily housing on an underutilized portion of the Site which primarily consists of surface parking areas serving the existing commercial offices. The existing retail building would be retained on-site.
Policy LU-16.6 Multifamily Housing. Facilitate multifamily housing in the existing parking lots by allowing for the subdivision of parking areas to create parcels for housing and clustering housing on underutilized portions of the site and/or parking lots. Ensure that the new residential development has a strong sense of place and is connected to nearby retail areas and neighborhoods.	**Consistent**. The Project would develop multifamily housing on existing parking lot space within an underutilized portion of an existing commercial office development. The new residential development would be connected to both the existing onsite retail use and offsite retail areas by pedestrian pathways and proposes three private driveways that would create an interconnected shared Site access that provides connectivity to the Site with the surrounding uses.
Mobility Chapter	
Goal M-3: Create and maintain a transportation system that improves community health.	**Consistent**. The Project would result in a mixed-use site that includes indoor/outdoor bike parking and electric vehicle charging stations to improve community health.
Policy M-3.5 Mixed-use development. Require development of mixed-use to include multimodal improvements, such as convenient bicycle parking and storage facilities, electric vehicle charging stations, and vehicle share programs for reduced parking.	**Consistent**. The Project would result in a mixed-use site that includes indoor/outdoor bike parking and electric vehicle charging stations.
Policy M-3.7 Clean fuels and vehicles. Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.	**Consistent**. The Project would support the adoption of low and zero emission fuel sources through the provision of electric vehicle charging infrastructure.
Goal M-4: Create a transportation system that will accommodate future growth that provides for all modes.	**Not Applicable to the Project.**
Policy M-4.5 Development standards. Use development review guidelines that define transportation analysis and site design requirements to address multimodal access needs, connections to the surrounding street and mobility network, and right-size the roadway to the context of future development and its surroundings.	**Consistent**. The Project would be consistent with multimodal access requirements. Specifically, the Project would provide indoor/outdoor bike parking, and electric vehicle charging infrastructure, and is located in proximity to transit and walkable streets.
Goal M-6: Create and maintain a transportation system that reduces impacts to the environment while leveraging sustainability innovations.	**Not Applicable to the Project.**
Policy M-6.1 Decrease vehicle trips. Prioritize transportation and development	**Consistent**. The Project supports a reduction in sign-occupancy vehicle trips through its location in proximity to transit and walkable streets and

investments and strategies that reduce single-occupancy vehicle trips.	through the inclusion of multimodal transportation support infrastructure (e.g., bike parking and electric vehicle chargers).
Policy M-6.2 Decrease vehicle miles traveled. Prioritize pedestrian, bicycle and other micro-mobility transportation means, and transit enhancements. Encourage infill, mixed-use, and other land use development that locates resources and services near residents' homes.	**Consistent**. The Project would result in a mixed-use development on an infill site located within an established mixed-use and commercial area in proximity to transit and walkable streets.
Policy M-6.3 Emissions reduction. Support and encourage the adoption of low- and zero-emission vehicles, clean vehicle technologies, charging infrastructure and services to reduce GHG emissions from vehicles.	**Consistent**. The Project would support the adoption of low and zero emission fuel sources through the provision of electric vehicle charging infrastructure.
Conservation Chapter	
Goal C-4: Protect oak and landmark trees to maintain Thousand Oak's unique environmental character.	**Consistent.** The Project will include removal of 111 trees, encroachment upon 32 trees, and preservation of 135 trees. Of the 111 trees to be removed, 8 are protected oak trees and 9 are landmark trees. Of the trees to be encroached upon, a total of 10 are protected oak trees and 3 are landmark trees. Per the City's Oak Tree Preservation and Protection Guidelines mitigation requirements, each protected tree to be removed must be replaced with three (3) trees (two 24-inch box and one 36-inch box sized trees). A total of 50 replacement trees would be required for the Project. Should the 50 replacement trees not be planted on-site due to Site constraints, conditions of approval may be applied to the Project requiring the applicant to plant replacement trees at an off-site location for public benefit or provide an in-lieu payment to the City's Open Space Conservation Fund. The Project will be required to abide by the City's Oak Tree Preservation and Protection Guidelines for those protected trees to be encroached upon.
Policy C-4.1 Protected tree preservation. Continue to implement the City's Oak Tree and Landmark Tree Ordinances per the municipal code and the Oak Tree Preservation and Protection Guidelines.	**Consistent.** The Project will include removal of 111 trees, encroachment upon 32 trees, and preservation of 135 trees. Of the 111 trees to be removed, 8 are protected oak trees and 9 are landmark trees. Of the trees to be encroached upon, a total of 10 are protected oak trees and 3 are landmark trees. Per the City's Oak Tree Preservation and Protection Guidelines mitigation

	requirements, each protected tree to be removed must be replaced with three (3) trees (two 24-inch box and one 36-inch box sized trees). A total of 50 replacement trees would be required for the Project. Should the 50 replacement trees not be planted on-site due to Site constraints, conditions of approval may be applied to the Project requiring the applicant to plant replacement trees at an off-site location for public benefit or provide an in-lieu payment to the City's Open Space Conservation Fund. The Project will be required to abide by the City's Oak Tree Preservation and Protection Guidelines for those protected trees to be encroached upon.
Goal C-5: Properly manage, conserve, and protect native plant communities.	**Consistent**. The Project's landscaping would include native plantings appropriate to the Site conditions which would assist in the conservation of native plant communities.
Policy C-5.4 Native landscaping and plant viability. Utilize native, pollinator-friendly plants appropriate to the soil type and environmental conditions of the site.	**Consistent**. The Project's landscaping would include native plantings appropriate to the Site conditions.
Policy C-5.5 Landscape design. Encourage new development to incorporate native or regionally adaptive vegetation into landscape plans and prohibit the use of species known to be invasive according to the California Invasive Plant Inventory.	**Consistent**. The Project's landscaping would include native plantings and would not be permitted to include invasive species.
Goal C-9: Minimize disturbance of wetland and riparian habitat.	**Consistent**. As detailed in **Section III-4, Biological Resources**, the Project development footprint would not overlap into the concrete drainage that has been classified as a Freshwater Forested/Shrub Wetland habitat located along the western border of the Site and would implement typical stormwater BMPs to ensure that no runoff or construction soils or other pollutants enter the stream during construction. During operation, all trees in riparian areas would remain in place and would have the identical landscaping management requirements as they currently have.
Policy C-9.1 Wetlands and riparian habitat. Preserve wetlands and riparian habitat by maintaining existing wetland and riparian buffers as open space to protect the community's water quality, biodiversity, and aesthetic value.	**Consistent**. As detailed in **Section III-4, Biological Resources**, the Project development footprint would not overlap into the concrete drainage that has been classified as a Freshwater Forested/Shrub Wetland habitat located along the western border of the Site and would implement

	typical stormwater BMPs to ensure that no runoff or construction soils or other pollutants enter the stream during construction. During operation, all trees in riparian areas would remain in place and would have the identical landscaping management requirements as they currently have.
Goal C-10: Achieve and maintain air quality that protects public health, safety, and welfare for those who live or work in the City and for visitors.	**Consistent**. The Project would result in a mixed-use development on an infill site located within an established mixed-use and commercial area in proximity to transit and walkable streets. The Project would also include infrastructure supporting alternative transportation modes and energy sources (e.g., indoor/outdoor bike parking and electric vehicle charging infrastructure).
Policy C-10.2 Alternative transportation. City actions shall seek to reduce dependency on gasoline- or diesel-powered motor vehicles by encouraging the use of alternative transportation modes and energy sources (e.g., transit, walking, bicycling) thereby reducing vehicle trips and vehicle miles traveled.	**Consistent**. The Project would result in a mixed-use development on an infill site located within an established mixed-use and commercial area in proximity to transit and walkable streets. The Project would also include infrastructure supporting alternative transportation modes and energy sources (e.g., indoor/outdoor bike parking and electric vehicle charging infrastructure).
Policy C-10.5 Vulnerable communities. Avoid locating residences, schools, retirement homes, hospitals, etc. and vulnerable communities near major sources of air pollution, when feasible.	**Consistent**. As detailed in **Section III-3, Air Quality**, the Project would not result in the exposure of sensitive receptors to substantial pollution concentrations.
Goal C-11: Protect historical and culturally significant resources, which contribute to the community's sense of identity.	**Consistent**. As detailed in **Section III-5, Cultural Resources**, **Section III-7, Geology and Soils**, and **Section III-18, Tribal Cultural Resources**, the Project includes incorporation of **Mitigation Measures CUL-1** through **CUL-4** and **PAL-1**, which would mitigate impacts to historic, archaeological resources, tribal cultural, and paleontological resources.
Policy C-11.2 Cultural resource preservation. Require that new development preserve or mitigate impacts to significant historic, archaeological, and paleontological resources.	**Consistent**. As detailed in **Section III-5, Cultural Resources**, **Section III-7, Geology and Soils**, and **Section III-18, Tribal Cultural Resources**, the Project includes incorporation of **Mitigation Measures CUL-1** through **CUL-4** and **PAL-1**, which would mitigate impacts to historic, archaeological resources, tribal cultural, and paleontological resources.
Policy C-11.4 Native American consultation. Conduct Native American consultation consistent	**Consistent**. As detailed in **Section III-18, Tribal Cultural Resources**, the City initiated consultation with Native American tribes that are traditionally

with most recent regulations when new development is proposed in culturally sensitive areas.	and culturally affiliated with the Site's geographic area. As of February 2026, no California Native American tribes have requested notification for the Project.
Community Facilities and Services Chapter	
Goal CFS-1: Develop citywide infrastructure that supports existing and future development.	**Not Applicable to the Project.**
Policy CFS-1.2 Development impact fees. Require new and existing development to pay its fair share of infrastructure and public service costs to support ongoing maintenance and operations.	**Consistent**. As detailed in **Section III-15, Public Services**, and **Section III-19, Utilities and Service Systems**, the Project would be required to pay all applicable development fees for its fair share of improvements, maintenance, and operation of public services and utility infrastructure.
Goal CFS-3: Ensure a sustainable water supply that supports existing and future community needs.	**Not Applicable to the Project.**
Policy CFS-3.1 Water supply. Continue to work with water providers to ensure the provision of water in quantities sufficient to satisfy current and projected demands while encouraging water conservation measures for existing and new development.	**Consistent**. As detailed in **Section III-19, Utilities and Service Systems**, the Project the project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years. The Project would also include water-conserving plumbing fixtures and fittings and Project landscaping irrigation would comply with the California Department of Water Resource's MWELO.
Goal CFS-4: Encourage building and landscape design that conserve or recycles water.	**Consistent**. The Project would include water-conserving plumbing fixtures and fittings and Project landscaping irrigation would also comply with the California Department of Water Resource's MWELO
Policy CFS-4.1 Water conservation and reuse. Promote and implement water conservation measures and reuse practices, including water-efficient fixtures, leak detection, water recycling, greywater systems, and rainwater harvesting.	**Consistent**. The Project would include water-conserving plumbing fixtures and fittings and Project landscaping irrigation would also comply with the California Department of Water Resource's MWELO.
Policy CFS-4.3 Landscaping standards. Update the City's landscape guidelines and standards for landscape and irrigation plans, which require the use of low-maintenance, native and drought-tolerant landscaping and low-flow water efficient irrigation in all public and private developments.	**Consistent**. The Project would include water-conserving plumbing fixtures and fittings and native and drought-tolerant landscaping. The Project's landscaping irrigation would also comply with the California Department of Water Resource's MWELO.
Policy CFS-4.4 Landscaping water efficiency. Meet or exceed Model Water Efficient Landscape Ordinance (MWELO) water efficiency standards.	**Consistent**. The Project's landscaping irrigation would also comply with the California Department of Water Resource's MWELO.

Policy CFS-4.5 Building water efficiency. Minimize future water use by requiring all new development to meet Green Building Standards identified by the US Environmental Protection Agency and other regulatory entities.	**Consistent**. The Project would include water-conserving plumbing fixtures and fittings consistent with State and local water conservation requirements and Green Building Standards.
Goal CFS-5: Provide sewage conveyance and treatment capacity to meet community needs.	**Not Applicable to the Project.**
Policy CFS-5.3 Developer exactions. Require developers to identify and implement wastewater upgrades needed to serve new development.	**Consistent**. As detailed in **Section III-19, Utilities and Service Systems**, the City's Public Works Department has confirmed the existence and availability of existing wastewater infrastructure that would serve the Project. The Project would be subject to TOMC Section 10.1-412, which requires that the Project furnish, install, and offer for dedication to the City all necessary local system improvements as required by the Public Works Department, designed, and constructed according to the Wastewater Design and Construction Standards and subject to approval and acceptance by the City.
Goal CFS-6: Provide solid waste services that meet the demands of residents and businesses.	**Not Applicable to the Project.**
Policy CFS-6.2 Solid waste diversion. Strive to increase the community's solid waste diversion from the landfill to 75% as measured by CalRecyle, through waste reduction, re-use, and recycling by 2030.	**Consistent**. As detailed in **Section III-19, Utilities and Service Systems**, the Project would be required to prepare and implement an Operational Diversion Plan detailing the Project's compliance with all applicable requirements and standards contained within Title 6, Chapter 2 (Regulations for Solid Waste, Organic Waste, and Recyclable Materials Collection, Processing, and Disposal) of the TOMC. The Project would be subject to the diversion requirements of AB 939, as amended by AB 341, and would recycle 75 percent of the solid waste it would generate.
Policy CFS-6.3 Food waste diversion. Comply with or exceed requirements for organics and food waste diversion from the landfill through organics weekly collection service to all residents and businesses, and the development and support of an edible food recovery program.	**Consistent**. As detailed in **Section III-19, Utilities and Service Systems**, the Project would be required to prepare and implement an Operational Diversion Plan detailing the Project's compliance with all applicable requirements and standards contained within Title 6, Chapter 2 (Regulations for Solid Waste, Organic Waste, and Recyclable Materials Collection, Processing, and Disposal) of the TOMC. The solid waste generated by the Project, including organic green waste, would be picked up and disposed of in accordance

	with City Ordinance 1688-NS, which was enacted pursuant to solid waste diversion goals, including those of the organic waste diversion requirements of AB 1826.
Goal CFS-7: Provide stormwater drainage facilities with capacity during storm events.	**Consistent**. As detailed in **Section III-10, Hydrology and Water Quality**, the Project's proposed biofiltration system would fully capture the 85th percentile volume of stormwater and minimize pollutants of concern consistent with LID requirements.
Policy CFS-7.1 Stormwater retention. Meet or exceed Low Impact Development (LID) requirements for on-site retention of stormwater through best management practices (i.e., rain gardens, rain barrels, and retention basins).	**Consistent**. As detailed in **Section III-10, Hydrology and Water Quality**, the Project's proposed biofiltration system would fully capture the 85th percentile volume of stormwater and minimize pollutants of concern consistent with LID requirements.
Policy CFS-7.3 Development impact fees. Require new development to fund fair-share costs associated with the provision of stormwater drainage systems.	**Consistent**. The Project would not require the expansion of or construction of new off-site stormwater drainage facilities.
Policy CFS-7.4 Stormwater retention and debris basins. Design and construct new stormwater retention and debris basins to minimize any potentially adverse impacts to landform features, aquatic resources, and associated native plant and animal communities.	**Consistent**. As detailed in **Section III-10, Hydrology and Water Quality**, the Project's SQUIMP includes measures to: control stormwater discharge rates; conserve natural areas; minimize stormwater pollutants of concern; protect slopes and channels; provide storm drain stenciling and signage; and properly design trash storage areas. Such measures would effectively minimize any potentially adverse impacts to landform features, aquatic resources, and associated native plant and animal communities.
Goal CFS-8: Achieve and maintain applicable surface water and groundwater quality standards.	**Consistent**. As detailed in **Section III-10, Hydrology and Water Quality**, the Project would comply with the NPDES stormwater permitting program as administered by the SWRCB through the LARWQCB. The Project would prepare and implement a SWPPP during construction and a LID Plan during operation, consistent with the Construction General Permit and the MS4 Waste Discharge Permit.
Policy CFS-8.3 Stormwater runoff compliance. Ensure that all new development complies with National Pollutant Discharge Elimination System requirements for stormwater and runoff.	**Consistent**. As detailed in **Section III-10, Hydrology and Water Quality**, the Project would comply with the NPDES stormwater permitting program as administered by the SWRCB through the LARWQCB. The Project would prepare and

	implement a SWPPP during construction and a LID Plan during operation, consistent with the Construction General Permit and the MS4 Waste Discharge Permit.
Policy CFS-8.5 Pollutant discharge. Design necessary stormwater detention basins, recharge basins, water quality basins, or similar water capture facilities to protect water quality by capturing and/or treating water before it enters a watercourse.	**Consistent**. As detailed in **Section III-10, Hydrology and Water Quality**, the Project's proposed biofiltration system would fully capture the 85th percentile volume of stormwater and minimize pollutants of concern consistent with LID requirements.
Safety Chapter	
Goal S-1: Mitigate the risk of loss of life, injury, damage to property, and economic and social dislocation resulting from fault rupture and seismically induced ground shaking.	**Consistent**. As detailed in **Section III-7, Geology and Soils**, the Project has been designed in accordance with the recommendations of the Geotechnical Engineering Investigation, which provided site-specific seismic design parameters based on the use proposed and soil conditions at the Site consistent with the CBC.
Policy S-1.1 Geologic and engineering investigations. Require site-specific geologic and engineering investigations as specified in the California Building Code (as adopted by the State of California with local amendments) and Municipal Code for proposed new developments.	**Consistent**. A Geotechnical Engineering Investigation (**Appendix F**) was prepared for the Site and Project consistent with the CBC and the TOMC.
Policy S-1.2 Earthquake resistant design. Enforce the latest California Building Code (CBC) provisions relating to earthquake resistant design.	**Consistent**. As detailed in **Section III-7, Geology and Soils**, the Project has been designed in accordance with the recommendations of the Geotechnical Engineering Investigation, which provided site-specific seismic design parameters based on the use proposed and soil conditions at the Site consistent with the CBC.
Policy S-1.6 Faulting/seismic hazards. Require hazard mitigation, project redesign, elimination of building sites, and the delineation of building envelopes, building setbacks and foundation requirements, as deemed necessary, to minimize faulting/ seismic hazards for new development and redevelopment.	**Consistent**. As detailed in **Section III-7, Geology and Soils**, the Project has been designed in accordance with the recommendations of the Geotechnical Engineering Investigation, which provided site-specific seismic design parameters based on the use proposed and soil conditions at the Site consistent with the CBC.
Goal S-3: Mitigate the risk of loss of life, injury, damage, and social dislocation resulting from soil hazards.	**Consistent.** As detailed in **Section III-9, Hazards and Hazardous Materials**, Construction of the Project would involve the temporary transport, use, and disposal of potentially hazardous materials. These materials include paints, adhesives, surface coatings, cleaning agents, fuels, and oils that are typically associated with

	development of any residential and commercial development Project. All of these materials would be used temporarily during construction. Additionally, all potentially hazardous materials associated with construction activities would be used and stored in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations, which further minimizes the potential risk associated with construction-related hazardous materials, including the implementation of standard construction BMPs for the use and handling of such materials. Any use of potentially hazardous materials utilized during construction of the Project would comply with all local, State, and Federal regulations regarding the handling of potentially hazardous materials and risk of spills would cease after construction is completed. The transport, use, and storage of hazardous materials during the construction of the Project would be conducted in accordance with all applicable State and Federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, California Hazardous Material Management Act, and CCR Title 2. Construction activities would be contained on the Site and, thus, any emissions from the use of such materials would be minimal and localized to the Site. Therefore, construction of the Project would not expose persons or the environment to a substantial risk resulting from the release of hazardous materials or exposure to health hazards in excess of regulatory standards. Operation of the Project would not involve the routine use, transport, or disposal of hazardous materials. The Project includes the development of a residential and commercial uses. These typical urban land uses do not involve the routine use of hazardous materials**.** Instead, the operation of the Project has limited hazardous materials that are similar to any other urban development such as cleaning solvents, paints, and pesticides for landscaping. As a result, the Project generally would not produce significant amounts of hazardous waste, use or transport hazardous waste

	beyond those materials typically used in an urban development. Therefore, operation of the Project would not expose persons or the environment to a substantial risk resulting from the release of hazardous materials or exposure to health hazards in excess of regulatory standards.
Policy S-3.1 Liquefaction. Require developers to submit studies that evaluate liquefaction potential for proposed developments in areas susceptible to liquefaction as illustrated by Figure 10.3.	**Consistent**. The Geotechnical Engineering Investigation prepared for the Site and Project included a Liquefaction Potential Analysis. As detailed in **Section III-7, Geology and Soils**, the underlying Site soils would not be capable of liquefaction during a major seismic event.
Policy S-3.4 Soils reports. Require the preparation of a soils report, prepared by a registered civil engineer, for developments where soils have been identified that are subject to expansion, or where there is inadequate soils information.	**Consistent**. A Geotechnical Engineering Investigation **(Appendix F)** was prepared for the Site and Project. As detailed in **Section III-7, Geology and Soils**, on-site soils were found to be in the very low to moderate expansion range and appropriate recommendations for foundation and slab design were incorporated into the Project.
Goal S-4: Mitigate loss of life, injury, property damage, and economic and social dislocations resulting from inundation by dam failure or floods.	**Consistent**. Review of the Dam Breach Inundation Map by California Department of Water Resources (**Appendix I**) indicates the Site lies within the inundation boundaries of the Lang Creek Detention Basin. While a narrow Special Flood Hazard Area ("SFHA") associated with Lang Creek crosses through the southwestern corner of the Site, the entire area proposed for Project development within the Site is located outside of the flood zone. Additionally, the Project does not propose any structures designed to redirect flood flows, such as a dam or levee. As such, the Project would not impede or redirect flood flows.
Policy S-4.1 New development in flood zones. Require new development in flood zones and dam inundation areas to minimize flood potential and ensure that development siting and design features will not increase flood inundation potential offsite. Regulate filing, grading, dredging, and other development that may increase flood damage.	**Consistent**. Review of the applicable Flood Insurance Rate Map indicates that a narrow Special Flood Hazard Area (SFHA) associated with Lang Creek crosses through the southwestern corner of the Site. Review of the Dam Breach Inundation Map by California Department of Water Resources indicates the Site lies within the inundation boundaries of the Lang Creek Detention Basin. However, the entire area proposed for Project development within the Site is located outside of the SFHA and, as detailed in Section III-10, Hydrology and Water Quality, the

	Project would not alter the drainage pattern of the Site or area that would increase flood damage.
Goal S-5: Provide necessary prevention services to reduce loss and damage due to wildfire.	**Consistent**. The Project Site is located outside of the VHFHSZ. The Site and surroundings are flat and not located on or in proximity to any slopes or hillsides that would necessitate design consideration or features that would exacerbate wildfire risks, nor would Project occupants thusly be potentially exposed to pollutant concentrations from upslope fire suppression activities. The Project would be subject to the standards and requirements set forth in the State and local building and fire codes. In addition, the Project's landscape plan and fire access plan would be subject to review and approval of the Ventura County Fire Department ("VCFD") as part of plan check prior to the issuance of a building permit. Specifically, the Fire Prevention Bureau of the VCFD is responsible for the approval of landscape plans and fire access plans. The process of approval consists of reviewing aspects such as structure location and type of construction, topography, slope, amount and arrangement of vegetation, and overall site settings. Based on the above, the Project would be required to design and construct the proposed structures to reduce building fire hazards and provide adequate defensible space. Implementation of the above fire protection and life safety features standardized in the California Building and Fire Codes, as implemented by the TOMC, in addition to the VCFD and State fire safety requirements for defensible space, would limit the potential for the Project to exacerbate wildfire risks in such a manner as to expose occupants to wildfire or pollutant concentrations from a wildfire to the degree possible.
Policy S-5.2 Road widths and clearances. Ensure that new development has appropriate road widths and clearances in accordance with: • Standards specified in the City of Thousand Oaks Road Standards and construction specifications in effect at the time of construction.	**Consistent**. The Project's design and circulation plan, including widths, turning radii, clearance, grade, etc., would be reviewed by VCFD for compliance with all applicable standards and regulations related to emergency access prior to the issuance of building permits, and it is mandatory that the project's access gate be equipped with a rapid-entry emergency access

• Any other standard and specific conditions required by State and County Fire Codes and VCFD in the permit application.	box. On-site circulation improvements (driveways, internal drive aisles, parking garage circulation) would be designed in accordance with all applicable design and codes, standards and policies described above set forth by the City, which were established to ensure safe and efficient vehicular circulation. In addition, the City reviews all site plans to ensure that adequate line-of-sight is provided at all driveways, making sure that no structure or landscaping block the views of vehicles entering and exiting the Site.
Policy S-5.10 Fire protection for new development. Require that all new development have adequate fire protection and that development can be served with VCFD's response time goal.	**Consistent.** The Project's new 297 units residential units would be expected to generate a population growth of 763 new residents and, accordingly, to the service area of VCFD Fire Station No. 30. However, as detailed in **Section III-14, Population and Housing**, this residential population growth would not be considered a substantial increase for the City and would be consistent with growth anticipated and planned for in local and regional forecasts. Furthermore, the Site is located 0.9 miles from Station No. 30. The VCFD uses national guidelines of a 5-minute response time for the 1st-arriving unit for fire and EMS responses and 8 minutes for the advanced life support (paramedic) unit in urban areas, and 8-minute response time for the 1st-arriving unit and 12 minutes for advanced life support (paramedic) unit in suburban areas. Therefore, the Project would be located within the coverage area for adequate response time from fire protection services.
Policy S-5.19 Siting new development. Prioritize all new residential development to be built outside the VHFHSZ.	**Consistent**. The Project Site is located outside of the VHFHSZ.
Goal S-7: A sustainable community with reduced energy demand and greenhouse gas emissions.	**Consistent**. As detailed in **Section III-8, Greenhouse Gas Emissions** (including construction emissions), the Project's GHG emissions would be less than applicable thresholds for all land uses and the Project would not conflict with State, regional, or local policies to reduce GHG emissions. The Project incorporates the principles of smart growth and environmental sustainability, as evidenced in the Site's location within the established area, the Site's proximity to transit and

	walkable streets, the proposal to add residential density within a mixed-use zone in proximity to transit, an existing bus stop, and the presence of existing infrastructure needed to service the proposed uses. The Project residences would also include sustainable design features to meet the requirements of the City of Thousand Oaks building codes, the California Green Building Code, and Title 24 requirements. The Project would include electric vehicle charging infrastructure; indoor/outdoor bike parking with charging stations for electric bikes; rainwater management systems; high surface roofing and paving reflectance; native and drought-tolerant landscaping; high efficiency drip irrigation systems; high efficiency fixtures; electric appliances; and an onsite solar photovoltaic array.
Policy S-7.2 Community emissions. Reduce community GHG emissions by at least the SB 32 target of 40% by 2030 and 80% by 2050 relative to 2010.	**Consistent**. As detailed in **Section III-8, Greenhouse Gas Emissions** (including construction emissions), the Project's GHG emissions would be less than applicable thresholds for all land uses and the Project would not conflict with State, regional, or local policies to reduce GHG emissions.
Policy S-7.4 Electrification of new and existing buildings. Encourage electrification of newly constructed buildings.	**Consistent**. The Project's residential units would include electric appliances and would not utilize natural gas.
Policy S-7.6 Clean energy vehicles. Increase electric/alternative fuel use through charging and other appropriate fueling infrastructure expansion.	**Consistent**. The Project includes electric vehicle charging infrastructure.
Goal S-8: Protect the community and environment from the effects of hazardous materials released into the air, land, or water.	**Consistent.** As detailed in **Section III-9, Hazards and Hazardous Materials**, Construction of the Project would involve the temporary transport, use, and disposal of potentially hazardous materials. These materials include paints, adhesives, surface coatings, cleaning agents, fuels, and oils that are typically associated with development of any residential and commercial development Project. All of these materials would be used temporarily during construction. Additionally, all potentially hazardous materials associated with construction activities would be used and stored in accordance with

	manufacturers' instructions and handled in compliance with applicable standards and regulations, which further minimizes the potential risk associated with construction-related hazardous materials, including the implementation of standard construction BMPs for the use and handling of such materials. Any use of potentially hazardous materials utilized during construction of the Project would comply with all local, State, and Federal regulations regarding the handling of potentially hazardous materials and risk of spills would cease after construction is completed. The transport, use, and storage of hazardous materials during the construction of the Project would be conducted in accordance with all applicable State and Federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, California Hazardous Material Management Act, and CCR Title 2. Construction activities would be contained on the Site and, thus, any emissions from the use of such materials would be minimal and localized to the Site. Therefore, construction of the Project would not expose persons or the environment to a substantial risk resulting from the release of hazardous materials or exposure to health hazards in excess of regulatory standards. Operation of the Project would not involve the routine use, transport, or disposal of hazardous materials. The Project includes the development of a residential and commercial uses. These typical urban land uses do not involve the routine use of hazardous materials**.** Instead, the operation of the Project has limited hazardous materials that are similar to any other urban development such as cleaning solvents, paints, and pesticides for landscaping. As a result, the Project generally would not produce significant amounts of hazardous waste, use or transport hazardous waste beyond those materials typically used in an urban development. Therefore, operation of the Project would not expose persons or the environment to a substantial risk resulting from the release of hazardous materials or exposure to health hazards in excess of regulatory standards.

Noise Chapter	
Goal N-1: Promote a pattern of land uses that is compatible with current and future noise levels.	**Consistent**. The Project would result in a mixed-use development on an infill site located within an established mixed-use and commercial area. As detailed in **Section III-13, Noise**, acoustical study of the Project included noise and vibration calculations for construction and operation of the Project. Project noise was compared to the normally acceptable range identified in Table 11.2 or a significant increase in noise defined in Table 11.3.
N-1.1 Acoustical studies. Require an acoustical study and, as necessary, noise attenuation for proposed developments that may be exposed to noise exceeding the normally acceptable range identified Table 11.2 or where a project has the potential to result in a significant increase in noise, as defined in Table 11.3.	**Consistent**. As detailed in **Section III-13, Noise**, acoustical study of the Project included noise and vibration calculations for construction and operation of the Project. Project noise was compared to the normally acceptable range identified in Table 11.2 or a significant increase in noise defined in Table 11.3.
N-1.2 Noise-reducing design features. Incorporate design features into land use projects that can be used to shield residents from noise exceeding the normally acceptable ranges included in Table 11.2. Design features may include, but are not limited to berms, walls, and sound attenuating building configuration, architectural design, and construction method and materials.	**Consistent**. As detailed in **Section III-13, Noise**, the Project would incorporate **Mitigation Measure NOI-1**, which would ensure that construction noise levels would not exceed the normally acceptable range included in Table 11.2 or result in significant noise impacts. In addition, neither on-site nor off-site noise generated during operation of the Project would not exceed normally acceptable ranges identified in Table 11.2; however, the Project would incorporate **Mitigation Measure NOI-2**, which requires the Project to participate in a fair share mitigation program for Projects along Hillcrest Drive between Lynn Road and Moorpark Road to further reduce roadway noise.
Policy N-1.3 Mixed-use developments. Require design and construction of mixed-use developments to achieve noise levels in the conditionally acceptable range or lower per Table 11.2 for outdoor recreation areas associated with residential components and to achieve interior noise levels in residences of 45 CNEL or lower, consistent with Title 24 interior noise standards.[1]	**Consistent**. The Project would result in a mixed-use development on an infill site located within an established mixed-use and commercial area. As detailed in **Section III-13, Noise**, neither on-site nor off-site noise generated during operation of the Project would not exceed normally acceptable ranges identified in Table 11.2.

Policy N-1.5 Noise studies. Require noise studies for new development located in areas where the contour maps on figures Figure 11.2 and Figure 11.3 indicate the potential for exposure to noise exceeding the normally acceptable range for the proposed use and/or where the proposed use would have the potential to expose existing uses to significant operational noise impacts per the thresholds included in policies N-1.1 and N-3.2. If the proposed project would or could be exposed to noise exceeding the normally acceptable range, require appropriate noise reduction techniques to minimize noise exposure. Depending on the noise source, such techniques may include but are not limited to building construction standards to reduce interior noise, building orientation that blocks noise, increased setbacks from noise source(s), and use of sound barriers. If the project would or could generate significant operational noise impacts to existing uses, require mitigation to minimize impacts.[1]	**Consistent**. The Project Site is located within an area where the contour maps on figures Figure 11.2 and Figure 11.3 indicate the potential for exposure to noise exceeding the normally acceptable range and unmitigated construction noise would exceed the thresholds included in Policies N-1.1 and N-3.2. However, as detailed in **Section III-13, Noise**, the Project would incorporate **Mitigation Measure NOI-1**, which includes installation of temporary noise barriers during construction and would reduce construction noise levels below applicable thresholds.
Goal N-2: Minimize adverse noise impacts associated with transportation.	**Consistent**. **Consistent**. The Project would result in a mixed-use development on an infill site located within an established mixed-use and commercial area. As detailed in **Section III-13, Noise**, neither on-site nor off-site noise generated during operation of the Project would not exceed normally acceptable ranges identified in Table 11.2. The Site is located within an area where the contour maps on figures Figure 11.2 and Figure 11.3 indicate the potential for exposure to noise exceeding the normally acceptable range and unmitigated construction noise would exceed the thresholds included in Policies N-1.1 and N-3.2. However, as detailed in **Section III-13, Noise**, the Project would incorporate **Mitigation Measure NOI-1**, which includes installation of temporary noise barriers during construction and would reduce construction noise levels below applicable thresholds.

Policy N-2.2 Noise sensitive receptors and roadway noise. Protect sensitive receptors from freeway and roadway noise through minimization techniques, including building configuration and design, sound walls, traffic calming, traffic diversion, or rubberized asphalt.	**Consistent**. The Project would result in a mixed-use development on an infill site located within an established mixed-use and commercial area. As detailed in **Section III-13, Noise**, neither on-site nor off-site noise generated during operation of the Project would not exceed normally acceptable ranges identified in Table 11.2. The Project Site is located within an area where the contour maps on figures Figure 11.2 and Figure 11.3 indicate the potential for exposure to noise exceeding the normally acceptable range and unmitigated construction noise would exceed the thresholds included in Policies N-1.1 and N-3.2. However, as detailed in **Section III-13, Noise**, the Project would incorporate **Mitigation Measure NOI-1**, which includes installation of temporary noise barriers during construction and would reduce construction noise levels below applicable thresholds.
Goal N-3: Minimize excessive intermittent noise.	**Consistent**. The Project would result in a mixed-use development on an infill site located within an established mixed-use and commercial area. As detailed in **Section III-13, Noise**, the Project would incorporate **Mitigation Measure NOI-1**, which would ensure that construction noise levels would not exceed applicable thresholds or result in significant noise impacts.
Policy N-3.1 Construction noise. Use the noise levels shown in Table 11.4, adopted from Federal Transit Administration (FTA) standards, as thresholds of significance for construction noise and, as necessary, require mitigation for construction activities that would result in significant noise impacts.	**Consistent**. As detailed in **Section III-13, Noise**, the Project would incorporate **Mitigation Measure NOI-1**, which would ensure that construction noise levels would not exceed applicable thresholds or result in significant noise impacts.
Policy N-3.2 Noise reduction for construction. Require the following noise reduction techniques for all construction activity in the City: • Require power construction equipment with noise shielding and silencing devices consistent with manufacturer's standards or the Best Available Control Technology; • Prohibit use of driven (impact), sonic, or vibratory pile drivers, except in locations where the underlying geology renders alternative methods infeasible, as determined	**Consistent**. As detailed in **Section III-13, Noise**, the Project would incorporate **Mitigation Measure NOI-1**, which includes installation of temporary noise barriers during construction and would reduce construction noise levels below applicable thresholds.

by a soils or geotechnical engineer and documented in a soils report; • Utilize noise attenuating measures or screening for all outdoor mechanical equipment from off-site noise-sensitive uses; • Locate construction staging areas as far from noise-sensitive uses as reasonably possible and feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints; • For construction activity that even with the above requirements would or may still generate noise exceeding the significance thresholds in Policy N-3.2, investigate the use of additional feasible noise reduction techniques, including but not limited to the use of temporary sound barriers between the noise-generating activity and affected sensitive uses.	
Housing Element	
HE Goal 1: Provide a wide range of housing opportunities for persons of all income levels.	**Consistent.** The proposed development is a mixed-use development. In accordance with the SDBL, the Project includes 10% of the base number of residential units (247 base units) as affordable units in the low-income category, which equates to 25 affordable low-income units. In addition, the Project includes a range of bedroom types. Unit sizes range from 550 sf to 1,297 sf and feature studio, 1-bed, 2-bed, and 3-bed configurations. Thus, providing housing opportunities, for people with a range of income levels, including entry-level professionals.

[1] *Table 11.2, Figure 11.2, and Figure 11.3 are included in the City's 2045 General Plan Noise Chapter and may be viewed at: https://toaks2045.org/noise/. Refer to Section III-13, Noise, of this Addendum for further analysis.*

Source: City of Thousand Oaks, 2045 General Plan, 2023.

As previously stated, the Project is subject to the TOMC standards that include but are not limited to Development Standards established for the MU Zone and the City's Objective Design Standards for applicable residential and mixed-use development. The MU Zone is intended to provide a method by which land located in the zone may be designed and developed for both commercial and residential uses compatible and harmonious with the existing or potential development of adjacent areas. Unless specifically waived or modified by the Planning Commission, these Development Standards are the minimum deemed necessary to ensure the public health, safety, and welfare within the MU Zone. The

Objective Design Standards are requirements rather than guidelines and regulate site and structure design. Incentives, Waivers, and Modifications to the Objective Design Standards granted as part of a density bonus, concession, incentive, parking reduction, or waiver of development standards pursuant to Density Bonus Law Government Code Section 65915 or a local density bonus ordinance, shall be considered consistent with the standards.[98]

Under SDBL, because the Project provides at least 10 percent of its base maximum units (247 Base Units) for low-income households, it is entitled to one incentive or concession and unlimited waivers from TOMC development standards. The Project includes a request to utilize SDBL parking ratios for the residential portion of the Project and requests one concession, six waivers, and one modification. Consistency with the provisions of the Development Standards and Objective Design Standards are mandatory and are reviewed and confirmed by the City as part of the Project conformance review process that is performed during the entitlement phase of the project and prior to issuance of building permits. The Project includes requests for SDBL Concessions and Waivers for relief from specific development standards as presented below in **Table 18, Requested Concessions, and Waivers**

Table 18
Requested Concession and Waivers

Code Reference	Requirement	Request
Objective Design Standards Sec 9-4.2205 (i) (3) (i)	**Building Windows Details** – Incorporate vinyl window frames instead of aluminum, fiberglass, wood, or manufactured wood, as otherwise required by TOMC Section 9-4.2205(h)(3)(i).	**Concession.** Project proposes to use high-quality vinyl windows similar to other recently approved projects in the City of Thousand Oaks. The use of aluminum, fiberglass, wood, or manufactured wood represents a significant cost burden to the applicant.
Objective Design Standards Sec 9-4.2205 (b) (2)	**Site Development Standards (Building Types)** – Reduce number of building types on parcels exceeding 50,000 s.f., from at least 3 separate building types to 1 building type, as otherwise required by TOMC Section 9-4.2205(b)(2).	**Waiver**. Project must reduce the number of buildings in the development in order to physically accommodate the proposed project inclusive of the density bonus. Designing multiple buildings with required separation results in density inefficiencies that preclude the applicant from achieving the density bonus units. A 3-building configuration planned for this site would allow for only 255 units, representing a reduction of 42 units.

[98] *California Housing and Community Development, Government Code Section 65913.4 Guidelines.*

Table 18
Requested Concession and Waivers

Code Reference	Requirement	Request
Objective Design Standards Sec 9-4.2205 (e) (8) (iv)	**Building Types and Design** – Increase the stacked dwelling type interior corridor length from the maximum 100 feet to 180 feet, as otherwise required by TOMC Section 9-4.2205(e)(8)(iv).	**Waiver**. Project must exceed the maximum corridor length of 100ft in order to physically accommodate the proposed project inclusive of the density bonus. The longest corridor length is 138ft at the south west quadrant of the building. The building will exceed the 100ft max requirement in four total instances, which is a required attribute of the Project to achieve the density bonus units. Maximizing building footprint to achieve the proposed density on a long site creates the need for longer corridors. Reducing the corridor length in each identified instance where the corridor exceeds the 100ft max would result in the removal of 13 stacks of units comprised of 56 total units.
Objective Design Standards Sec 9-4.2205 (g) (1)	**Building Massing and Articulation** – Increase residential building length from the maximum 200-foot length to 407-foot length, as otherwise required by TOMC Section 9-4.2205(g)(1).	**Waiver**. Project must exceed the maximum building length in order to physically accommodate the proposed project inclusive of the density bonus. The reduction of the two sides exceeding 200ft would result in a loss of 9 units.
Zoning Code Sec 9-4.1052 MU Development Standards	**Maximum Height** – Increase building height from maximum allowed 50 feet to 56 feet, as otherwise required by TOMC Section 9-4.1052.	**Waiver**. Project must waive the 50ft height limit in order to physically accommodate the proposed project inclusive of the density bonus units. As the density bonus units are in addition to/above the number of units that fit within the 50ft height limit, to accommodate the additional units, a maximum height limit of 66ft is proposed for the Project. Maximum height is measured from the lowest exiting grade to the top of the stair overrun. A reduction in height to 50ft would result in the removal of the fifth level of units, equating to 57 fewer residential units.
Zoning Code Sec 9-4.1052 MU Development Standards	**Ground Floor Height** – Decrease the minimum ground floor plate height from 14 feet to 13 feet in height, as	**Waiver**. This standard is logical in the context of ground floor retail, but none is proposed for the multifamily component of this project. The proposed ground floor height is 10'-3" for residential units with double-height spaces for lobbies/amenities. Compliance with this standard

Table 18
Requested Concession and Waivers

Code Reference	Requirement	Request
	otherwise required by TOMC Section 9-4.1052.	would require the elimination of the top level of units due to height limitations and construction type. The removal of the fifth level of units equates to 57 fewer residential units.
Objective Design Standards Sec 9-4.1052 MU Development Standards	**Building Setback** – Increase in the front yard building setback for the multi-family residential building from the maximum 30 feet to 33 feet, as otherwise required by TOMC Section 9-4.1052.	**Wavier.** Proposed front setback varies with a minimum dimension of 33.4ft, which exceeds the maximum setback required by the City of Thousand Oaks. The proposed setback is due to the requirement to preserve existing oak trees within the max setback boundary. Compliance with the maximum setback would require shifting the building within the protected root zones of several protected oaks, resulting in the loss of at least 4 residential units.

ft = feet; sf = square feet; in = inch
Source: City of Thousand Oaks, Municipal Code.

As detailed above, the Project would be consistent with the land use goals and policies of the General Plan for development of sites designated Mixed-Use within the Moorpark Road/Janss Marketplace Area. With approval of the requested SDBL Concessions and Waivers, and ODS Modifications, the Project would be consistent with the Development Standards and Objective Design Standards for mixed-use and residential development within the MU Zone. Accordingly, the Project would not conflict with any land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect and no impact would occur. No mitigation measures were previously required with regard to land use plan conflicts for the General Plan EIR and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

Table 19, Objective Design Standards Modifications portrays the City's expectations for the proposed Project through a planning review of the Project design. Objective design standards are written as requirements, rather than guidelines, and regulate site and structure design only. Modifications to objective standards granted as part of a density bonus, concession, incentive, parking reduction, or waiver of development standards pursuant to Density Bonus Law Government Code Section 65915, or a local density bonus ordinance, shall be considered consistent with objective standard.

Table 19
Objective Design Standards Modifications

Code Reference	Requirement	Request
Objective Design Standards Sec 9-4.2205 (f) (3) (iii) (iv)	**Terrace Frontage Type Design** – Reduce minimum clear depth of 7 feet to 4 feet, as required by TOMC Section 9-4.2205(f)(3)(iii)	**Modification.** Project does not comply with (iii) min clear depth of seven (7') due to site grading and circulation restrictions. Project does not comply with (iv) min clear height of eight feet (8') only where decorative arch springing points are lower than 8'. Otherwise, clear height is achieved within occupiable terrace space.
ft = feet; sf = square feet; in = inch *Source: City of Thousand Oaks, Municipal Code.*		

4. Cumulative Analysis

The General Plan attempts to facilitate growth complimentary to adjacent land uses. Projects that can divide communities, such as new freeways, reconfigurations of existing street networks that disrupt established vehicular connectivity, new railroads, utility corridors, or new structures that act as physical barriers between neighborhoods have long been recognized as an adverse effect on neighborhoods. Therefore, the General Plan attempts to avoid such development in areas of established communities. The Project would not extend into existing ROW or adjacent private property; therefore, there would be no impact regarding dividing established communities, and the Project would have no cumulative contribution to impacts on dividing established communities. In addition, as described above, the Project would be substantially consistent with the goals, policies, and standards established for the Site by the General Plan and the TOMC, inclusive of the requested SDBL Concessions and Waivers, and ODS Modifications. Furthermore, the Project would not alter the Site's underlying land use designation or zoning. Additional projects within the City would also be evaluated for consistency with the General Plan and the TOMC at the time they are proposed, formally submitted, and evaluated pursuant to CEQA. Project impacts would be less than significant regarding land use and planning, and the Project would not make a cumulatively considerable contribution to a significant cumulative land use impact.

12. Mineral Resources

	Impact Determination for 2045 General Plan Update EIR	Proposed Project Impact Conclusion	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially. More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
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?	No Impact	No Impact	No	No	No
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?	No Impact	No Impact	No	No	No

A. Summary of Analysis in Final EIR

The General Plan EIR evaluated the potential for development facilitated by the General Plan Update to result in environmental impacts from mineral resources.

There are no areas in the General Plan EIR Planning Area that contain known mineral resources. Implementation of the General Plan EIR would not result in land use changes that preclude mineral extraction in industrial districts or would result in development in areas with mineral resources. Therefore, the General Plan EIR would not 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 or the loss of availability of a locally important mineral resource recovery site. The General Plan EIR determined that no impact would occur.

General Plan EIR Goals and Policies

The General Plan EIR did not identify any goals or policies in the General Plan related to mineral resources.

B. Analysis of Proposed Project

1. Existing Setting

The Site is currently developed with commercial uses that is zoned MU, Mixed-Use. Neither the Site nor the surroundings have been historically used for mineral extraction, nor has the City designated the Site and the surrounding for conservation for future mineral extraction.

2. Regulatory Setting

State Regulations

Surface Mining and Reclamation Act of 1975

The California Geological Survey designates mineral resource zones ("MRZs") where access to important mineral resources may be threatened, according to provisions of the California Surface Mining and Reclamation Act ("SMARA") of 1975. The SMARA requires that all jurisdictions incorporate mapped mineral resource designations approved by the State Mining and Geology Board ("SMGB") into their general plans. The SMGB and the California DOC's Office of Mine Reclamation are jointly charged with ensuring proper administration of the SMARA's requirements. The SMGB promulgates regulations to clarify and interpret the SMARA's provisions, as well as to serve as a policy and appeals board. The OMR provides an ongoing technical assistance program for lead agencies and operators, maintains a database of mine locations and operational information statewide, and is responsible for compliance-related matters.

3. Impact Analysis

a) Would the project 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?

***No Impact*.** According to the California Geologic Energy Management Division, no oil, gas, geothermal, or other known wells are located on the Site or adjacent to the Site.[99] As such, the Project would not have the potential to interfere with extraction of oil, gas, or geothermal resources. The City of Thousand Oaks General Plan does not identity the Site as within a Mineral Resource Zone. Due to the absence of known, significant mineral resources as mapped by the State and the City, 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 would occur. No mitigation measures were previously required with regard to mineral resources for the General Plan Update EIR and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

[99] *California Department of Conservation, California Geologic Energy Management Division, Well Finder, https://maps.conservation.ca.gov/doggr/wellfinder/, accessed February 2026.*

b) Would the project 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?

***No Impact*.** The Site is not located within a within a Mineral Resource Zone. Furthermore, the Site is surrounded by urban, and residential land uses that would be incompatible with mineral resource extraction. The Project would develop a residential land use consistent with both the current and proposed underlying zoning. Therefore, development of the Project would not result in the loss of availability of a mineral resource that would be of value to the residents of the State or a locally-important mineral resource, or mineral resource recovery site, as delineated on a local general plan, specific plan, or land use plan. As such, no impact would occur. No mitigation measures were previously required with regard to mineral resources for the 2045 General Plan Update EIR and none would be for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

4. Cumulative Analysis

No portion of the City is delineated as a mineral resource or mineral resource recovery site in the City's General Plan and no active mines or mineral resource extraction occurring in the City. Therefore, the Project would have no impact regarding mineral resources and would not be cumulatively considerable.

13. Noise

	Impact Determination for 2045 General Plan Update EIR	Proposed Project Impact Conclusion	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially. More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
Would the project:					
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?	Significant and unavoidable even with Mitigation	Less than Significant with Mitigation	No	No	Yes

	Impact Determination for 2045 General Plan Update EIR	Proposed Project Impact Conclusion	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially. More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
b. Generation of excessive groundborne vibration or groundborne noise levels?	Less than Significant with Mitigation	Less than Significant with Mitigation	No	No	No
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?	No Impact	No Impact	No	No	No

A. Summary of Analysis in Final EIR

The General Plan EIR evaluated the potential impacts on noise and vibration in the City's General Plan Update Area. For purposes of the General Plan EIR analysis, the following thresholds of significance were used to evaluate the significance of noise and vibration resulting from implementation of the proposed 2045 General Plan Update area:

Construction Noise

Development facilitated by 2045 General Plan Update could have a significant impact if temporary construction noise during permitted daytime hours exposed noise-sensitive receivers to significantly adverse noise levels, or if construction noise occurred outside the hours of 7:00 a.m. and 7:00 p.m., as detailed in Municipal Code Section 8-11.01. As the City does not define a quantitative construction noise threshold, for purposes of analyzing impacts from the project, the City has determined that the Federal Transit Administration ("FTA") construction criteria are applicable to projects. The FTA provides reasonable criteria for assessing construction noise impacts based on the potential for adverse community reaction in their *Transit and Noise Vibration Impact Assessment Manual* (FTA 2018). Construction noise would be significant if it exceeds the thresholds identified in Table 4.7-4 of the 2045 General Plan Update

EIR. The construction noise thresholds for residential land uses are 80 dBA Leq (8-hour) during the day, 70 dBA Leq (8-hour) at night and 75 dBA CNEL. The construction noise thresholds for commercial land uses are 85 dBA Leq (8-hour) during the day, 85 dBA Leq (8-hour) at night and 80 dBA CNEL. The construction noise thresholds for Industrial land uses are 90 dBA Leq (8-hour) during the day, 90 dBA Leq (8-hour) at night and 85 dBA CNEL.[100]

As project-level details were not available for future projects that would be facilitated by the General Plan Update, it was not possible to determine exact noise levels, locations, or time periods for construction of such projects, or construction noise at adjacent properties. Therefore, construction noise levels associated with future projects within the 2045 General Plan Update area may exceed the FTA's daytime construction noise limits, and impacts would be potentially significant.

Implementation of General Plan Update EIR **Mitigation Measure NOI-1 a**s discussed further below in the Mitigation Measure Section, would reduce 2045 General Plan Update area construction noise impacts associated with future discretionary projects in Thousand Oaks. However, as exact details of future project-specific construction activities are unknown at this stage of planning, construction noise could still exceed the daytime significance threshold or potentially need to occur during the more sensitive nighttime hours for concrete pours or pumps that need to run overnight for water resources projects. Therefore, General Plan Update construction noise impacts would be significant and unavoidable. It should be noted that the identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent projects analyzed at the project level.

Stationary On-site Operational and Mobile Off-site Operational Noise

General Plan EIR thresholds of significance for long-term noise increases are used to assess stationary on-site operational and mobile off-site operational noise impacts. The thresholds of significance for long-term noise increases are identified in Table 4.7-5 of the General Plan EIR.

Stationary sources of noise may occur on all types of land uses. Residential uses could generate noise from landscaping, maintenance activities, and mechanical equipment such as ground-level and rooftop ventilation and heating ("HVAC") systems. Commercial uses could generate noise from HVAC systems, loading docks, and other sources. Industrial uses may generate noise from HVAC systems, loading docks, and possibly machinery. Other noise generated by residential or commercial uses such as conversations and parking lot activity is generally short and intermittent. Industrial uses may generate noise on a more continual basis. Nightclubs, outdoor dining areas, gas stations, car washes, fire stations, drive-throughs, swimming pool pumps, school playgrounds, athletic and music events, and public parks are other common noise sources. The proposed Noise Chapter, the Land Use Chapter and the Mobility Element of the 2045 General Plan Update contains goals and policies that require local planning and development decisions to consider noise-related impacts from stationary sources including (Goals N-1, N-3, LU-9, LU-12, LU-14-LU 15, MU-3, MU-5, and MU-6) and (Policies 1.1, 1.4-1.5, 2.1-2.7 3.1-3.3, 3.6, 5.1, 5.3, 6.1-6 2, 7.7. 9.1-9.2, 9.7, 12.10, 14.3, 15.8, 17.6, and 20.4). A detailed description of the goals and polices is described below under the Section, General Plan EIR Goals and Polices. Implementation of these goals and policies would

[100] *CNEL = Community Noise Equivalent Level; dBA = decibel using A-weighted sound pressure level; Leq = equivalent noise level*

ensure that noise from future developments is analyzed and mitigated to acceptable levels prior to project approval. Noise impacts from operational use of residential-scale HVAC units, industrial equipment, and other stationary noise sources would be reduced by proposed General Plan Update policies. Therefore, General Plan Update area stationary operational noise impacts would be less than significant.

Implementation of the General Plan Update would result in additional buildout, which would generate new vehicle trips that could incrementally increase operational traffic noise. Significant traffic noise increases are anticipated along Moorpark Road between Hillcrest Drive and Thousand Oaks Boulevard and Hillcrest Drive between Lynn Road and Moorpark Road. Implementation of **Mitigation Measure NOI-2** (see **Mitigation Measures** below) would reduce operational traffic noise with installation of sound barrier walls, where feasible. Along all other roadway study segments in the General Plan Update area, traffic noise increases would be less than significant.

Exposure to Aircraft Noise

For a plan or 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 2 miles of a public airport or public use airport, if the plan or project exposes people residing or working in the Site to excessive noise levels such as noise levels exceeding normally acceptable noise levels in the General Plan Update EIR, impacts would be significant.

The General Plan Update EIR found there are no airports located in Thousand Oaks. The nearest airport to the City of Thousand Oaks is the Oxnard Airport, which is located approximately 12 miles west of the City's western City limit line. The City of Thousand Oaks is located outside the airport's 65 weighted decibel ("dBA") noise contour (Ventura County 2004). Therefore, development facilitated by General Plan Update would not expose people residing or working in the Planning Area to excessive noise levels. No impact would occur.

Groundborne Vibration

Construction

The City has not adopted a significance threshold to assess vibration impacts. Therefore, the FTA's *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018) is used to evaluate potential construction vibration impacts. Construction vibration impacts would be significant if vibration levels exceed the FTA criteria shown in Table 4.7-1 of the 2045 General Plan Update EIR. For example, impacts would be significant if vibration levels exceed 0.2 in/sec PPV for residential structures and 0.3 in/sec PPV for commercial structures, which is the limit where minor cosmetic (i.e., architectural) damage may occur to these buildings.

The General Plan EIR found that buildings and structures could experience the strongest vibration during the use of pile-drivers and vibratory rollers. Vibration levels from pile-drivers could approach 1.519 in/sec PPV at a distance of 25 feet from the source and 0.190 in/sec at 100 feet, and vibration levels from vibratory rollers could approach 0.21 in/sec PPV at a distance of 25 feet and 0.026 at 100 feet. The

threshold for historic structures is 0.12 in/sec PPV; the threshold is higher for residential buildings at 0.2 in/sec PPV.

Vibration levels from typical equipment, such as bulldozers and jackhammers, would not exceed FTA thresholds for historic structures and residential buildings at a distance of 25 feet or greater. However, vibration levels from pile driving equipment and vibratory rollers may exceed FTA thresholds.

Since at this stage of planning, project-level details are not available for individual development projects that would be carried out under the General Plan Update, it is not possible to determine which projects may use pile driving or vibratory rollers and their exact vibration levels, locations, or time periods for construction of such projects. Therefore, construction vibration levels may exceed FTA vibration levels for preventing architectural building damage, and impacts would be potentially significant. However, implementation of **Mitigation Measure NOI-3,** detailed below under the subheading **Mitigation Measures**, would reduce 2045 General Plan Update construction groundborne vibration and noise impacts in Thousand Oaks to a level of less than significant.

Operation

Residential, commercial, industrial, and retail land uses facilitated by the General Plan Update would not involve substantial vibration sources associated with operation such as railroad and subway. Therefore, General Plan EIR operational groundborne vibration and noise impacts would be less than significant.

General Plan EIR Goals and Policies

The General Plan EIR identified the following goals and policies in the General Plan related to noise:

Noise Element

- **Goal N-1:** Promote a pattern of land uses that is compatible with current and future noise levels.
  - **Policy 1.1: Acoustical studies**. Require an acoustical study and, as necessary, noise attenuation for proposed developments that may be exposed to noise exceeding the normally acceptable range identified in Table 11.2 or where a project has the potential to result in a significant increase in noise, as defined in Table 11.3 [Table 4.7-5].
  - **Policy 1.4: Sensitive noise receptors**. Maintain acceptable noise levels near sensitive receptors such as residences, hospitals, schools, and places of worship through review of new development in accordance with Policy N-1.1 and enforcement of the Municipal Code.
  - **Policy 1.5: Noise studies**. Require noise studies for new development located in areas where the contour maps on figures Figure 11.2 [Figure 4.7-2] and Figure 11.3 [Figure 4.7-3] indicate the potential for exposure to noise exceeding the normally acceptable range for the proposed use and/or where the proposed use would have the potential to expose existing uses to significant operational noise impacts per the thresholds included in policies N-1.1 and N-3.2. If the proposed project would or could be exposed to noise exceeding the normally acceptable range, require appropriate noise reduction techniques to minimize noise exposure. Depending on the noise source, such techniques may include, but are not limited to, building

construction standards to reduce interior noise, building orientation that blocks noise, increased setbacks from noise source(s), and use of sound barriers. If the project would or could generate significant operational noise impacts to existing uses, require mitigation to minimize impacts.

- **Goal N-2:** Minimize adverse noise impacts associated with transportation.
  - **Policy 2.1: Freeway noise reduction.** Work with Caltrans and VCTC to construct soundwalls and implement other measures to achieve locally acceptable levels from Highway 101 and State Route 23 whenever there are major freeway projects.
  - **Policy 2.2: Noise sensitive receptors and roadway noise.** Protect sensitive receptors from freeway and roadway noise through minimization techniques, including building configuration and design, sound walls, traffic calming, traffic diversion, or rubberized asphalt.
- **Goal N-3:** Minimize excessive intermittent noise.
  - **Policy 3.1: Construction noise.** Use the noise levels shown in Table 1.4 [Table 4.7-7], adopted from Federal Transit Administration (FTA) standards, as thresholds of significance for construction noise and, as necessary, require mitigation for construction activities that would result in significant noise impacts.
  - **Policy 3.2: Noise reduction for construction.** Require the following noise reduction techniques for all construction activity in the City:
    - Require power construction equipment with noise shielding and silencing devices consistent with manufacturer's standards or the Best Available Control Technology
    - Prohibit use of driven (impact), sonic, or vibratory pile drivers, except in locations where the underlying geology renders alternative methods infeasible, as determined by a soils or geotechnical engineer and documented in a soils report
    - Utilize noise attenuating measures or screening for all outdoor mechanical equipment from off-site noise-sensitive uses
    - Locate construction staging areas as far from noise-sensitive uses as reasonably possible and feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints
    - For construction activity that even with the above requirements would or may still generate noise exceeding the significance thresholds in Policy N-3.2, investigate the use of additional feasible noise reduction techniques, including but not limited to the use of temporary sound barriers between the noise-generating activity and affected sensitive uses
  - **Policy 3.3: Noise complaint response.** Track and respond to noise complaints and, as necessary, take action to address violations of noise restrictions. For repeat violators, investigate the potential to require systemic changes to the activity generating the Municipal Code violation.

Land Use Element

- **Goal LU-2:** Preserve and enhance existing neighborhoods throughout the City.
  - **Policy 2.6: Circulation connectivity**. Seek opportunities to enhance existing residential neighborhoods by improving pedestrian and bicycle support, access and infrastructure, installing traffic calming measures, and creating new connections between adjacent streets, subdivisions and commercial areas.
  - **Policy 2.7: Access to neighborhood amenities.** Improve sidewalks and bike lanes within neighborhoods and along routes to retail areas, schools, parks, and other points of interest to promote active transportation. Improve active transportation-related street amenities, including bike parking, lighting, and seating along major routes.
- **Goal LU-7:** Redevelop underperforming commercial areas to support a thriving local economy.
  - **Policy 7.7: Bicycle and pedestrian connections.** Improve pedestrian and bicycle connections within one mile of commercial areas and neighborhoods. Improvements could include new pedestrian connections through cul-de-sacs, upgraded pedestrian crossings, the addition of bicycle facilities, such as bike paths or separated bike lanes and bicycle parking.
- **Goal LU-9:** Design public streets and other spaces for pedestrians and that foster interaction, activity, and safety.
  - **Policy 9.1: Streetscape design.** Encourage pedestrian-oriented streetscapes by establishing a unified approach to street tree planting, street lighting, sidewalk design, pedestrian amenities (such as lighting and street furniture) and high-quality building frontages with visible street-facing walk-in access.
  - **Policy 9.2: Pedestrian focus on high-volume streets.** Design the streetscape of high-volume streets (such as Thousand Oaks Boulevard, Hillcrest Drive, Moorpark Road, and Westlake Boulevard) to balance regional traffic flow with pedestrian movement, comfort, and safety through such means as wider and winding sidewalks with landscaping and shade, safe and visible pedestrian crossings with midpoint stops, and buffers or bike lanes between traffic lanes and pedestrians.
  - **Policy 9.7: Universal Design.** Incorporate Universal Design principles in the design of public right-of-way and public spaces to facilitate ease of movement for pedestrians of all ages and abilities, including flexible seating with arms, accessible signals, tactile paving, pedestrian safety islands, green infrastructure, consistent lighting, wide sidewalks and pathways, and defined spaces for gathering and modes of movement.
- **Goal LU-12:** Promote healthy living for all residents of Thousand Oaks.
  - **Policy 12.10: Walk to school.** Partner with CVUSD to promote walking or cycling to school to improve health and fitness, reduce traffic congestion around schools, and reduce air pollution at schools from idling vehicles.
- **Goal LU-14:** Activate Thousand Oaks Boulevard as a walkable, mixed-use area with housing, retail, restaurants, office, and services.
  - **Policy 14.3: Prioritize pedestrians.** Prioritize pedestrian and active transportation along Thousand Oaks Boulevard by integrating wide sidewalks, separated bike lanes, and on-site bicycle parking in development projects, when feasible.

- **Goal LU-15:** Repurpose The Oaks Mall into a mixed-use center combining housing, entertainment, visitor serving uses, retail, and other employment uses in a walkable neighborhood.
  - **Policy 15.8: Prioritize pedestrians and bicycles. Prioritize pedestrian and active transportation along Hillcrest Drive and Lynn Road by integrating new sidewalks, separated bike lanes, and on-site bicycle parking when feasible.**
- **Goal LU-17:** Reinforce the Rancho Conejo North employment district as an innovation campus and research park that offers workforce housing options, supportive commercial, and hospitality uses.
  - **Policy 17.6: Street Network. As redevelopment occurs, encourage the construction of new roadways and upgrade existing roadways to include improved pedestrian and bicycle amenities to create a more fine-grained transportation network.**
- **Goal LU-20:** Develop thriving, walkable Village Centers that support the daily needs of residents in the vicinity and offer housing in limited locations.
  - **Policy 20.4: Bicycle and pedestrian connections. Improve pedestrian and bicycle connections between Village Centers and neighborhoods within approximately one mile of the Village Center. Improved connections could include new pedestrian connections through cul-de-sacs, upgraded pedestrian crossings, the additional of bicycle facilities such as bike paths or separated bike lanes and bicycle parking.**
- **Goal M-1:** Create and maintain a transportation system that is safe for travelers of all ages and abilities regardless of mode.
  - **Policy 1.4: Active transportation.** Reaffirm and implement the ATP, designed to provide guidance for non-motorized travel, infrastructure improvements that make multimodal transportation safer, provides connectivity, and safety thresholds for roadways that balance motorized and non-motorized transportation.
  - **Policy 1.5: Safe routes to school.** Continue to partner with local schools, the Conejo Valley Unified School District, and the Thousand Oaks Police Department to identify and implement infrastructure improvements and non-infrastructure programs that improve school safety and increase the number of students walking and bicycling to school.
- **Goal M-2:** Create and maintain a public transit system that is equitable, affordable, efficient, and accessible to all people in Thousand Oaks.
  - **Policy 2.1: Mobility barriers.** Prioritize investments that reduce first/last-mile barriers to transit stops and encourage alternative transportation options for activities of daily living.
  - **Policy 2.2: Access to services.** Provide safe and comfortable connections for walking and biking from residential areas to schools, parks, grocery stores, employment centers, transit stops, and essential services Citywide.
  - **Policy 2.3: Transit service coverage.** Work with Thousand Oaks Transit and regional transit providers to provide reliable and quality transit services to social services, healthcare facilities, and major employment areas.
  - **Policy 2.4: Transit service frequency.** Increase the frequency of service along existing transit routes.

  - **Policy 2.5: Transit experience.** Improve the delivery of transit service through speed and reliability measures, enhanced rider amenities and information.
- **Goal M-3:** Create and maintain a transportation system that improves community health.
  - **Policy 3.6: Trip reduction.** Implement pedestrian-oriented land uses that reduce vehicle miles traveled through providing community supportive services such as healthy food, childcare, and access to other daily services.
- **Goal M-5:** Create and maintain a transportation system that fosters vibrant commercial centers and economic resiliency.
  - **Policy 5.1: Public rights-of-way.** Construct wider sidewalks on streets in a manner that improves public safety and pedestrian access to commercial areas.
  - **Policy 5.3: Bicycle parking.** Expand the availability of secure and convenient bicycle parking at key destinations.
- **Goal M-6:** Create and maintain a transportation system that reduces impacts to the environment while leveraging sustainability innovations.
  - **Policy 6.1: Decrease vehicle trips.** Prioritize transportation and development investments and strategies that reduce single-occupancy vehicle trips.
  - **Policy 6.2: Decrease vehicle miles.** Prioritize pedestrian, bicycle and other micro-mobility transportation means, and transit enhancements. Encourage infill, mixed-use, and other land use development that locates resources and services near residents' homes.

Mitigation Measures

Mitigation measures applicable to individual development projects in the General Plan Update EIR Area:

- **NOI-1: Conduct Construction Noise Analysis.** Revise proposed TO2045 Policy N-3.2 to include the following:

  - All stationary construction equipment shall be placed so that emitted noise is directed away from the nearest sensitive receivers.
  - Mobile construction equipment shall have smart back-up alarms that automatically adjust the sound level of the alarm in response to ambient noise levels.
  - Electrical power shall be used to run air compressors and similar power tools and to power any temporary structures, such as construction trailers or caretaker facilities, where feasible.
  - Erect temporary noise barriers, where feasible, when construction noise is predicted to exceed the City's construction standards or when the anticipated construction duration is greater than is typical (e.g., 2 years) and adjacent to sensitive receptors. Temporary noise barriers shall be constructed with solid materials (e.g., wood) with a density of at least 1.5 pounds per square foot with no gaps from the ground to the top of the barrier. If a sound blanket is used, barriers shall be constructed with solid material with a density of at least 1 pound per square foot with no gaps from the ground to the top of the barrier and be lined on the construction side with acoustical blanket, curtain or equivalent absorptive material rated STC 32 or higher.

- **NOI-2: Implement Roadway Vehicle Noise Reduction Measures.** The City shall implement a developer fair share mitigation program to fund the following measures for projects operated on the following roadway segments in the City: Moorpark Road between Hillcrest Drive and Thousand Oaks Boulevard and Hillcrest Drive between Lynn Road and Moorpark Road.

  The City shall retain a qualified acoustical consultant to prepare a Traffic Noise Reduction Study that specifies, at a minimum, the specific locations, extent, height of sound walls, and other design details such as "quiet pavement" to reduce traffic noise impacts at impacted roadways throughout the City. The study shall also include an estimated cost of improvement along each impacted roadway segment to inform the developer fair share mitigation program. Traffic noise reduction measures may include, but are not limited to:

  - **Sound Barrier Walls.** Construct sound barriers (e.g., walls or solid fences) along impacted roadways where there are no driveways that would break continuity and along the residential portions or other sensitive receiver locations of such roadways. The sound barriers would be continuous from grade to top, with no cracks or gaps, and have a minimum surface density of four pounds per square foot and a minimum height of six feet, as measured from the base elevation; and/or
  - **Special Roadway Paving.** Install "quiet pavement" roadway improvements, such as rubberized asphalt or open-grade asphalt concrete overlays along impacted roadway segments where sound barriers are determined not to be feasible.

- **NOI-3: Construction Vibration Control Plan.** Prior to issuance of a building permit for a project that includes the following, the project applicant shall prepare a groundborne noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these construction activities:

  - Pile driving within:
    - 135 feet of fragile structures such as historical resources
    - 100 feet of non-engineered timber and masonry buildings (e.g., most residential buildings)
    - 75 feet of engineered concrete and masonry (no plaster)
  - A vibratory roller within:
    - 40 feet of fragile historical resources
    - 25 feet of any other structure
  - A dozer or other large earthmoving equipment within:
    - 20 feet for a fragile historical structure
    - 15 feet of any other structure

The noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed FTA architectural damage thresholds (e.g., 0.12 in/sec PPV for fragile or historical resources, 0.2 in/sec PPV for non-engineered timber and masonry buildings,

and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed this threshold, alternative uses, such as drilling piles as opposed to pile driving, static rollers as opposed to vibratory rollers, and lower horsepower earthmoving equipment, shall be used. If necessary, construction vibration monitoring shall be conducted to ensure FTA vibration thresholds are not exceeded.

B. Analysis of Proposed Project

The following analysis in this noise section is based on the following:

- Noise Data and vibration calculations for the Project are available in **Appendix J** of this document.

1. Existing Setting

According to the City of Thousand Oaks Noise Element, noise in the community is generally low and elevated noise is limited to specific areas with high levels of vehicular or commercial activity.

The Site is bounded by a senior living facility to the north, East Hillcrest Drive to the south, residential and medical office uses to the east, and the Lang Creek concrete drainage channel to the west and residential uses beyond. To the south and across East Hillcrest Drive is an existing senior living facility Hillcrest Royale Retirement located at 190 East Hillcrest Drive and multifamily residential uses.

The Site is proximate to a variety of job centers in nearby commercial restaurant, retail, medical, and professional office uses, including the Conejo Business Park (0.4 miles), Parkwood Office Complex (0.7 miles), Tarantula Hill Brewing (0.2 miles). The closest single-family residential use is located more than 700 feet to the east beyond Hodencamp Road. The closest school is Hillcrest Christian School, situated 0.6 mi north-east of the Site.

Short-term sound monitoring was conducted at four (4) locations on and around the Site to measure the ambient sound environment in the vicinity of the Project Site. See **Figure 17 Noise Monitoring Locations**. As shown in **Table 20, Ambient Noise Measurements (dBA)**, ambient noise levels ranged from a low (L_{min}) of 48.0 dBA (Leq 15-minute) on the western portion of the Site (NM3) to a high (L_{max}) of 78.4 dBA (Leq 15-minute) along the southern side of East Hillcrest Drive (NM4). The average noise levels ranged between 51.9 to 68.8 dBA L_{eq}.



Source: Google, 2026; EcoTierra Consulting, Inc., 2026

EcoTierra consulting

Figure 17
Noise Monitoring Locations

Table 20
Ambient Noise Measurements (dBA)

Noise Measurement ID/Location	L_{eq}	L_{max}	L_{min}
NM1 – Approximately 145 feet north of East Hillcrest Drive and 65 feet southeast from the façade of the residential apartment uses located at 210 Brazil Street, on the western portion of the Site.	57.8	69.6	49.3
NM2 – On the northern portion of the Site, approximately 40 feet south of the façade of the Atria Hillcrest Assisted Living Facility.	51.9	68.4	49.1
NM3 – On the planter in the parking lot, on the western side of the Thousand Oaks Medical Offices, on the eastern side of the Site.	54.7	71.6	48.0
NM4 – South of Hillcrest Drive, in proximity to the multifamily residential uses located at 220 to 290 East Hillcrest Drive, south of the Site.	68.8	78.4	52.3

2. Regulatory Setting

State Regulations (Noise)

The California Department of Health Services ("DHS") has established guidelines for evaluating the compatibility of various land uses as a function of community noise exposure; these guidelines have been included in the State of California General Plan Guidelines, which is published and updated by the Governor's Office of Planning and Research.[101] According to the State, an exterior noise environment up to 60 dBA CNEL and 65 dBA CNEL is "normally acceptable" for single- and multifamily residential uses, respectively, without special noise insulation requirements. In addition, noise levels up to 75 dBA CNEL are "conditionally acceptable" with special noise insulation requirements, while noise levels at 75 dBA CNEL and above are "clearly unacceptable" for residential uses. In addition, Section 65302(f) of the California Government Code requires each county and City in the State to prepare and adopt a comprehensive long-range general plan for its physical development, with Section 65302(g) requiring a noise element to be included in the general plan. The noise element must (1) identify and appraise noise problems in the community, (2) recognize Office of Noise Control guidelines, and (3) analyze and quantify current and projected noise levels.

The DHS Office of Noise Control has established guidelines to provide communities with noise environments that it deems to be generally acceptable based on land-use categories. These guidelines serve as a primary tool for a City to use to assess the compatibility between land uses and outdoor noise. Noise exposure for single-family uses is normally acceptable when the CNEL at exterior residential

[101] *State of California, Governor's Office of Planning and Research. General Plan Guidelines 2017 (2018). Page 374. http://opr.ca.gov/planning/general-plan/guidelines.html. Accessed March 2023.*

locations is equal to or below 60 dBA, conditionally acceptable when the CNEL is between 55 to 70 dBA, and normally unacceptable when the CNEL exceeds 70 dBA. Some overlap exists between categories. These guidelines apply to noise sources such as vehicular traffic, aircraft, and rail movements.

State of California Building Code

California's noise insulation standards are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 2, California Building Code. These noise standards are applied to new construction in California for the purpose of interior noise compatibility from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are located near major transportation noise sources, and where such noise sources create an exterior noise level of 60 dB(A) CNEL or higher. Acoustical studies that accompany building plans must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For new residential buildings, schools, and hospitals, the acceptable interior noise limit for new construction is 45 dB(A) CNEL.

California Noise Insulation Standards

The California Noise Insulation Standards[102] require that interior noise levels from exterior sources be 45 dB(A) or less in any habitable room of a multi-residential use facility (e.g., hotels, motels, dormitories, long-term care facilities, and apartment houses, except detached single-family dwellings) with doors and windows closed. Measurements are based on CNEL or Ldn (the day–night average), whichever is consistent with the noise element of the local general plan.

Where exterior noise levels exceed 60 dB(A) CNEL, an acoustical analysis for new development may be required to show that the proposed construction will reduce interior noise levels to 45 dB(A) CNEL. If the interior 45 dB(A) CNEL limit can be achieved only with the windows closed, the residence must include mechanical ventilation that meets applicable *Uniform Building Code* (UBC) requirements.

California Department of Health Services

The State of California Department of Health Services, Environmental Health Division, has published recommended guidelines for noise and land use compatibility, referred to as the *State Land Use Compatibility Guidelines for Noise* (*State Noise Guidelines*). The *State Noise Guidelines* indicate that residential land uses and other noise-sensitive receptors generally should locate in areas where outdoor ambient noise levels do not exceed 65 to 70 dB(A) CNEL.

According to the *State Noise Guidelines*, an exterior noise level of 60 dB(A) CNEL is considered to be "normally acceptable" for single-family, duplex, and mobile homes involving normal, conventional construction, without any special noise insulation requirements. Exterior noise levels up to 65 dB(A) CNEL are typically considered "normally acceptable" for multifamily units and transient lodging without any special noise insulation requirements. Between these values and 70 dB(A) CNEL, exterior noise levels are typically considered "conditionally acceptable," and residential construction should only occur after a

[102] *California Code of Regulation, Title 24, sec. 3501 et seq.*

detailed analysis of the noise reduction requirements and needed noise attenuation features have been included in the Project design. Exterior noise attenuation features include, but are not limited to, setbacks to place structures outside the conditionally acceptable noise contour, orienting structures so no windows open to the noise source, and/or installing noise barriers such as berms and/or solid walls.

Regional and Local Regulations

City of Thousand Oaks

Construction

The City's *2045 General Plan* identifies construction noise thresholds based on Federal Transit Administration ("FTA") standards. **Table 21, Construction Noise Thresholds of Significance** identifies daytime and nighttime thresholds for residential, commercial, and industrial uses. As shown, the construction noise criteria for residential uses are 80 dBA (Leq-8 hour) during the daytime and 70 dBA (Leq-8 hour) during the nighttime period. Additionally, construction noise thresholds for commercial and industrial uses are 85 dBA (Leq-8 hour) and 90 dBA (Leq-8 hour) during the daytime and nighttime period, respectively.

Table 21
Construction Noise Thresholds of Significance

Land Use	Leq (8-hour) (dBA)		CNEL (dBA)
	Day	Night	
Residential	80	70	75
Commercial	85	85	80
Industrial	90	90	85

Note: A noise-sensitive use is a use for which the upper limit for the "normally acceptable" noise level range is 65 CNEL or lower.
Source: City of Thousand Oaks General Plan 2045, Table 11.4: Construction Noise Thresholds of Significance.

City of Thousand Oaks Municipal Code

The Noise Ordinance presented in Title 5, Chapter 21, Noise, does not provide quantitative standards for noise regulation. However, Section 8-11.01 of the TOMC currently limits construction activity to between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday, unless permission is specifically granted by the Public Works Department for work outside these hours (i.e., 7:00 p.m. to 7:00 a.m. Monday through Saturday and anytime on Sundays).

Operation

The City's *2045 General Plan* develops more specific thresholds of significance where the ambient noise is at or above certain levels. **Table 22, General Plan Thresholds of Significance for Noise Impacts** identifies noise impacts associated with project-related noise level increases.

Table 22
General Plan Thresholds of Significance for Noise Impacts

If the CNEL for existing + proposed + cumulative conditions at a noise-sensitive land use is projected to be:	A project or cumulative noise impact would be significant if the CNEL would increase by the following amounts at a noise-sensitive land use:	The project alone would make a substantial contribution to a significant cumulative impact if the CNEL would increase by the following amounts at a noise-sensitive land use:
Less than 55 dBA CNEL	Not significant for any change in noise level	Not significant for any change in noise level
55-60 dBA CNEL	Equal to or greater than 3.0 dBA	Equal to or greater than 1.0 dBA
60-70 dBA CNEL	Equal to or greater than 1.5 dBA	Equal to or greater than 0.5 dBA
Greater than 70 dBA CNEL	Equal to or greater than 1.0 dBA	Equal to or greater than 0.5 dBA
Note: A noise-sensitive use is a use for which the upper limit for the "normally acceptable" noise level range is 65 CNEL or lower. *Source: City of Thousand Oaks General Plan 2045, Table 11.3: Thresholds of Significance for Long-Term Noise Increases.*		

Municipal Code

The City's Noise Ordinance minimizes noise conflicts between neighboring properties through enforcement of applicable regulations. Section 5-21 of the Thousand Oaks Municipal Code establishes noise regulations within the City. Section 5.21 of the Municipal Code aims to keep the reasonable peace, quiet, and comfort of neighboring dwellings and reduce disturbances from any loud or raucous noise with residential zones within the City. Pursuant to the Municipal Code, the City restricts noise generated within 50 feet from the property line of the noise source from exceeding certain noise levels for extended periods of time during the times of 9:00 PM to 7:00 AM to protect people from objectionable non-transportation noise sources.

Federal Regulations (Vibration)

Federal Transit Administration

The FTA has published a technical manual, *Transit Noise and Vibration Impacts Assessment*, which provides ground-borne vibration impact criteria with respect to building damage during construction activities.[103]

According to the FTA Guidelines, a vibration criterion of 0.20 PPV should be considered as the significant impact level for nonengineered timber and masonry buildings. Structures or buildings constructed of reinforced concrete, steel, or timber have a vibration damage criterion of 0.50 PPV based on the FTA Guidelines. Structures amplify ground-borne vibration, and woodframe buildings, such as typical residential structures, are more affected by ground vibration than are heavier buildings. The level at which ground-borne vibration is strong enough to cause architectural damage has not been determined

[103] *United States Department of Transportation, Federal Transit Administration (USDOT, FTA). Transit Noise and Vibration Impact Assessment, FTA report no. 0123. September 2018. https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/researchinnovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf. Accessed February 2025.*

conclusively. The most conservative estimates are reflected in the FTA standards, shown in **Table 23, Construction Vibration Damage Criteria**.

Table 23
Construction Vibration Damage Criteria

Building Category	PPV (in/sec)	Lv (VdB)
I. Reinforced concrete, steel, or timber (no plaster)	0.5	102
II. Engineered concrete and masonry (no plaster)	0.3	98
III. Nonengineered timber and masonry buildings	0.2	94
IV. Buildings extremely susceptible to vibration damage	0.12	90

Note: For Max Lv (VdB), Lv = the velocity level in decibels as measured in 1/3 octave bands of frequency over the frequency ranges of 8 to 80 Hz; VdB = vibration decibels; and Hz = hertz.
Source: Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual, September 2018.

State Regulations

Caltrans Transportation and Construction Vibration Guidance Manual

The California Department of Transportation (Caltrans) published its *Transportation and Construction Vibration Guidance Manual* in April 2020.[104] The manual provides practical guidance to Caltrans engineers, planners, and consultants who must address vibration issues associated with the construction, operation, and maintenance of Caltrans projects.

The guidance and procedures provided in the Caltrans manual should be treated as screening tools for assessing the potential for adverse effects related to human perception and structural damage. General information on the potential effects of vibration on vibration-sensitive research and advanced-technology facilities is also provided, but a discussion of detailed assessment methods in this area is beyond the manual's scope. The document is not an official policy, standard, specification, or regulation.

The City of Thousand Oaks General Plan

The City of Thousand Oaks General Plan Noise Element contain the following policies that pertain to noise and are applicable to the Project:

- **Goal N-1:** Promote a pattern of land uses that is compatible with current and future noise levels.
  - **Policy N-1.1 Acoustical studies.** Require an acoustical study and, as necessary, noise attenuation for proposed developments that may be exposed to noise exceeding the normally acceptable range identified Table 11.2 or where a project has the potential to result in a significant increase in noise, as defined in Table 11.3.
  - **Policy N-1.2 Noise-reducing design features.** Incorporate design features into land use projects that can be used to shield residents from noise exceeding the normally acceptable ranges included in Table 11.2. Design features may include, but are not limited to berms,

[104] *California Department of Transportation (Caltrans). Transportation and Construction Vibration Guidance Manual. April 2020. https://dot.ca.gov/programs/environmental-analysis/noise-vibration/guidance-manuals. Accessed February 2025.*

walls, and sound attenuating building configuration, architectural design, and construction method and materials.

- **Policy N-1.3 Mixed-use developments.** Require design and construction of mixed-use developments to achieve noise levels in the conditionally acceptable range or lower per Table 11.2 for outdoor recreation areas associated with residential components and to achieve interior noise levels in residences of 45 CNEL or lower, consistent with Title 24 interior noise standards.

- **Goal N-3:** Minimize excessive intermittent noise.
  - **Policy N-3.1 Construction noise.** Use the noise levels shown in Table 11.4, adopted from Federal Transit Administration (FTA) standards, as thresholds of significance for construction noise and, as necessary, require mitigation for construction activities that would result in significant noise impacts.
  - **Policy N-3.2 Noise reduction for construction.** Require the following noise reduction techniques for all construction activity in the City:
    - Require power construction equipment with noise shielding and silencing devices consistent with manufacturer's standards or the Best Available Control Technology;
    - Prohibit use of driven (impact), sonic, or vibratory pile drivers, except in locations where the underlying geology renders alternative methods infeasible, as determined by a soils or geotechnical engineer and documented in a soils report;
    - Utilize noise attenuating measures or screening for all outdoor mechanical equipment from off-site noise-sensitive uses;
    - Locate construction staging areas as far from noise-sensitive uses as reasonably possible and feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints;
    - For construction activity that even with the above requirements would or may still generate noise exceeding the significance thresholds in Policy N-3.2, investigate the use of additional feasible noise reduction techniques, including but not limited to the use of temporary sound barriers between the noise-generating activity and affected sensitive uses

3. Impact Analysis

a) Would the project result in 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?

Less Than Significant with Mitigation.

Construction Noise

Short-term noise impacts could occur during construction activities from either the noise impacts created from the transport of workers and movement of construction materials to and from the Site, or from the

noise generated on-site during demolition, ground clearing/excavation, grading, building, paving and architectural coating activities. No blasting or pile driving is anticipated as part of the proposed Project.

When noise propagates over a distance, the noise level decreases with distance depending on the type of noise source and the propagation path. Noise from a localized source (i.e., point source) propagates uniformly outward in a spherical pattern, referred to as "spherical spreading." Stationary point sources of noise, such as construction equipment and including stationary mobile sources such as idling vehicles, attenuate (i.e., reduce) at a rate between 6 dBA, for acoustically "hard" sites, and 7.5 dBA for "soft" sites for each doubling of distance from the reference measurement, as the noise energy is continuously spread out over a spherical surface (e.g., for hard surfaces, 80 dBA at 50 feet attenuates to 74 at 100 feet, 68 dBA at 200 feet). Hard sites are those with a reflective surface between the source and the receiver, such as asphalt or concrete surfaces, or smooth bodies of water.

Construction noise levels would vary significantly based upon the size and topographical features of the active construction zone, duration of the workday, and types of equipment employed, as indicated in **Table 24, Typical Construction Equipment Noise Levels**.

Table 24
Typical Construction Equipment Noise Levels

Equipment			Noise Level (dBA) at 50 Feet
			60 70 80 90 100 110
EQUIPMENT POWERED BY INTERNAL COMBUSTION ENGINES	EARTH MOVING	Compacters (Rollers)	
		Front Loaders	
		Backhoes	
		Tractors	
		Scrapers, Graders	
		Pavers	
		Trucks	
	MATERIAL HANDLING	Concrete Mixers	
		Concrete Pumps	
		Cranes (Moveable)	
		Cranes (Derrick)	

Table 24
Typical Construction Equipment Noise Levels

Equipment			Noise Level (dBA) at 50 Feet
			60 70 80 90 100 110
	STATIONARY	Pumps	
		Generators	
		Compressors	
IMPACT EQUIPMENT		Pneumatic Wrenches	
		Jack Hammers and Rock Drills	
		Pile Drivers	
OTHER		Vibrators	
		Saws	

Source: U.S. Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances, NTID 300-1, 1971.

To provide a point of reference, a typical construction day with an eight-hour duration will generate 84 dBA community noise equivalent level ("CNEL") at a distance of 50 feet from the noise source, on average.[105] The closest sensitive receptor, the Atria Hillcrest Assisted Living Facility is located approximately 366 feet to the north of the acoustical center of the Project Site; however, construction activity (grading) may occur as close as approximately 65 feet from the building façade of the Atria Hillcrest Assisted Living Facility (the closest sensitive receptor to the Project Site boundary). At this location, as shown in **Table 20**, the ambient noise levels can reach as high as 68.4 dBA L_{max}. Using the reference noise level of 84 dBA at 50 feet, and the fact that construction noise would be reduced by 6 dBA every doubling of the distance, at a distance of 65 feet, the noise level from construction activity could reach up to 81.72 dBA, which would exceed the 80-dBA construction noise threshold of significance as stated in **Table 21**. However, the average noise level on-site from construction activities would be approximately 66.71 dBA (based on the distance from the closest sensitive receptor to the acoustical center of the site). As the noise threshold of 80 dBA is exceeded, **Mitigation Measure NOI-1** from the General Plan EIR will be required to be implemented.

The Senior Concerns-Conejo Valley Center senior living facility and the adjacent residential uses are not sensitive receptors because they are located too far away from the Site. They are located at least 620 feet

[105] *City of Perris General Plan, Noise Element, Appendix C: Technical Noise Area Definitions, page 69.*

from the edge of construction activity. At 620 feet, the noise level from construction activity would be approximately 62 dBA, which does not exceed the 80 dBA construction noise threshold of significance.

The General Plan EIR requires compliance with General Plan EIR **Mitigation Measure NOI-1**, which requires installation of "temporary noise barriers, where feasible, when construction noise is predicted to exceed the City's construction standards or when the anticipated construction duration is greater than is typical (e.g., 2 years) and adjacent to sensitive receptors. Temporary noise barriers shall be constructed with solid materials (e.g., wood) with a density of at least 1.5 pounds per square foot with no gaps from the ground to the top of the barrier. If a sound blanket is used, barriers shall be constructed with solid material with a density of at least 1 pound per square foot with no gaps from the ground to the top of the barrier and be lined on the construction side with acoustical blanket, curtain or equivalent absorptive material rated STC 32 or higher." As stated above, the noise barrier is only required for the Atria Hillcrest Assisted Living Facility during construction activity (grading) as that is the closest sensitive receptor to the Site which is located approximately 366 feet to the north of the acoustical center of the Project Site. Thus, the noise barrier must be located to the north of the Site approximately 65 feet from the building façade of the Atria Hillcrest Assisted Living Facility. The noise barrier needs to be high enough to block the line-of-sight from the noise-emitting part of the equipment being used to the receptor, so anywhere from 8 to 14 feet tall depending on the layout of the equipment being used at the time. Specifically, for standard equipment (excavators, compressors, generators) an 8 to 10-foot acoustic blanket or wall is usually sufficient, and for tall trucks or heavy machinery a 12 to 14-foot barrier would be required.

Mitigation Measures

- **NOI-1: Conduct Construction Noise Analysis.** Revise proposed TO2045 **Goal N-3** Policy N-3.2 to include the following:
    - All stationary construction equipment shall be placed so that emitted noise is directed away from the nearest sensitive receptors.
    - Mobile construction equipment shall have smart back-up alarms that automatically adjust the sound level of the alarm in response to ambient noise levels.
    - Electrical power shall be used to run air compressors and similar power tools and to power any temporary structures, such as construction trailers or caretaker facilities, where feasible.
    - Install temporary noise barriers, where feasible, when construction noise is predicted to exceed the City's construction standards or when the anticipated construction duration is greater than is typical (e.g., 2 years) and adjacent to sensitive receptors. Temporary noise barriers shall be constructed with solid materials (e.g., wood) with a density of at least 1.5 pounds per square foot with no gaps from the ground to the top of the barrier. If a sound blanket is used, barriers shall be constructed with solid material with a density of at least 1 pound per square foot with no gaps from the ground to the top of the barrier and be lined on the construction side with acoustical blanket, curtain or equivalent absorptive material rated STC 32 or higher. The temporary noise barrier must be tall enough to block the line-of-sight from the noise source to the affected receptor(s). The closest sensitive receptor, the Atria

Hillcrest Assisted Living Facility is located approximately 366 feet to the north of the acoustical center of the Project Site; however, construction activity (grading) may occur as close as approximately 65 feet from the building façade of the Atria Hillcrest Assisted Living Facility (the closest sensitive receptor to the Project Site boundary). The noise barrier must be located to the north of the Site approximately 65 feet from the building façade of the Atria Hillcrest Assisted Living Facility. The noise barrier shall be tall enough to block the line-of-sight from the noise-emitting part of the equipment being used to the receptor, which would be from 8 to 14 feet in height depending on the layout of the equipment being used at the time. Specifically, for standard equipment (excavators, compressors, generators) an 8 to 10-foot acoustic blanket or wall is required, and for tall trucks or heavy machinery, a 12 to 14-foot barrier is required.

As this Project is required to comply with General Plan EIR mitigation, implementation of General Plan EIR **Mitigation Measure NOI-1** will reduce noise levels by approximately 20 dBA,[106] down to approximately 61.72 dBA, which would no longer exceed the 80-dBA construction noise threshold of significance as stated in **Table 21**. Therefore, with compliance with the General Plan EIR **Mitigation Measure NOI-1,** no additional mitigation measures to reduce construction-related noise impacts would be required.

Furthermore, as stated above, TOMC Section 8-11.01 exempts noise sources associated with construction, repair, remodeling, demolition or grading of any real property from compliance with the noise level limits contained in the Code, as long as the construction does not occur between the hours of 7:00 p.m. and 7:00 a.m. Monday through Saturday, or anytime on Sunday. As construction noise would be reduced to below City construction noise standards at the closest sensitive receptor , Atria Hillcrest Assisted Living Facility to the north, and the Project construction hours would comply with City requirements, construction of the Project would not generate a substantial increase in ambient noise levels in the vicinity in excess of standards.

Operational Noise

On-Site Noise

Parking Lot Areas

Sources of noise from parking lot areas are primarily from engine and tire noise, slamming of doors, and pedestrians. A parking lot is not considered a serene environment and the traffic noise from the adjacent roadways would provide a masking effect over the short-term, single event noise occurrences common to parking lots. The existing Site already has numerous parking lots throughout the property and are located adjacent to existing sensitive receptors, to the north such as the Atria Hillcrest Assisted Living Facility whose boundary is located approximately 65 feet from the northern project boundary as shown in **Table 25, Ambient Noise Measurements (dBA)** – NM2**.** Therefore, the parking lot noise generated by

[106] *1-inch-thick plywood with a weight of 3.3 lbs/ft^2 has a transmission loss of 20 dBA (assuming no openings or gaps and tall enough to block the line-of-sight from the noise source to the receptor) Source: U.S. DOT. (2000). FHWA Highway Noise Barrier Design Handbook, Table 3, page 26. February.*

Table 25
Ambient Noise Measurements (dBA)

Noise Measurement ID/Location	L_{eq}	L_{max}	L_{min}
NM1 – Approximately 145 feet north of East Hillcrest Drive and 65 feet southeast from the façade of the residential apartment uses located at 210 Brazil Street, on the western portion of the Site.	57.8	69.6	49.3
NM2 – On the northern portion of the Site, approximately 65 feet south of the façade of the Atria Hillcrest Assisted Living Facility.	51.9	68.4	49.1
NM3 – On the planter in the parking lot, on the western side of the Thousand Oaks Medical Offices, on the eastern side of the Site.	54.7	71.6	48.0
NM4 – South of Hillcrest Drive, in proximity to the multifamily residential uses located at 220 to 290 East Hillcrest Drive, south of the Site.	68.8	78.4	52.3

the Project will be similar to the existing parking lot noise levels and no additional noise impacts are anticipated.

Rooftop Mechanical Equipment

In order to determine the noise created by a rooftop heating, ventilation, and air conditioning (HVAC) unit, a noise measurement was taken approximately 10 feet from a rooftop HVAC unit on an existing commercial building. The noise measurement recorded a noise level of 59.5 dBA (L_{eq},) while the HVAC unit was operational.[107] Moving away from the rooftop HVAC unit, noise levels generated by the unit decreased to 53.5 dBA (L_{eq},) at 20 feet, to 47.5 dBA (L_{eq},) at 40 feet, and to 41.5 dBA (L_{eq},) at 80 feet. All rooftop HVAC units in operation on the Project Site would be located at least 40 feet or more from the property lines of the nearest sensitive uses. As such, the noise levels generated by operation of rooftop HVAC units by the Project would be inaudible at the closest sensitive receptor location to the north, as it would not exceed the ambient noise levels described in **Table 25.**

Traffic Noise

In order for a new noise source to be audible, there would need to be a 3 dBA or greater CNEL noise increase. The traffic volume on any given roadway would need to double in order for a 3 dBA increase in ambient noise to occur.[108] Potential noise impacts associated with the operations of the Project are a result of project-generated vehicular traffic on the project vicinity roadways, as shown in **Table 26, Project-Related Increase in Traffic Noise**. The noise impacts related to vehicular traffic were modeled

[107] *Michael Brandman Associates, Noise Impact Analysis, Simi Valley McDonald's, City of Simi Valley, California, 2009.*
[108] *Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, FTA Report No. 123, September 2018, page 210.*

Table 26
Project-Related Increase in Traffic Noise

Road Segments	Existing		Existing Plus Project		
	ADT	dB CNEL*	ADT	Total dB CNEL*	Project-Specific Increase
Boardwalk Avenue					
n/o East Hillcrest Drive	260	51.8	250	51.7	-0.1
s/o East Hillcrest Drive	610	55.6	630	55.7	0.1
East Hillcrest Drive					
e/o Boardwalk Avenue	2,250	61.2	2,240	61.2	0.0
w/o Boardwalk Avenue	3,640	63.3	3,780	63.5	0.2

**Noise levels at 50 feet from the roadway centerline. The uniform distance of 50 feet allows for direct comparisons of potential increases or decreases in noise levels based upon various traffic scenarios; however, at this distance, no specific noise standard necessarily applies.*

using a version of the Federal Highway Administration ("FHWA") Traffic Noise Prediction Model (FHWA-RD-77-108), as modified for CNEL and the "Calveno" energy curves. The existing and existing plus project average daily traffic ("ADT") were calculated from the AM peak hour volumes provided in the GTS Traffic Warrant Analysis (see **Appendix K**). FHWA calculation spreadsheets are included in **Appendix K.**

The calculated noise levels in **Table 26**, Project-Related Increase in Traffic Noise below show that there would be a marginal increase in noise due to the increase of project-related traffic on roadways in the Project vicinity. The highest increase in traffic noise would be 0.2 dB at the road segment of East Hillcrest Drive west of Boardwalk Avenue.

As the Project-related increase in traffic noise does not exceed even the most stringent threshold of 0.5 dBA, (as shown in **Table 22** above) the Project would not contribute to a substantial permanent increase in ambient noise levels in the Project vicinity. As such, impacts are considered to be less than significant. However, as **General Plan EIR Mitigation Measure NOI-2** requires a fair share program for Projects along Hillcrest Drive between Lynn Road and Moorpark Road to reduce roadway noise, the Project will comply with this requirement to reduce roadway noise. Therefore, traffic noise impacts from the project are considered to be less than significant with compliance with General Plan EIR **Mitigation Measure NOI-2.**

Mitigation Measures

- **NOI-2: Implement Roadway Vehicle Noise Reduction Measures.** The City shall implement a developer fair share mitigation program to fund the following measures for projects operated on

the following roadway segments in the City: Moorpark Road between Hillcrest Drive and Thousand Oaks Boulevard and Hillcrest Drive between Lynn Road and Moorpark Road.

The City shall retain a qualified acoustical consultant to prepare a Traffic Noise Reduction Study that specifies, at a minimum, the specific locations, extent, height of sound walls, and other design details such as "quiet pavement" to reduce traffic noise impacts at impacted roadways throughout the City. The study shall also include an estimated cost of improvement along each impacted roadway segment to inform the developer fair share mitigation program. Traffic noise reduction measures may include, but are not limited to:

- **Sound Barrier Walls.** Construct sound barriers (e.g., walls or solid fences) along impacted roadways where there are no driveways that would break continuity and along the residential portions or other sensitive receiver locations of such roadways. The sound barriers would be continuous from grade to top, with no cracks or gaps, and have a minimum surface density of four pounds per square foot and a minimum height of six feet, as measured from the base elevation; and/or
- **Special Roadway Paving.** Install "quiet pavement" roadway improvements, such as rubberized asphalt or open-grade asphalt concrete overlays along impacted roadway segments where sound barriers are determined not to be feasible.

Conclusion

Based on the above, the Project would not cause the 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. Impacts would be less than significant with the implementation of General Plan EIR **Mitigation Measure NOI-1** and **Mitigation Measure NOI-2**, the same as the General Plan EIR. Thus, the Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant. The main concern associated with groundborne vibration is annoyance; however, in extreme cases, vibration can cause damage to buildings, particularly those that are old or otherwise fragile. Some common sources of groundborne vibration are trains and construction activities such as blasting, pile-driving, and heavy earth-moving equipment. The primary source of groundborne vibration occurring as part of the proposed Project is construction activity.

Groundborne vibration information related to construction/heavy equipment activities has been collected by the California Department of Transportation (Caltrans). Information from Caltrans indicates that continuous/intermittent vibrations (such as from construction activity) with approximately 0.1

inches/sec PPV may be characterized as "strongly perceptible."[109] The heavier pieces of construction equipment, such as large bulldozers or hoe rams, would register up to approximately 0.089 inches/sec PPV at a distance of 25 feet per FTA guidance.[110]

Groundborne vibration is typically attenuated over relatively short distances. Based on the distance from the edge of the project site to the nearest existing noise/vibration-sensitive receptor (approximately 65 feet), and the known vibration levels of the highest vibration-generating piece of equipment anticipated for construction equipment (i.e., vibratory roller at 0.210 inches/sec PPV at 25 feet),[111,112] vibration levels generated by construction of the Project would be approximately 0.050 inches/sec PPV at the nearest sensitive receptor, which would not exceed the FTA construction vibration damage threshold of 0.2 in/sec PPV for Type III. Nonengineered timber and masonry buildings. Therefore, the Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

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?

No Impact. The Project Site is not located within the vicinity of a private airstrip or airport land use plan or within 2 miles of a public airport. The nearest airport is the Camarillo Airport located approximately 11.5 miles to the west. Accordingly, the Project would not expose people to excessive noise levels and no impact would occur. No mitigation measures were previously required with regard to proximity to airports for the General Plan EIR and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

4. Cumulative Analysis

Noise

Noise generated from the proposed Project would be limited to those typical of mixed residential use and commercial uses. This type of noise is generally described as "nuisance noise." Nuisance noise is intermittent or temporary noise from sources such as landscape maintenance equipment. Compliance with the City's Noise Ordinance, 2045 General Plan Update EIR **Mitigation Measures NOI-1** and **NOI-2**, and General Plan Goals and Policies would limit exposure to excessive nuisance noise. Similarly, related

[109] *California Department of Transportation, Transportation and Construction Vibration Guidance Manual, Sacramento, California. April 2020.*

[110] *Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, FTA Report No. 123, September 2018.*

[111] *Please reference the CalEEMod output available in **Appendix A** of this Addendum.*

[112] *Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, FTA Report No. 123, September 2018.*

projects would be required to comply with the noise standards applicable to the jurisdictions in which they would be located.

As the closest sensitive receptors to the Project are approximately 65 feet from the Site, due to the decrease in noise levels with distance and the presence of construction noise barriers to comply with General Plan EIR **Mitigation Measures NOI-1 through NOI-3**, attenuated construction noise levels would be similar to existing noise levels at the closest sensitive receptor location (approximately 65 feet from the area of construction activity). On-site operational noise would be similar to existing noise levels at the closest receptor locations, as all rooftop HVAC units in operation on the Project Site would be located at least 40 feet or more from the property lines of the nearest sensitive uses and parking lot noise generated by the Project will be similar to the existing parking lot noise levels. As stated above, the Project is not anticipated to generate a significant increase in traffic noise as the highest increase on any roadways within the Project vicinity would a maximum of 0.2 dBA; therefore, the Project's contribution to cumulative traffic noise will not cause a traffic noise increase greater than the most stringent 0.5 dBA threshold increase on roadways in the Project vicinity. Cumulative impacts would be less than significant and the Project's contribution would not be cumulatively considerable.

Vibration

Other foreseeable projects within the vicinity of the Project Site would not be close enough to create a combined excessive generation of groundborne vibrations; the nearest such projects that are currently in construction include a medical office located at 420 Pennsfield Place, approximately 0.13 miles (665 feet) from the project boundary and Janss Marketplace Hotel, located approximately 0.31 miles (1,662 feet) from the project boundary. As discussed above, vibration from construction of the Project would not exceed thresholds for structural damage. Therefore, the Project's contribution to cumulative impacts associated with excessive groundborne vibrations would not be cumulatively considerable, and the cumulative impact would be less than significant.

14. Population and Housing

	Impact Determination for 2045 General Plan Update EIR	Proposed Project Impact Conclusion	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially. More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
Would the project:					
a. Induce substantial unplanned population growth in an area, either directly (for	Less than Significant Impact	Less than Significant Impact	No	No	No

	Impact Determination for 2045 General Plan Update EIR	Proposed Project Impact Conclusion	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially. More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?					
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Less than Significant Impact	Less than Significant Impact	No	No	No

A. Summary of Analysis in Final EIR

The General Plan EIR summarized the population, housing, and employment trends in Ventura County and Thousand Oaks and analyzed the General Plan Update's potential effects on population and housing.

The Department of Finance ("DOF") indicated that, in 2022, the County's population was 831,533 persons and the City's population was 124,439 persons. According to SCAG, by 2045, the population of the County was projected to increase to 947,000 persons, an increase of 14 percent, while the population of the City was projected to increase to 144,700, an increase of 16 percent.[113]

The DOF estimated that the 2022 supply of housing units was 294,989 units in the County and 48,207 units in the City. SCAG projected that the County's supply of housing would increase to 306,000 units while the City's housing supply would increase to 51,300 units. Additionally, in 2022, the County had a higher average household size (2.91 persons per household) than the City (2.62 persons per household), as well as a higher vacancy rate (4.7 percent for the County vs. 3.1 percent for the City).[114] SCAG's RHNA Plan allocated 2,621 units for the City between 2021-2029 to accommodate a portion of this anticipated growth.[115]

[113] *City of Thousand Oaks, 2045 General Plan Update Draft Environmental Impact Report, August 2023, Table 4.9-2 Current and Projected Populations for Ventura County, page 4.9-2.*

[114] *City of Thousand Oaks, 2045 General Plan Update Draft Environmental Impact Report, August 2023, page 4.9-2.*

[115] *City of Thousand Oaks, 2045 General Plan Update Draft Environmental Impact Report, August 2023, page 4.9-3.*

SCAG estimated that Ventura County had approximately 335,000 total jobs in 2016, and will have approximately 389,000 jobs in 2045, representing a 16.1 percent increase in total employment. In addition, employment was projected to increase by 14.1 percent from 70,100 jobs in 2016 to 80,000 jobs in 2045. Thousand Oaks had a higher proportion of workers both living and working in the City as compared to other communities and a higher median household income than both the County and State averages.[116]

The General Plan EIR determined that the General Plan Update would generate 7,871 new residential units and 11,845 new jobs. Although these increases would be expected to result in a population of 145,139 persons, exceeding SCAG projections of 144,700 persons, as a result of the proposed policies and implementation actions in the Land Use Element, such growth would not be unplanned. A detailed description of the goals and polices is described below under the Section, General Plan EIR Goals and Polices. The 2045 General Plan Update would result in a more balanced jobs-housing ratio in 2045, includes major strategies and physical improvements to support existing and future population, housing, and employment, and would direct growth and redevelopment into the developed urban core minimizing pressure to develop remaining open space. Therefore, growth would be planned and orderly and impacts would be less than significant.

The General Plan EIR determined that the General Plan Update would result in 7,871 new housing units and found that this growth in housing would alleviate pressure on the City's low vacancy rate and that proposed policies and implementation actions in the Land Use Element would prioritize affordable housing. Housing growth would offset any potential displacement of existing housing and impacts would be less than significant.

General Plan EIR Goals and Policies

The General Plan EIR identified the following goals and policies in the General Plan related to population and housing:

Land Use Element

- **Goal 1:** Provide a wide range of housing opportunities for persons of all income levels.
  - **Policy 1.3: Balance Character and Infill.** Maintain community character while promoting infill development that brings needed housing, amenities, and jobs to the City.
  - **Policy 1.5: Mixed-Use Development.** Allow mixed-use developments, consistent with the General Plan land use map, to support a healthy jobs/housing balance, promote walkability, and increase economic vibrancy.
- **Goal 2:** Provide housing opportunities for persons with special needs.
  - **Policy 2.1: Maintenance and Improvement of Residential Properties.** Require the ongoing maintenance and improvement of existing residential properties.
  - **Policy 2.4: Building Additions.** Building additions and expansions should use matching materials to ensure compatibility with the existing character of the neighborhood.

[116] *City of Thousand Oaks, 2045 General Plan Update Draft Environmental Impact Report, August 2023, page 4.9-4.*

- **Goal 3:** Maintain and improve the existing housing stock of the City by reducing housing deterioration.
  - **Policy 3.1: Diversity of Housing.** Promote a diversity of housing types in locations throughout the City, specifically in neighborhood areas that contain goods and services, parks and open space, and public schools in a walkable setting.
  - **Policy 3.2: Housing for Different Life Stages and Incomes.** Encourage new housing types for all residents including young professionals, older adults, and middle- and low-income families.
  - **Policy 3.3: Intergenerational Supportive Housing.** Support extended family living in single-family neighborhoods through modifications to existing homes.
  - **Policy 3.4: Aging in Place.** Promote development of housing types that support opportunities to age in place.
  - **Policy 3.5: Housing for Special Needs.** Support housing for older adults, special needs groups (including those with developmental disabilities), and non-traditional family groups by allowing a diverse range of housing configurations and universally accessible design features.
  - **Policy 3.6: Universal Design.** Encourage the use of Universal Design principles in new construction and rehabilitation of housing.
  - **Policy 3.7: Parking Requirements.** Allow a reduction in parking requirements on a project-by-project basis to achieve high-quality design, increased housing affordability, and to promote walking, bicycling, and transit use, while working to minimize potential negative impacts on adjacent properties.
- **Goal 4:** Preserve existing affordable housing opportunities
- **Goal 5:** Affirmatively further fair housing
  - **Policy 5.4: Residential Infill Within Commercial Shopping Centers.** Encourage infill residential development on underutilized parking lots in mixed-use areas while also maintaining the site's retail and commercial activity.
  - **Policy 5.5: Land Use Integration.** Provide infrastructure connectivity between mixed-use development and surrounding land uses, including pedestrian trails, bikeways, park lands, commercial retail, and employment uses.
  - **Policy 6.9: Employee Services.** Enhance the working environment by allowing and promoting small retail, restaurants, day care, and service uses that directly serve employees.
  - **Policy 6.11: Jobs/Housing Relationship.** Work with large employers to explore programs and policies that promote additional housing in Thousand Oaks to support a growing number of employees. These could include incentives to build housing for company employees, a jobs-housing linkage fee, and other impact fees.
  - **Policy 12.12: Parks and Open Space Areas.** Create, maintain, and enhance park and open space facilities that provide physical, mental, and social benefits for all ages.
- **Implementation Action LU-A.1: Comprehensive Zoning Code Update**. Following the adoption of the General Plan, prepare a comprehensive update to the City's Zoning Code.
- **Implementation Action LU-A.2: Create New Mixed-Use Zoning District.** Following the adoption of the General Plan, create a new mixed-use zoning district, including performance standards for infill development on parking lots and commercial structures.

- **Implementation Action LU-A.3: Inclusionary Housing Program.** Adopt and implement an Inclusionary Housing Program.
- **Implementation Action LU-A.6: Update Specific Plans.** Update Specific Plans where policy changes are required pursuant to the 2045 General Plan policies, starting with the Thousand Oaks Boulevard Specific Plan.
- **Implementation Action LU-A.7: Specific Plan or Master Plan Preparation.** Coordinate with property owners of key opportunity sites to prepare Specific Plan or Master Plan efforts for the following areas:
  - **The Oaks**
  - **Moorpark Road/Janss Marketplace**
  - **US 101 Corridor/Borchard Property**

B. Analysis of Proposed Project

1. Existing Setting

Current Population, Housing, and Employment in Thousand Oaks

Population

Although the population of the City has decreased annually since 2020, the City remains the third most populous City in Ventura County. DOF estimates that the current (2025) population of the City is 122,468 persons.[117]

Housing

Since 2020, annual housing growth has incrementally increased while the persons per household have incrementally decreased; vacancy rates have remained constant at 3.1 percent. DOF estimates that the current (2025) housing supply is 48,493 units and the housing ratio is 2.57 persons per household.

Employment

The number of jobs in the City includes all jobs filled by City residents as well as those filled by individuals who commute to the City. The City estimates that its current employment is 64,327 jobs. A lack of new housing can curtail job creation. The current jobs to housing ratio are 1.31 to 1.[118] Approximately 14,000 workers live and are employed in the City.[119]

Projections of Population, Housing, and Employment Growth in Thousand Oaks

The SCAG functions as the Metropolitan Planning Organization for Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties, as well as incorporated cities within those counties.

[117] *California Department of Finance, Demographic Research Unit, Report E-5: Population and Housing Estimates for Cities, Counties, and the State, January 1, 2021-2025, with 2020 Benchmark, Released May 1, 2025.*
[118] *City of Thousand Oaks, Community Snapshot, https://toaks2045.org, accessed February 9, 2026.*
[119] *City of Thousand Oaks, 2045 General Plan Update Draft Environmental Impact Report, August 2023, page 4.9-4.*

SCAG's mandated responsibilities include developing plans and policies with respect to the region's population growth, transportation programs, air quality, housing, and economic development. Specifically, SCAG is responsible for preparing an RTP/SCS in coordination with other State and local agencies. This document includes population, household, and employment projections for the region and its 15 subregions. SCAG data is periodically updated to reflect changes in development activity and actions of local jurisdictions (e.g. zoning changes). The SCAG's Connect SoCal 2024 is the most recent update to their RTP/SCS and represents the most likely future growth scenario for the region and includes forecasts to the planning horizon year of 2050. In addition, SCAG quantifies the need for housing units within each jurisdiction during specified planning periods. The SCAG adopted its 6th cycle RHNA allocation plan, which covers the planning period between October 2021 through October 2029 in March 2021. Communities use RHNA allocations in land use planning, prioritizing local resource allocation, and in deciding how to address identified existing and future housing needs resulting from population, employment, and household growth. The City's most recent Housing Element was approved by the State Department of housing and Community Development in 2023 and reflects the manner by which the City will accommodate their RHNA allocation.

Population

The SCAG's Connect SoCal 2024 does not include population projections below the county level and recommends deriving jurisdictional population projections using a county-wide housing ratio and applying it to jurisdictional household projections. Connect SoCal 2024 projects that the 2050 housing ratio for Ventura County will be 2.7 persons per household.[120] Based on SCAG's housing growth projection for the City of 50,600 units in 2050 (detailed below), the City's projected population in 2050 will be 136,620 persons. The 2050 population would be an increase of 14,152 persons over the current population of 122,468 persons, representing an 11.6 percent increase.

Housing

The SCAG's 2021-2029 RHNA projects the need for an additional 2,621 housing units in the City by 2029.[121] This would increase the City's existing housing supply of 48,493 units to 51,114 units, an increase of 5.4 percent.

Employment

Connect SoCal 2024 projects that 2050 employment in the City would be 88,000 jobs.[122] This level of employment would be a 36.8 percent increase over the existing employment of 64,327 jobs. The most recent conditions report prepared for the 2045 General Plan EIR states that the City is a net importer of jobs, with roughly 44,000 employees commuting into the City for work and 36,400 residents commuting out of the City to work elsewhere.[123]

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120 *Southern California Association of Governments, Connect SoCal 2024, Demographics & Growth Forecast Appendix, page 37 and Table 12: Region and County Forecast of Population, Households, and Employment, page 34.*

121 *Southern California Association of Governments, SCAG 6th Cycle Final RHNA Allocation Plan, July 1, 2021.*

122 *Southern California Association of Governments, Connect SoCal 2024, Demographics & Growth Forecast Appendix, page 45.*

123 *City of Thousand Oaks, Demographic & Economic Profile, Existing Conditions, January 2020, page 12.*

2. Regulatory Setting

State Regulations

California Housing Law

State housing element statutes (Government Code Sections 65580-65589.9) mandate that local governments adequately plan to meet the existing and projected housing needs of all economic segments of the community. The law recognizes that for the private market to properly address housing needs and demand, local governments must adopt land use plans and regulatory systems that provide opportunities for, and do not unreasonably constrain, housing development. As a result, State housing policy rests largely upon the effective implementation of local general plans and their housing elements. Furthermore, Government Code Section 65588 dictates that housing elements must be updated once every eight years.

Fair Employment and Housing Act

The Fair Employment and Housing Act of 1959[124] prohibits housing discrimination based on race, color, religion, sexual orientation, marital status, national origin ancestry, familial status, disability, or source of income.

Regional Regulations

Southern California Association of Governments

SCAG functions as the Metropolitan Planning Organization ("MPO") for Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties, as well as incorporated cities within those counties, and as such it develops and maintains regional and local area socio-economic forecasting and allocation models.[125] These estimates and projects are utilized for both Federal and State long-range planning efforts and to develop and analyze potential impacts from public and private sector projects.

The 2020 Connect SoCal is the most recent update to the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and represents the projected growth scenario for the region based on the information available at the time of preparation as well as input from local cities. SoCal Connect includes projections towards 2045, accounting for recent and past trends and reasonable technical assumptions.

SCAG uses three major growth indicators for the region: population, households, and employment. SCAG's regional forecast maintains the balance between these three indicators due to their interrelationship, assuming that employment growth is a driving force of regional population and household growth. Population, household, and employment estimates and forecasts are maintained at the jurisdictional and county level.

[124] *Government Code Section 12900—12951 & 12927—12928 & 12955—12956 & 12960—12976.*
[125] *Southern California Association of Governments, About Us, https://scag.ca.gov/about-us, accessed February 9, 2026.*

Regional Housing Needs Assessment

California's Housing Element law requires that each City develop local housing programs to meet its "fair share" of future Statewide housing growth needs for all income groups, as determined by the State Department of Housing and Community Development (HCD). The regional councils of government, including SCAG, are then responsible for distributing the State-projected housing growth need by income category for their regions among their City and county jurisdictions. This fair share allocation is referred to as the RHNA process. The SCAG prepared a RHNA allocation in October 2020 to address the State-mandated regional housing need determination for the 2021-2029 planning period and to fairly distribute the housing needs throughout the region.

The RHNA represents the minimum number of housing units each community is required to plan for through a combination of: (1) zoning adequate sites at suitable densities to provide affordability; and (2) housing programs to support production of below-market rate units. The County and City allocations from the 6th cycle RHNA, distributed among the four income categories, is shown in **Table 27, Regional Housing Needs Allocation 2021 to 2029**.

Table 27
Regional Housing Needs Allocation 2021 to 2029

Jurisdiction	Need Allocation	Income Groups Share of Jurisdiction Total [a]
Ventura County	**24,452**	
Very Low	5,774	24%
Low	3,810	16%
Moderate	4,525	19%
Above Moderate	10,343	42%
Thousand Oaks	**2,621**	
Very Low	735	28%
Low	494	19%
Moderate	532	20%
Above Moderate	860	34%

[a] Percentages may not add up to 100 due to rounding.
Source: Southern California Association of Governments, SCAG 6th Cycle Final RHNA Allocation Plan, July 1, 2021.

Some of the City's RHNA allocation is being met through the addition of accessory dwelling units to existing single-family development and some is being met by projects that were approved before the Housing Element was updated but were not yet built.

Local Regulations

City of Thousand Oaks General Plan

The Thousand Oaks General Plan was prepared pursuant to State law to guide future development and to identify the community's environmental, social, and economic goals and functions as a blueprint for how the City will evolve through 2045. The General Plan sets forth goals, objectives, and programs to provide

a guideline for day-to-day land use policies and to meet the existing and future needs and desires for the community, while also integrating a range of State-mandated elements including Land Use, Transportation, Noise, Safety, Housing, and Open Space/Conservation.

The Housing Element of the General Plan is prepared pursuant to State law and provides planning guidance in meeting the housing needs identified in SCAG's RHNA. The Housing Element identifies the City's housing conditions and needs and establishes the goals, objectives, and policies that are the foundation of the City's housing and growth strategy. The City adopted the most recent Housing Element in January 2022. The City's RHNA amounted to 2,621 total housing units at varying income levels for the 2021-2029 projection period.

Thousand Oaks Municipal Code

Zoning regulations provide for the types and densities of residential and other uses permitted in each of the City's zones. The Zoning Code for the City of Thousand Oaks establishes the maximum allowable development in a zone. Zoning also includes height limitations and other development standards which work in tandem to regulate setbacks, building heights, floor area ratios (FAR), open space and parking for each parcel within the City, as applicable.

3. Impact Analysis

a) Would the project 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)?

Less Than Significant Impact. The Site is currently developed with three commercial buildings totaling approximately 107,859 sf, consisting of two office buildings totaling approximately 97,675 sf and one standalone retail building totaling approximately 10,184 sf. The Project proposes to remove the 97,675 sf of office space and construct a new 331,550-square-foot residential building containing 297 dwelling units, including 25 units reserved as affordable; the 10,184 sf of retail space would be retained. Because the Project would result in a reduction of commercial space, it would not generate employment growth that could lead to unplanned population growth. However, the Project's new residential land uses would generate population growth through the addition of new housing.

As detailed above, the 2021-2029 RHNA projects the need for an additional 2,621 housing units in the City by 2029. The Project's addition of 297 units would contribute 11.3 percent of the City's allotment of housing units for the current cycle of regional housing needs. In addition, the Project's housing would represent 3.8 percent of the 7,871 new residential units allowed under the 2045 General Plan Update, which would not be considered substantial. Based on the current (2025) housing ratio of 2.57 persons per household, the Project's new residential units would be expected to generate a population growth of 763 new residents. As detailed above, SCAG projects that the City's current population will increase by 14,152 persons by 2050. The Project's 763 new residents would represent 5.4 percent of this anticipated growth. Furthermore, the General Plan EIR anticipated a population growth of 20,261 persons by 2045 under the 2045 General Plan Update. The Project's population increase would represent 3.8 percent of this

anticipated growth. Accordingly, the population growth associated with the Project would not be substantial when evaluated within the envelope of growth anticipated and accounted for within local and regional long-range plans and would not be considered unplanned.

Furthermore, the General Plan Update emphasizes infill and redevelopment, with a focus placed on increasing opportunities for housing development in key areas of the City through increased density and mixed-use projects. The General Plan Update anticipates new development occurring primarily where existing roads, water, and sewer are in place and in a manner that would minimize the impact of development on existing infrastructure and services. The General Plan Update further promotes mixed-use communities that support walking, biking, and complete neighborhood areas that meet the needs of residents. The Project would assist the City in reaching its RHNA goals for increased market-rate and affordable housing, which is among the most pressing needs of the City. In addition, the Project would retain a commercial shopping center, thus creating a mixed-use development. The Project would be in a location where existing roads, water, and sewer are in place, thus minimizing the impact of development on existing infrastructure. The Project would place additional residential units on East Hillcrest Drive, within walking and biking distance of a wide array of shopping, restaurants, service, recreational, and entertainment uses.

Based on the above, growth associated with the Project would not be considered unplanned and impacts would be less than significant. No mitigation measures were previously required with regard to population growth for the General Plan EIR and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Less Than Significant Impact. Currently, the Project Site is developed with commercial retail and office use, and as described above, the Project would replace the office buildings with residential buildings. Because the Project Site does not currently contain housing, development of the Project would not displace existing housing. In addition, the Project would retain the existing commercial retail space and would, accordingly, not result in displacement of employees associated with this land use. However, the Project would remove 97,675 sf of existing commercial office space, which is estimated to provide support space for approximately 157 employees.[126]

As previously discussed, the 2045 General Plan EIR determined that the 2045 General Plan Update would generate 11,845 new jobs, 6,715 of which would be Office/Research & Development jobs.[127] In order for the City to achieve this projected increase in Office/Research & Development jobs, the 157 jobs removed by the Project would need to be replaced elsewhere in the City. However, the City acknowledges the 2045 General Plan Update estimates are above SCAG projections and the General Plan goal of 11,845 new jobs may not be reached by the 2045 horizon year of the 2045 General Plan Update. Accordingly, removal of

[126] *Gabe Hungerford, Senior Vice President, TC LA MF Development, Inc. email communication to Envicom, October 14, 2024.*
[127] *City of Thousand Oaks, 2045 General Plan Update Draft Environmental Impact Report, August 2023, Table 2-1, page 2-20.*

the existing estimated 157 jobs, which would be 1.3 percent of the overall 11,845 projected jobs, is not considered a substantial deterrent to the goal. The jobs removed could be replaced elsewhere within the Planning Area, particularly with the General Plan goal for more mixed-use development, which will bring commercial space into future otherwise fully residential projects. Furthermore, conservatively assuming the jobs were not replaced elsewhere, this would not upset the City's role as a "net importer of jobs" (i.e., more non-City residents are employed in the City than residents are employed outside the City). It is assumed that with more employees commuting into the City for work than out of the City for work, the City would maintain a generally high ratio of jobs for City-resident workers, even with the reduction of an estimated 157 commercial office jobs.

Based on the above, the Project would not displace existing housing and the displacement of existing people through the removal of on-site jobs would not result in significant impacts. No mitigation measures were previously required with regard to displacement of housing for the General Plan EIR and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

4. Cumulative Analysis

Cumulative development within the City would be expected to increase the population, housing, and employment within the planning area. Should these Implementation of the Project would result in a reduction in the number of jobs at the Site; therefore, the Project would not have the potential to contribute to a cumulative impact resulting from unplanned employment growth. As previously detailed in **Table 27** of this Addendum, related projects would generate an additional 549 dwelling units, which, when combined with the Project, would result in an additional 846 dwelling units. The increase in units would contribute 32.3 percent of the City's allotment of housing units for the current cycle of regional housing needs and would represent 10.7 percent of the 7,871 new residential units allowed under the 2045 General Plan Update. Based on the current (2025) housing ratio of 2.57 persons per household, the associated cumulative increase in population would be 2,174 persons. The cumulative population increase would represent 15.4 percent of the population increase anticipated by SCAG by 2050 and 10.7 percent of the population growth allowed under the 2045 General Plan Update. Accordingly, the cumulative population growth would not be substantial and would be within the growth anticipated and planned for within regional and local long-range plans. As detailed above, the growth associated with the Project would also not be substantial and would be within growth projections. Further, implementation of the Project would not result in displacement of housing or persons and impacts would less than significant. Therefore, the Project would have a less than significant impact regarding population and housing and would not be cumulatively considerable.

15. Public Services

	Impact Determination for 2045 General Plan Update EIR	Proposed Project Impact Conclusion	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially. More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
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 public services:					
Fire Protection?	Less than Significant	Less than Significant	No	No	No
Police Protection?	Less than Significant	Less than Significant	No	No	No
Schools?	Less than Significant	Less than Significant	No	No	No
Parks?	Less than Significant	Less than Significant	No	No	No
Other public facilities?	Less than Significant	Less than Significant	No	No	No

A. Summary of Analysis in Final EIR

The General Plan Update EIR evaluated the potential impacts on the public services in the City's Plan Area including fire, police, schools, parks, and libraries.

Future development facilitated by the General Plan EIR was determined to result in an increase to the Planning Area's population, which would result in an incremental increase in demand for fire protection, police protection, and other public services, such as libraries. The General Plan EIR determined that development in the Planning Area would be required to show consistency with the Community Facilities and Services Element (Policies 1.2, 9.3, 10.2, 13.3-13.5, 12.2, 16.10), Implementation Action CFS-A.8, and the Parks and Open Space Element (Policies 2.1, 2.7, 6.1, 6.2, 6.5, 6.7, 6.8. 8.1-8.3) Implementation Action POS-A.1, Implementation Action POS-A.2, and Implementation Action POS-A.3. A detailed description of the goals and polices is described below under the Section, General Plan EIR Goals and Polices.

The Planning Area would be served with fire protection and emergency medical services provided by VCFD. As future buildout occurs in accordance with the General Plan EIR, the City would evaluate operations and deployment of fire services. Future development would be required to meet the wildfire exposure safety measures administered by the City of Thousand Oaks Building Division and specified by the CBC. In addition, future development would be required to meet the standard fire code safety and

access requirements administered by the VCFD and specified by the California Fire Code and Ventura County Fire Code. The General Plan EIR determined that development in the Planning Area would be required to show consistency with policies and would implement relevant mitigation measures to reduce impacts. Therefore, the General Plan EIR determined that these impacts would be less than significant.

The Planning Area would be served with police protection provided by the Ventura County Sheriff's Office ("VCSO"). Future development facilitated by the General Plan EIR would result in an incremental increase in demand for police services. Future development facilitated by the project would occur within VCSO's existing service area and police stations which would limit the potential need for increased development outside of the service area. However, population growth in accordance with future development facilitated by the General Plan EIR would increase the demand for police services in Thousand Oaks and lower the staffing ratio and potentially response times, which is determined not only by the needs of the resident population, but also by the circumstances created by the presence of any visitor populations that would result in a greater need for police protection.

Development would be within existing urban areas and service areas of the police protection, fire services, and libraries and unlikely to require new facilities but rather expansion of personnel or improvements to existing facilities. Future development facilitated by the General Plan EIR would comply with polices, and payment of City-required fees would offset the increased demand of developments of public services and facilities. The General Plan EIR determined that development in the Planning Area would be required to show consistency with policies and implement relevant mitigation measures to reduce impacts. Therefore, the General Plan EIR determined that these impacts would be less than significant.

Future development facilitated by TO2045 would result in an increase in population in the Planning Area, which would contribute to an increase in students who would be served by Conejo Valley Unified School District ("CVUSD"). Future residential, commercial, and industrial development in Thousand Oaks would be required to pay State-mandated impact mitigation fees to provide funding for additional schools to serve the area, pursuant to SB 50. Pursuant to Section 65995(h) of the California Government Code, 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." The mandatory payment of impact mitigation fees would serve as full and complete mitigation for future development.

Additionally, CVUSD is currently experiencing a decline in enrollment and has closed six schools since 1984, which indicates an excess supply of school facilities. Therefore, the General Plan EIR determined that future development would not result in substantial adverse physical impacts associated with the provision of or need for new or physically altered schools, the construction of which would cause significant environmental impacts. Therefore, the General Plan EIR determined that these impacts would be less than significant.

Future development facilitated by the General Plan EIR would result in an increase of population, which would result in an incremental increase in demand on existing public parks or other recreational facilities. The General Plan EIR calculated that the Planning Area contains approximately 3,087.5 acres of

community parks, district-wide parks, neighborhood parks, playfields, and regional parks, providing an existing park service ratio of approximately 25 acres per 1,000 residents for the existing population of 124,439 (DOF 2023), which exceeds the Quimby Act standard of 3 acres per 1,000 residents and National Recreation and Park Association standard of 10 acres per 1,000 residents.

In addition, pursuant to Sections 9-3.1602, 9-3.1603, and 9-4.26 of the Thousand Oaks Municipal Code, applicants of future development facilitated by the General Plan EIR would be required to pay park impact fees or dedicate parkland proportional to the size and type of development, subject to City requirements.

Therefore, development facilitated by the General Plan EIR would not result in substantial adverse physical impacts associated with the provision of or need for new or physically altered parks or result in substantial adverse impacts due to the construction or expansion of recreational facilities. Therefore, the General Plan EIR determined that these impacts would be less than significant.

General Plan EIR Goals and Policies

The General Plan EIR identified the following goals and policies in the General Plan related to public services:

Community Facilities and Services Element

- **Policy 1.2: Development Impact Fees.** Require new and existing development to pay its fair share of infrastructure and public service costs to support ongoing maintenance and operations.
- **Policy 9.3: After-Action Report Recommendations**. Implement the recommendations from After-Action Reports to further improve fire protection services.
- **Policy 10.2: Adequate Police Services.** Meet local demand for police protection service in all areas of the City by providing staff, facilities, and equipment to support existing residents and future growth in population and employment growth. Specifically, maintain Ventura County Sheriff's Office response time goal of 10 minutes for emergency calls and 20 minutes for non-emergency calls.
- **Policy 12.1 City Facilities.** Equitably expand and improve the City's facilities and buildings as needed to meet the community's needs, based on regular monitoring and evaluation of their condition and the needs of the community, especially disadvantaged and underserved communities.
- **Policy 12.2: Maintenance of Community Centers**. Coordinate with CRPD to maintain and enhance Thousand Oaks' community centers, such as the Goebel Adult Community Center and Alex Fiore Teen Center, as resources for recreational and educational facilities for community members of all ages and abilities.
- **Policy 13.3: Additional Branch Locations.** Assess the need for additional Branch Library locations throughout Thousand Oaks and seek funding opportunities.
- **Policy 13.4: Funding for Renovations and Modernizations.** Seek funding for renovations and modernizations to both the Grant R. Brimhall Library and the Newbury Park Branch Library.

- **Policy 13.5: Services and Facilities Evaluation.** Evaluate the need for improved or expanded library services and facilities for Thousand Oaks residents on a 5-year cycle.
- **Policy 16.10: Public Recreation Access**. Encourage ongoing partnerships between CLU and the City to allow public access to recreational facilities on campus.
- **Implementation Action CFS-A.8: Address Resource Gaps.** Utilize the Sheriff's Department Mobile Command Center to address resource availability gaps, especially during emergency situations.

Parks and Open Space Element

- **Policy 2.1: Preserve Public Parks and Open Space.** Strategically acquire undeveloped parcels that contribute to completion of the ring of open space around developed areas.
- **Policy 2.7: Ring of Open Space in Planning Documents.** Regularly review and ensure that local and regional planning documents appropriately describe and depict the ring of open space.
- **Policy 6.1: Preserve Public Parks and Open Space.** Restrict future development in areas designated for public parks and open space on land owned by the City or other public agencies. Development or maintenance of supportive structures and recreation facilities within these designations is permitted, as allowed by each agency.
- **Policy 6.2: Enhance Existing Facilities.** Enhance and update facilities and amenities at existing public parks to meet the recreational needs and interests of residents of all ages.
- **Policy 6.5: Equitable Park Access.** Ensure that new parks and recreational facilities are placed equitably throughout the City to maximize access to parks for all residents.
- **Policy 6.7: Community and Regional Parks.** Encourage the development of community or regional parks, to address expanded demand for organized sports activities and community functions.
- **Policy 6.8: Neighborhood Parks.** Support enhancing existing neighborhood parks and developing future neighborhood park sites.
- **Policy 8.1: New Parks**. Work with CRPD to achieve a goal of 10 acres of parks, accessible open space and recreational facilities for every 1,000 residents in the City as follows:
  - A goal of 5 acres of community parks, playfields, and neighborhood parks per 1,000 residents.
  - A goal of 5 acres of district-wide parks, including accessible open spaces, per 1,000 residents.
- **Policy 8.2: Parks Fees.** Maintain and amend as needed, ordinances imposing impact fees and Quimby Act fees on new development.
- **Policy 8.3: On-Site Parks.** Require development projects greater than 10 acres in size to provide parks on-site.
- **Implementation Action POS-A.1: Update Park Standards.** Review and update the park standards to recognize the park requirements and space limitations of high-density multifamily and mixed-use housing.
- **Implementation Action POS-A.2: Zoning Code Update.** Re-zone natural open space lands to the Open Space (OS) Zone, in order to provide appropriate and consistent legislative controls on land use and improvements.
- **Implementation Action POS-A.3: Open Space Acquisition.** Acquire parcels based on latest "Priority Areas for Potential Purchase as Natural Open Space" map and table. Be open to unique acquisition opportunities that may arise.

B. Analysis of Proposed Project

1. Existing Setting

Fire Services

Thousand Oaks is serviced by the VCFD. The VCFD is a full spectrum life safety agency that provides essential emergency and non-emergency services throughout the 848-square-mile jurisdiction in the City. The VCFD consists of 600 paid and volunteer staff that provide fire protection, medical services, rescue services, hazardous materials response, and other services. VCFD has 33 fire stations located throughout Ventura County, and nine serve Thousand Oaks. In addition, Los Angeles County Fire Station 144, located in Westlake Village, provides mutual aid and assists in emergency response in Thousand Oaks.

VCFD's response time goal is 8.5 minutes, 90 percent of the time in suburban areas and 12 minutes, 90 percent of the time in rural areas. In 2021 and 2022, average response times were 8.5 minutes, 91 percent of the time in suburban areas and 12 minutes, 84 percent of the time in rural areas.[128]

VCFD Fire Station No. 30 located at 325 West Hillcrest Drive approximately 0.9 miles west of the Site is the closest fire station to the Site. Fire Station 30 serves the central portion of the City of Thousand Oaks. It is also the headquarters for Division 3 and Battalion 3. Battalion 3 commands the Conejo Valley area. The station was built in 1974 on what was originally the Janss Ranch and part of the Los Robles Golf Course. In addition to the chief officers, 3 firefighters staff Fire Station 30; assigned to Engine 30. The battalion chief has a command vehicle (Battalion 3). Also located at this station are Squad 30 and Brush Engine 330.[129]

Police Services

The City contracts with the VCSO to provide law enforcement services. VCSD Thousand Oaks Station located at 2101 East Olsen Road approximately six miles north of the Site is the closest sheriff station to the Site. The facility encompasses 58,000 sf of space on 11 acres of land in the northeastern part of the City. The Police Department is a full-service provider to the citizens of Thousand Oaks.[130] Staffed by approximately 1,250 personnel, including 750 sworn positions, the VCSO comprises four primary divisions, including Patrol Operations, Detention Services, Special Operations, and Support Services.[131]

Police response times can vary significantly, depending on the location of patrol cars at the time of a call. The response time goal is 10 minutes for emergency calls and 20 minutes for non-emergency calls. According to the VCSO, the average response time in 2021 was 7.44 minutes for Priority 1 (Emergency) calls and 20.70 minutes for non-emergency response times. During 2021, the Priority 1 (Emergency) response times were met 80 percent of the time and the non-emergency response times were met 71 percent of the time.

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128 *City of Thousand Oaks, 2045 General Plan Update Draft Environmental Impact Report, August 2023, page 4.10-2.*
129 *Fire Station 30, Station 30 History Website https://fire.venturacounty.gov/station-30/ February 2026.*
130 *Thousand Oaks Station, Website https://sheriff.venturacounty.gov/station/?_post_id=6 February 2026.*
131 *City of Thousand Oaks, 2045 General Plan Update Draft Environmental Impact Report, August 2023, page 4.10-2.*

Schools

The CVUSD is the public school district that serves Thousand Oaks. CVUSD provides various educational opportunities through its facilities, which includes 27 total schools, including elementary (17 schools, including one kindergarten-8 school), middle (four schools), high schools (three schools), two alternative educational facilities, and one adult educational facility school. CVUSD also offers preschool, early childcare, transitional kindergarten, magnet schools, and a homeschool program serving students in grades transitional kindergarten through 12. There are nine elementary schools, three middle schools, and two high schools located in Thousand Oaks within CVUSD.[132]

The following schools would serve the Project. The Glenwood Elementary School located 1135 Windsor Drive, Colina Middle School located at 1500 East Hillcrest Drive, and Westlake High School located at 100 North Lakeview Canyon Road.[133] Glenwood Elementary School is a K through 5 grade school with 225 students enrolled 2023-2024.[134] Colina Middle School is a 6 though 8 grade school with 796 students enrolled in 2023-2024.[135] Westlake High School is a 9 though 12 grade school with 2,010 students enrolled in 2023-2024.[136]

Parks

Park and recreational services in the Planning Area are provided by the Conejo Recreation and Park District ("CRPD"), a special district formed with the purpose of providing recreation and park services for the Conejo Valley, including the cities of Thousand Oaks, Lynn Ranch, Rolling Oaks, Lake Sherwood, and unincorporated Ventura County. The CRPD service area is approximately 65 square miles and generally corresponds with the border of the Planning Area, though some residents living in the unincorporated SOI along Potrero Road are not served by the CRPD. The CRPD provides opportunities for active recreation (e.g., athletic fields and courts) and passive recreation (e.g., walking paths).[137]

Park standards determine how many parkland acres should be developed based on population levels, location of parks, and the amount of existing parkland. CRPD follows the current National Recreation and Park Association standard of 10 acres per 1,000 people. Community parks, playfields, and neighborhood parks account for 5 acres of the 10 acres per 1,000 people, and district-wide parks account for 5 acres of the 10 acres per 1,000 residents. Acreages for open spaces and regional parks are not included in the established ratio.

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132 *City of Thousand Oaks, 2045 General Plan Update Draft Environmental Impact Report, August 2023, page 4.10-3.*

133 *CVUSD, My School Locator, Website https://www.myschoollocation.com/ConejoValleyUSD/ February 2026.*

134 *California Department of Education, Data Quest, Website https://dq.cde.ca.gov/dataquest/dqcensus/EnrGrdLevels.aspx?cds=56737596055941&agglevel=School&year=2023-24 February 2026.*

135 *California Department of Education, Data Quest, Website https://dq.cde.ca.gov/dataquest/dqcensus/enrgrdlevels.aspx?agglevel=School&year=2023-24&cds=56737596055925 February 2026.*

136 *California Department of Education, Data Quest, Website https://dq.cde.ca.gov/dataquest/dqcensus/enrgrdlevels.aspx?agglevel=School&year=2023-24&cds=56737596055925 February 2026.*

137 *City of Thousand Oaks, 2045 General Plan Update Draft Environmental Impact Report, August 2023, page 4.10-6.*

The Planning Area contains a multitude of park facilities. The Planning Area currently includes a total of 51 park facilities, totaling approximately 3,087.5 acres. The types of parks in the area include a district-wide park (i.e., Conejo Creek North Park), community parks, neighborhood parks, playfields, regional parks, special facilities, and undeveloped parks.

Libraries

The Thousand Oaks Library system is comprised of one main facility in Thousand Oaks, located at 1401 East Janss Road, and a branch library in Newbury Park, located at 2331 Borchard Road.

The Thousand Oaks Library opened in 1982. The 62,000 square foot building was expanded an additional 22,000 sf to accommodate an improved Children's Services area, quiet study rooms, and additional seating and shelving capacity in 2006. The Library collection includes over 353,000 items.[138]

Newbury Park Branch Library. Established in 1991, the 31,000-square-foot Newbury Park Branch Library is located on Borchard Road within the Newbury Park Library Plaza, at the intersection of Michael Drive and Borchard Road. In addition to serving as a library, it also houses the Thousand Oaks Community Gallery, providing a space for local artists to display their artwork.

2. Regulatory Setting

State Regulations

Fire Protection

California Fire Code (Title 24, Part 9, California Code of Regulations)

The 2016 CBC became effective January 1, 2017, including Part 9 of Title 24, the 2016 California Fire Code. The California Fire Code incorporates the Uniform Fire Code with necessary California amendments. This Code prescribes regulations consistent with nationally recognized good practices for the safeguarding, to a reasonable degree, of life and property from the hazards of fire. It also addresses dangerous conditions arising from the storage, handling, and use of hazardous materials and devices; conditions hazardous to life or property in the use or occupancy of buildings or premises; and provisions to assist emergency response personnel. The CBC requires that new buildings located in any Fire Hazard Severity Zone within State Responsibility Areas, any Local Agency in a Very-High Fire Hazard Severity Zone, or any Wildland-Urban Interface Fire Area designated by the enforcing agency for which an application for a building permit is submitted, comply with all sections of the Chapter.

California Health and Safety Code (Sections 13000 et seq.)

This Code establishes State fire regulations, including regulations for building standards (also set forth in the California Building Code), fire protection and notification systems, fire protection devices such as

[138] *Thousand Oaks Library, Website https://www.tolibrary.org/index.php?section=about February 2026.*

extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training.

Schools

Education Code Section 17620

Education Code Section 17620 allows school districts to assess fees on new residential and commercial construction within their respective boundaries. These fees can be collected without special City or County approval, to fund the construction of new school facilities necessitated by the impact of residential and commercial development activity. In addition, these fees can also be used to fund the reconstruction of school facilities or reopening schools to accommodate development-related enrollment growth. Fees are collected immediately prior to the time of the issuance of a building permit by the City or the County.

Leroy F. Green School Facilities Act (1998)

California Government Code Section 65995 (The Leroy F. Green School Facilities Act of 1998) sets base limits and additional provisions for school districts to levy development impact fees and to help fund expanded facilities to house new pupils that may be generated by the development project. Sections 65996(a) and (b) state that such fees collected by school districts provide full and complete school facilities mitigation under CEQA. These fees may be adjusted by the District over time as conditions change.

Parks and Recreation

State Public Park Preservation Act (California Public Resource Code Section 5400 –5409)

The State Public Park Preservation Act is the primary instrument for protecting and preserving parkland in California. Under the act, cities and counties may not acquire any real property that is in use as a public park for any non-park use unless compensation or land, or both, are provided to replace the parkland acquired. This ensures a no net loss of parkland and facilities.

The Quimby Act

The Quimby Act allows local governments in California to require developers to allocate land for parks in new developments. Instead of land dedication, developers can also pay a fee equivalent to the land's value. Local ordinances must specify the amount of land to be set aside or the equivalent fee to be paid.

Library Services

There are no Federal, State, or local mandatory regulations that pertain to library services.

Local Regulations

Thousand Oaks Municipal Code

Title 8, Chapter 2 of the Thousand Oaks Municipal Code requires developers to pay fees to be used for the purposes of developing police facilities. Sections 9-3.1602, 9-3.1603, and 9-4.26 of the Thousand Oaks

Municipal Code, require developers to pay development fees for the dedication of park and recreational land.

City of Thousand Oaks General Plan

The City of Thousand Oaks General Plan Community Facilities and Services Element contain the following policies that pertain to public services and are applicable to the Project:

- **Goal CFS-9:** Ensure fire protection for all residents and businesses in the City of Thousand Oaks.
- **Goal CFS-10:** Provide police services for all residents and businesses in the City.
- **Goal CFS-13:** Provide public library services that support residents of all ages and abilities.
- **Goal CFS-15:** Diverse and affordable recreational programs and services for all Thousand Oaks residents, regardless of age, activity level, physical ability, or income.

3. Impact Analysis

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 public services:

Fire protection?

Less Than Significant Impact. The Site is currently developed with three commercial buildings totaling approximately 107,859 sf, consisting of two office buildings totaling approximately 97,675 sf and one standalone retail building totaling approximately 10,184 sf. The Project proposes to remove the 97,675 sf of office space and construct a new 331,550-square-foot residential building containing 297 dwelling units, including 25 units reserved as affordable; the 10,184 sf of retail space would be retained. Because the Project would result in a reduction of commercial space, it would not generate employment growth that could lead to unplanned population growth. However, the Project's new residential land uses would generate population growth through the addition of new housing.

The Project's new 297 units residential units would be expected to generate a population growth of 763 new residents and, accordingly, to the service area of VCFD Fire Station No. 30. However, as detailed in **Section III-14, Population and Housing**, this residential population growth would not be considered a substantial increase for the City and would be consistent with growth anticipated and planned for in local and regional forecasts. Furthermore, the Site is located 0.9 miles from Station No. 30. The VCFD uses national guidelines of a 5-minute response time for the 1st-arriving unit for fire and EMS responses and 8 minutes for the advanced life support (paramedic) unit in urban areas, and 8-minute response time for the 1st-arriving unit and 12 minutes for advanced life support (paramedic) unit in suburban areas. Therefore, the Project would be located within the coverage area for adequate response time from fire protection services.

The Project would be also subject to compliance with fire protection design standards, as necessary, per the 2025 California Building Code (CBC) and 2025 California Fire Code (CFC). The Project would be subject to current VCFD requirements for fire sprinkler systems, fire alarm systems, fire flow, and equipment and firefighter access, as well as California Fire Code, or the current edition at the time the Project is permitted and developed, as amended by the Ventura County Fire Code (Ventura County Municipal Code Section 5111, Ordinance No. 31). Compliance with the Fire Code standards would be ensured through the plan check process prior to the issuance of building permits. In addition, the Project's proposed fire prevention and response features, including fire protection devices (e.g., sprinklers and hydrants); and apparatus access (e.g., ingress/egress, turning radii, driveway width, and roadway grade) would be subject to review and approval of the VCFD for adequate access, water supply, and fire flow prior to the issuance of a building permit. The Project would also be subject to inspection to ensure that all proposed and required features have been installed prior to the issuance of a certificate of occupancy.

The Site is not located within a State responsibility area and the Site is not located within a FHSZ.[139] The Site is currently developed with commercial uses and is surrounded by sites developed with existing residential and commercial land uses in a generally flat area of the City. The project's landscape plan would be subject to review and approval of the VCFD as part of plan check and the Site would be subject to ongoing tree and brush inspections from VCFD.

Overall, given the project's anticipated growth, the availability and close proximity of existing fire protection services, and mandatory compliance with applicable regulatory requirements for fire safety and prevention, the Project's fire protection demands would not be expected to be beyond the scope of available fire services. Accordingly, operation of the Project would not substantially increase the demand for fire protection services or interfere with emergency access such that new or expanded fire protection services would be required. Impacts would be less than significant. No mitigation measures were previously required with regard to fire protection for the General Plan EIR and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

Police Protection?

Less Than Significant Impact. The Project is expected to introduce 763 new residents to the Site and, accordingly, to the service area of the VCSD Thousand Oaks Station. However, as detailed in **Section III-14, Population and Housing**, this residential population growth would not be considered a substantial increase for the City and would be consistent with growth anticipated and planned for in local and regional forecasts. Furthermore, the Site would include adequate and strategically positioned nighttime and security lighting to enhance public safety. Visually obstructed and infrequently accessed "dead zones" would be limited. These preventative and proactive security measures would decrease the amount of service calls that VCSD would otherwise receive. Additionally, existing patrol Team routes in the area

[139] *California Department of Forestry and Fire Protection, Find Your Fire Hazard Severity Zone (FHSZ), https://experience.arcgis.com/experience/5065c998b4b0462f9ec3c6c226c610a9, accessed February 12, 2026.*

currently include the Site and would continue to do so in a similar manner as under existing conditions; no new routes or expansion of patrol Teams would be required.

Overall, given the availability and close proximity of existing police protection services and the Project's planned on-site safety features, the Project would not be expected to be beyond the scope of available police services. Accordingly, the Project would not substantially increase the demand for police protection services or interfere with emergency access such that new or expanded police protection services would be required. Impacts to police protection services would be less than significant. No mitigation measures were previously required with regard to police protection for the General Plan EIR and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

Schools?

Less Than Significant Impact. The City is part of the CVUSD. The generation of students is related to the residential population residing within the service boundaries of schools and districts. Using a generation rate of 0.4-students-per-dwelling-unit, the Project would increase the student population of the Site and, accordingly, to the service area of Glenwood Elementary School, Colina Middle School and Westlake High School by 119 students. An additional 119 students would represent an increase of 3.9 percent of the total student body currently attending these schools. As detailed in **Section III-14, Population and Housing**, this residential population growth would not be considered a substantial increase for the City and would be consistent with growth anticipated and planned for in local and regional forecasts. Furthermore, pursuant to AB 2926, the Project Applicant would be required to pay development fees for schools to the CVUSD prior to the issuance of the Project's building permit. Pursuant to Government Code Section 65995, the payment of these fees is considered full and complete mitigation of project-related school impacts. Therefore, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities. Impacts would be less than significant. No mitigation measures were previously required with regard to school facilities for the General Plan EIR and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

Parks?

Less Than Significant Impact. The Project's residential population would be expected to use nearby parks, potentially contributing to an acceleration of their deterioration or the need for construction of additional off-site parks.

In addition, pursuant The Quimby Act, the developer is required to allocate land for parks in new development and/or instead of land dedication, developers can also pay a fee equivalent to the land's value. Thus, the Project would be required to pay a park development fee which may be used to develop new or expand existing off-site parks. However, the construction and operation of such land uses would be required to adhere to all applicable regulations and best management practices for such activities and subject to review and approval by the City under its own environmental review pursuant to CEQA. In

addition, parks and recreational facilities are not land uses that are typically associated with degradation of the environment or other environmental impacts.

A common open space park plaza located at the southwest corner of the Site serves as a transition from the public realm from East Hillcrest Drive to the Site, providing an inviting atmosphere for pedestrians to gather within an area consisting of shaded common open space with seating and landscaping. The plaza will serve as a nexus point from which visitors or tenants of the Site can access the standalone commercial building and adjacent garden seating or the residential building. Pedestrian pathways are provided around the residential building, allowing tenants access to private and secured indoor and outdoor amenities throughout.

The residential building is designed to offer spaces that promote connectivity and wellness for residents. The common exterior open space and common interior amenities are detailed below. Over 54,000 sf common outdoor open space is provided for tenants, inclusive of:

- Pool court: located at the southern end of the development, featuring a resort-style pool, sun lounges, and dining areas.
- Wellness court: located on the east side of the Project adjacent to the indoor fitness center. The court features a yoga deck and other areas for passive exercise.
- Entertainment court: located at the north-west edge of the building, featuring dining facilities, lounge-style seating, and an enclosed 600 sf min children's play area with climbing boulders, discovery play tables, and benches.
- Co-work garden: located at the west side of the building, featuring furniture and built-in elements conducive to quiet socialization and outdoor work-from- home.
- Leasing plaza: an outdoor space adjacent to the leasing/lobby entrance, which includes seating for outdoor leasing meetings and/or resident waiting areas.
- Level 5 Roofdeck: A 1,730 sf roofdeck located on the fifth level adjacent to the club lounge. Offering views of the surrounding area and seating and equipment for dining and socializing.
- Dog Park: located at the east side of the building, south of the wellness court. This area will be enclosed for off-leash pet activity.

Private outdoor space is provided to residents of the project via balconies and patios directly accessible from 264 units (89% of total units).

The construction and operation of this space would be subject to all applicable building codes and design approval of the City as part of plan check. The Project's inclusion of open space is considered part of the Project, and as analyzed throughout this Addendum, would not result in significant environmental impacts. Accordingly, the Project would not cause substantial adverse physical effects associated with the construction or expansion of parks. Impacts would be less than significant. No mitigation measures were previously required with regard to park facilities for the General Plan EIR and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

Other public facilities?

Less Than Significant Impact. The Thousand Oaks Library system is comprised of one main facility in Thousand Oaks, located at 1401 East Janss Road, and a branch library in Newbury Park, located at 2331 Borchard Road. The Thousand Oaks Library was opened in 1982. The 62,000 square foot building was expanded an additional 22,000 sf to accommodate an improved Children's Services area, quiet study rooms, and additional seating and shelving capacity in 2006. The Library collection includes over 353,000 items.[140]

The Project is expected to introduce 763 new residents to the Site and, accordingly, to the service area of the City's Library and administrative/civic services. This level of increase in demands on public facilities would be adequately met through existing service level capacities or through the addition of staff, and would not rise to the level requiring the construction of new or expansion of existing libraries, hospitals, or administration facilities. To the extent that the Project's contributions to the City's General Fund through property and sales tax would result in the construction of new or expansion of existing library or administrative/civic service facilities, the construction and operation of such facilities would be subject to review and approval of the City and separate environmental evaluation conducted pursuant to CEQA. As such, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered public facilities. Impacts would be less than significant. No mitigation measures were previously required with regard to other public facilities for the General Plan EIR and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

4. Cumulative Analysis

The cumulative increase in development within the City may require the construction of new or expansion of existing fire and police stations, schools, and other public facilities within their respective service areas. However, as discussed in the above analysis, development and implementation of the Project would not increase the need for public facilities to the extent that new or expanded facilities would be required. In addition, to help offset increased demands, the Project and related projects would be required to adhere to all applicable building and construction codes for fire and life safety, as well as meet minimums for on-site open space. As with the Project, related projects would be required to pay the Quimby Act Park Development Fee, to be used for the acquisition, development, rehabilitation or expansion of parks and recreation facilities. In addition, pursuant to the provisions of Government Code Section 65970, the Project and related projects would also be required to pay school fees to mitigate the effects of increased student population within the school districts serving the City.

Furthermore, cumulative development would increase tax revenue, which the City uses to ensure that public services are provided adequate facilities, infrastructure, equipment, and staffing to meet demands on an ongoing basis. The potential environmental impacts resulting from the construction of new or expanded public facilities, would be evaluated at the project level as new or expanded facilities are

[140] *Thousand Oaks Library, Website https://www.tolibrary.org/index.php?section=about February 2026.*

proposed. Private outdoor space is provided to residents of the project via balconies and patios directly accessible from 264 units (89% of total units).

16. Recreation

	Impact Determination for 2045 General Plan Update EIR	Proposed Project Impact Conclusion	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially. More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
Would the project:					
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?	Less than Significant	Less than Significant	No	No	No
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?	Less than Significant	Less than Significant	No	No	No

A. Summary of Analysis in Final EIR

The General Plan Update EIR evaluated the potential impacts on park and specifically recreation facilities in the City's Plan Area. Future development facilitated by the General Plan EIR was determined to result in an increase to the Planning Area's population, which would result in an incremental increase in demand for park and recreation facilities.

Future development facilitated by the General Plan EIR would result in an increase of population, which would result in an incremental increase in demand on existing recreational facilities. The Planning Area contains approximately 3,087.5 acres of community parks, district-wide parks, neighborhood parks,

playfields, and regional parks, providing an existing park service ratio of approximately 25 acres per 1,000 residents for the existing population of 124,439 (DOF 2023), which exceeds the Quimby Act standard of 3 acres per 1,000 residents and National Recreation and Park Association standard of 10 acres per 1,000 residents. The General Plan EIR includes policies and associated implementation actions to ensure adequate recreation facilities are provided in the Planning Area. A detailed description of the goals and polices is described below under the Section, General Plan EIR Goals and Polices.

In addition, pursuant to Sections 9-3.1602, 9-3.1603, and 9-4.26 of the Thousand Oaks Municipal Code, applicants of future development facilitated by the General Plan EIR would be required to pay park impact fees or dedicate parkland proportional to the size and type of development, subject to City requirements. Compliance with the Thousand Oaks Municipal Code and proposed Policy POS-8.2 would ensure growth in the Planning Area would continue to comply with Quimby Act requirements and not result in adverse environmental effects associated with the physical deterioration of recreational facilities. The General Plan EIR does not include any specific development proposals for recreational facilities; however, any future development proposals for recreational facilities would be subject to City review. Therefore, development facilitated under the General Plan EIR would not result in substantial adverse impacts due to the construction or expansion of recreational facilities. These impacts were determined to be less than. significant in the General Plan EIR.

General Plan EIR Goals and Policies

The General Plan EIR identified the following goals and policies in the General Plan related to public services:

Community Facilities and Services Element

- **Policy 12.2: Maintenance of Community Centers**. Coordinate with CRPD to maintain and enhance Thousand Oaks' community centers, such as the Goebel Adult Community Center and Alex Fiore Teen Center, as resources for recreational and educational facilities for community members of all ages and abilities.
- **Policy 16.10: Public Recreation Access**. Encourage ongoing partnerships between CLU and the City to allow public access to recreational facilities on campus.

Parks and Open Space Element

- **Policy 2.1: Preserve Public Parks and Open Space.** Strategically acquire undeveloped parcels that contribute to completion of the ring of open space around developed areas.
- **Policy 2.7: Ring of Open Space in Planning Documents.** Regularly review and ensure that local and regional planning documents appropriately describe and depict the ring of open space.
- **Policy 6.1: Preserve Public Parks and Open Space.** Restrict future development in areas designated for public parks and open space on land owned by the City or other public agencies. Development or maintenance of supportive structures and recreation facilities within these designations is permitted, as allowed by each agency.

- **Policy 6.2: Enhance Existing Facilities.** Enhance and update facilities and amenities at existing public parks to meet the recreational needs and interests of residents of all ages.
- **Policy 6.5: Equitable Park Access.** Ensure that new parks and recreational facilities are placed equitably throughout the City to maximize access to parks for all residents.
- **Policy 6.7: Community and Regional Parks.** Encourage the development of community or regional parks, to address expanded demand for organized sports activities and community functions.
- **Policy 6.8: Neighborhood Parks.** Support enhancing existing neighborhood parks and developing future neighborhood park sites.
- **Policy 8.1: New Parks**. Work with CRPD to achieve a goal of 10 acres of parks, accessible open space and recreational facilities for every 1,000 residents in the City as follows:
  - A goal of 5 acres of community parks, playfields, and neighborhood parks per 1,000 residents.
  - A goal of 5 acres of district-wide parks, including accessible open spaces, per 1,000 residents.
- **Policy 8.2: Parks Fees.** Maintain and amend as needed, ordinances imposing impact fees and Quimby Act fees on new development.
- **Policy 8.3: On-Site Parks.** Require development projects greater than 10 acres in size to provide parks on-site.
- **Implementation Action POS-A.1: Update Park Standards.** Review and update the park standards to recognize the park requirements and space limitations of high-density multifamily and mixed-use housing.
- **Implementation Action POS-A.2: Zoning Code Update.** Re-zone natural open space lands to the Open Space (OS) Zone, in order to provide appropriate and consistent legislative controls on land use and improvements.
- **Implementation Action POS-A.3: Open Space Acquisition.** Acquire parcels based on latest "Priority Areas for Potential Purchase as Natural Open Space" map and table. Be open to unique acquisition opportunities that may arise.

B. Analysis of Proposed Project

1. Existing Setting

Recreational services in the Planning Area are provided by the CRPD, a special district formed with the purpose of providing recreation and park services for the Conejo Valley, including the cities of Thousand Oaks, Lynn Ranch, Rolling Oaks, Lake Sherwood, and unincorporated Ventura County. The CRPD service area is approximately 65 square miles and generally corresponds with the border of the Planning Area, though some residents living in the unincorporated SOI along Potrero Road are not served by the CRPD. The CRPD provides opportunities for active recreation (e.g., athletic fields and courts) and passive recreation (e.g., walking paths).

Park standards determine how many parkland acres should be developed based on population levels, location of parks, and the amount of existing parkland. CRPD follows the current National Recreation and Park Association standard of 10 acres per 1,000 people. Community parks, playfields, and neighborhood parks account for 5 acres of the 10 acres per 1,000 people, and district-wide parks account for 5 acres of the 10 acres per 1,000 residents. Acreages for open spaces and regional parks are not included in the established ratio.

The Planning Area contains a multitude of recreation facilities. The Planning Area currently includes a total of 51 park facilities, totaling approximately 3,087.5 acres. The types of parks in the area include a district-wide park (i.e., Conejo Creek North Park), community parks, neighborhood parks, playfields, regional parks, special facilities, and undeveloped parks.

2. Regulatory Setting

State Regulations

State Public Park Preservation Act (California Public Resource Code Section 5400 –5409)

The State Public Park Preservation Act is the primary instrument for protecting and preserving parkland in California. Under the act, cities and counties may not acquire any real property that is in use as a public park for any non-park use unless compensation or land, or both, are provided to replace the parkland acquired. This ensures a no net loss of parkland and facilities.

The Quimby Act

The Quimby Act allows local governments in California to require developers to allocate land for parks in new developments. Instead of land dedication, developers can also pay a fee equivalent to the land's value. Local ordinances must specify the amount of land to be set aside or the equivalent fee to be paid.

3. Impact Analysis

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?

Less Than Significant Impact. The Project's residential population would be expected to use nearby parks, potentially contributing to an acceleration of their deterioration or the need for construction of additional off-site parks. In addition, pursuant to the Quimby Act, the Project would be required to pay a park development fee which may be used to develop new or expand existing off-site parks. However, the construction and operation of such land uses would be required to adhere to all applicable regulations and best management practices for such activities and subject to review and approval by the City under its own environmental review pursuant to CEQA. The Project would also include on-site common open space. The construction and operation of this space would be subject to all applicable building codes and design approval of the City as part of plan check. The Project's inclusion of open space is considered part of the Project and as analyzed throughout this Addendum, would not result in significant environmental

impacts. Accordingly, the Project would not cause substantial adverse physical effects associated with the construction or expansion of parks. Impacts would be less than significant. No mitigation measures were previously required with regard to recreational facilities for the General Plan EIR and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

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?

Less Than Significant Impact. The Project does not include the construction of recreational facilities for the City. As discussed above in **Section III-16 (a), Recreation**, the Project includes on-site common open space for the residential uses. The construction and operation of this space would be subject to all applicable building codes and design approval of the City as part of plan check. The Project's residential population would be expected to use nearby parks, potentially contributing to an acceleration of their deterioration or the need for construction of additional off-site parks. In addition, pursuant to the Quimby Act, the Project would be required to pay a park development fee which may be used to develop new or expand existing off-site parks. However, the construction and operation of such land uses would be required to adhere to all applicable regulations and best management practices for such activities and subject to review and approval by the City under its own environmental review pursuant to CEQA. Although the Project would increase the use of recreational facilities, the Project would not require the construction or expansion of recreation facilities. Impacts would be less than significant. No mitigation measures were previously required with regard to recreational facilities for the General Plan EIR and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

4. Cumulative Analysis

As with the Project, other development projects within the City that would have the potential to increase the use of recreational facilities would be subject to the Quimby Fee Park Development Fee requirements. Any new recreational facilities that would be required to meet the demand of cumulative development and population increase within the City would be supported by these park development fees and would be subject to environmental review and clearance at the time of their proposal. The development of the Project would not result in significant impacts regarding recreation; therefore, the Project would not create cumulatively considerable impacts.

17. Transportation

	Impact Determination for 2045 General Plan Update EIR	Proposed Project Impact Conclusion	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially. More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
Would the project:					
a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	Less than Significant	Less than Significant	No	No	No
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	Less than Significant with Mitigation	Less than Significant With Mitigation	No	No	No
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less than Significant	Less than Significant	No	No	No
d. Result in inadequate emergency access?	Less than Significant	Less than Significant	No	No	No

A. Summary of Analysis in Final EIR

The General Plan Update EIR evaluated the potential impacts on the transportation present in the City's Plan Area. The General Plan EIR would facilitate residential and non-residential growth, which would increase multi-modal trips (vehicle, bicycle, pedestrian, and transit) onto the circulation network. The proposed Mobility Element policies would improve pedestrian, transit, and bicycle infrastructure, and encourage emissions reduction from vehicles. Such improvements encouraged by these policies align with the guiding principles in the Ventura County Comprehensive Transportation Plan ("CTP") by connecting and integrating a multi-modal transportation system, creating accessible and convenient transportation options, being inclusive and equitable, and balancing transportation interests, all which would improve

quality of life for residents in Thousand Oaks. Additionally, Implementation Action M-A.5 would create an Active Transportation Plan ("ATP") that would serve as a sustainable plan. Therefore, the General Plan EIR would not conflict with the policies of the CTP.

The General Plan EIR includes policies in the Mobility Element that support facilitating development to promote regional transportation goals included in SCAG 2020 RTP/SCS to improve access to transit, improve access to alternative transportation, and mitigate adverse environmental effects.

With implementation of the policies included in the proposed Mobility Element, the General Plan EIR would encourage active travel, alternative travel, equitable access, and a reduction in vehicle trips, consistent with the regional transportation goals of the SCAG 2020 RTP/SCS. A detailed description of the goals and polices is described below under the Section, General Plan EIR Goals and Polices.

Overall, implementation of the above Mobility Element policies and implementation actions would ensure consistency with circulation system plans discussed above in relation to roadways and bicycle, pedestrian, and transit facilities. Therefore, impacts under the General Plan EIR were determined to be less than significant.

Based on forecasted growth conditions of the General Plan EIR, Iteris developed a VMT estimate using the VCTM for a future-year scenario. The General Plan EIR's impact on VMT was determined to be less than significant if the City's 2045 VMT per service population (residents and employees) would be at least 15 percent below the existing VMT per service population for the City.

While VMT rates would decrease by 7.7 percent with implementation of the General Plan EIR compared to existing conditions, Thousand Oaks' VMT per service population in 2045 would be 28.68, which is greater than 26.42 and corresponds to 15 percent below the existing VMT per service population.

While the policies would reduce VMT when implemented, implementation is not guaranteed to reduce VMT below the 15 percent of existing conditions threshold even with TDM-based mitigation. Therefore, implementation of the General Plan EIR was determined to have a potentially significant impact on VMT and **Mitigation Measure TRA-1** as discussed further below in the Mitigation Measures Section, would be required.

The General Plan EIR does not grant entitlements for any specific project or future development and would not implement specific design features or specifications for new project-level development, roadways, or other transportation facilities. The City maintains *Road Design and Construction Standards and Standard Land Development Specifications* for public improvements and private facilities (e.g., internal circulation, ingress/egress) that guide the construction. For the reasons, implementation of General Plan EIR would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). This impact was determined to be less than significant.

Construction of development facilitated by the General Plan EIR could temporarily impair emergency access points used for emergency access vehicles. However, standard construction procedures outlined

in the City's *Road Design and Construction Standards and Standard Land Development Specifications* require traffic control for all work performed in the right-of-way, including implementation of a traffic control plan which would provide access for emergency vehicles. Any construction on the State Highway System would be required to create a temporary traffic control plan that adheres to the standards set forth in the *California Manual of Uniform Traffic Control Devices* (Caltrans 2023).

Implementation of these policies would ensure that roadways are constructed adequately to accommodate emergency vehicles and that emergency scenarios are evaluated in accordance with AB 747. Additionally, compliance with SB 99 and AB 747 would reduce emergency access impacts related to evacuation.

Operation of development facilitated by the General Plan EIR would be required to adhere to applicable fire department design standards for emergency vehicle access. CCR Title 19, Article 3, Section 3.05 requires access roads from every building to a public street to be all-weather hard-surfaced right-of-way not less than 20 feet in width. VCFD's Standard 501 provides additional minimum requirements for fire apparatus access roads, including gates, fire lanes, and turnarounds/turnouts (VCFD 2022). Additionally, the City's Road Design and Construction Standards and Ventura County Fire Access Ordinance 29 would ensure emergency vehicle access. Development facilitated by the General Plan EIR would be reviewed by City staff to ensure consistency with applicable City and State design standards, including standards for project access points, location, and design for emergency access. Therefore, the General Plan EIR would not result in inadequate emergency access. This impact was determined to be less than significant.

General Plan EIR Goals and Policies

The General Plan EIR identified the following goals and policies in the General Plan related to transportation:

Mobility Element

- **Policy 1.1: Safety.** Use the LRSP to ensure a systemic safety approach to proactively mitigate conflict and address gaps in the system.
- **Policy 1.2: Roadway Design.** Design and maintain the public right-of-way through a complete streets approach that facilitates safe, comfortable, and efficient travel for all travelers on the roadway.
- **Policy 1.3: Intersection Design.** Prioritize mobility and safety for non-motorized modes in all intersection designs.
- **Policy 1.4: Active Transportation.** Reaffirm and implement the ATP, designed to provide guidance for non-motorized travel, infrastructure improvements that make multimodal transportation safer, provides connectivity, and safety thresholds for roadways that balance motorized and non-motorized transportation.
- **Policy 2.1: Mobility Barriers.** Prioritize investments that reduce first/last-mile barriers to transit stops and encourage alternative transportation options for activities of daily living.

- **Policy 2.2: Access to Services**. Provide safe and comfortable connections for walking and biking from residential areas to schools, parks, grocery stores, employment centers, transit stops, and essential services Citywide.
- **Policy 2.3: Transit Service Coverage.** Work with Thousand Oaks Transit and regional transit providers to provide reliable and quality transit services to social services, healthcare facilities, and major employment areas.
- **Policy 2.6: Equitable Mobility.** Address the needs and perspectives of people of color, those who speak limited English, are cost-burdened, senior citizens, and the disabled in the design and development of new mobility services and technologies.
- **Policy 3.1: Active Travel Facilities.** Prioritize active transportation investments that provide a means for physical activity, and improve access to Thousand Oaks' parks, trails, equestrian facilities, open space, and recreational areas.
- **Policy 3.5: Mixed-Use Development.** Require development of mixed-use to include multimodal improvements, such as convenient bicycle parking and storage facilities, electric vehicle charging stations, and vehicle share programs for reduced parking.
- **Policy 4.5: Development Standards**. Use development review guidelines that define transportation analysis and site design requirements to address multimodal access needs, connections to the surrounding street and mobility network, and right-size the roadway to the context of future development and its surroundings.
- **Policy 4.9: Regional Collaboration.** Collaborate with VCTC, SCAG, and Caltrans to obtain planning grants and update the Capital Improvement Plan, LRSP, Active Transportation Plan or other transportation planning efforts.
- **Policy 5.4: Multimodal Improvements.** Multimodal improvements should focus on enhancing access to Thousand Oaks Boulevard, Moorpark Road, and other major arterials.
- **Policy 5.5 Transit Equity.** Consider measures that enable fare affordability, including free and/or reduced fares for people without access, such as special needs, seniors and low-income families.
- **Policy 6.1: Decrease Vehicle Trips**. Prioritize transportation and development investments and strategies that reduce single-occupancy vehicle trips.
- **Policy 6.2 Decrease vehicle miles traveled**. Prioritize pedestrian, bicycle and other micro-mobility transportation means, and transit enhancements. Encourage infill, mixed-use, and other land use development that locates resources and services near residents' homes.
- **Policy 6.3: Emissions Reduction.** Support and encourage the adoption of low- and zero-emission vehicles, clean vehicle technologies, charging infrastructure and services to reduce GHG emissions from vehicles.
- **Policy 6.4: Transportation Demand Management (TDM).** Promote and incentivize the use of TDM strategies for employers and expand options for emission reductions from commuting through means such as vehicle sharing, alternative fuel vehicle support, and telecommuting.
- **Implementation Action M-A.2: Vision Zero Policy and Action Plan.** Implement a systemic approach to proactively address safety risk; establish a High Injury Network (HIN) to target future bicycle and pedestrian investments.

- **Implementation Action M-A.3: Complete Streets Guidelines.** Establish Complete Streets Guidelines to identify and guide the design of comprehensive, integrated multimodal corridors.
- **Implementation Action M-A.5: Active Transportation Plan.** Implement bicycle and pedestrian recommendations, with prioritization given to existing facilities on roadways with high-level of traffic stress. Implement targeted enforcement programs in partnership with schools and colleges. Install safe, useful, and convenient short and long-term bicycle parking facilities in the public right-of-way or near key destinations, City facilities, and transit facilities, and require the provision of bicycle parking at private developments. Maintain regular updates every 5 years to the ATP due to infrastructure improvements and reassessment of facility needs.
- **Implementation Action M-A.7: VMT-based transportation analysis policy and VMT mitigations for environmental review.** Adopt and implement the City's Vehicles Miles Traveled (VMT) Analysis Guidelines, which defines VMT-based thresholds of significance for transportation impacts in environmental review and identifies TDM-based mitigations.

Safety Element

- **Policy 5.2: Road widths and clearances.** Ensure that new development has appropriate road widths and clearances in accordance with:
  - Standards specified in the City of Thousand Oaks Road Standards and construction specifications in effect at the time of construction.
  - Any other standard and specific conditions required by State and County Fire Codes and VCFPD in the permit application.
- **Policy 5.13: Ingress and Egress Points.** Whenever feasible, require the construction of multiple ingress and egress points for new development projects in high fire hazard severity zones. For example, each neighborhood should have at least two emergency evacuation ingress and egress points. See Figure 10.7.
- **Implementation Action S-A.7: Evaluate Evacuation.** Evaluate evacuation route capacity, safety, and viability under a range of emergency scenarios as part of the next update to the Hazard Mitigation Plan, in accordance with AB 747.

Mitigation Measures

Mitigation measures applicable to individual development projects in the General Plan Update EIR Area:

- **TRA-1: Achieve VMT Reductions for Development Projects.** In the interim, prior to the City adopting VMT Analysis Guidelines included as Implementation Action M-A.7 of the proposed project, for individual projects that exceed the City's recommended threshold below the VMT average based on project-specific VMT analysis, the City shall require the project applicant to implement project-level VMT reduction strategies. The City shall design strategies for the proposed project to reduce VMT from existing land uses, where feasible, and from new discretionary residential or employment land use projects. The design of programs and project-specific mitigation shall focus on VMT reduction strategies that increase travel choices and

improve the comfort and convenience of sharing rides in private vehicles, using public transit, biking, or walking.

VMT reduction strategies may include, but are not limited to, the following:

1. Provision of bus stop improvements or on-site mobility hubs
2. Pedestrian improvements, on-site or off-site, to connect to nearby transit stops, services, schools, shops, etc.
3. Bicycle programs, including bike purchase incentives, storage, maintenance programs, and on-site education program
4. Enhancements to the Citywide bicycle network
5. Parking reductions and/or fees set at levels sufficient to incentivize transit, active transportation, or shared modes
6. Cash allowances, passes, or other public transit subsidies and purchase incentives
7. Providing enhanced, frequent bus service
8. Implementation of shuttle service

Following the City's adoption of VMT Analysis Guidelines, individual projects shall be evaluated and mitigated in accordance with the procedures outlined in the VMT Analysis Guidelines. Until Implementation Action M-A.7 is implemented, the City may continue to apply VMT significance thresholds on a case-by-case basis per the City's interim administrative policy on VMT Analysis for CEQA Compliance.

B. Analysis of Proposed Project

The following analysis in this transportation section is based on the following:

- Traffic Signal Warrant Analysis for the intersection of East Hillcrest Drive and Boardwalk Avenue, General Technologies Solutions, August 21, 2025.

The Traffic Signal Warrant Analysis is available in **Appendix K** of this document.

1. Existing Setting

Existing Street Network and Setting

The functional classification system of roadways within the City of Thousand Oaks is generally based upon the Federal Highways Administration (FHWA) Functional Classifications System of Streets and Highways. The Functional Classifications System is defined as follows:

- **Freeways.** Freeways provide intra- and inter-regional access to and from Thousand Oaks. Access to freeways is usually restricted to arterial roads through interchanges that are spaced at least one mile apart. US 101 and SR 23 are the only freeways in the City of Thousand Oaks.
- **Ramp.** Ramps connect roadways between a freeway and expressway and another highway, road, or roadside area.

- **Principal Arterials.** Principal Arterials are primary roads that serve the major centers of activity, the highest volume corridors, and the longest trips.
- **Minor Arterials.** Minor Arterials are secondary roads that interconnect and augment the principal arterial system.
- **Collector Streets.** Collector Streets provide circulation and connect residential, commercial, and industrial areas to arterial roadways.
- **Local Roads (Streets).** Local Streets are generally residential roads which permit direct access to abutting land.

Existing and proposed regional access to the Site is provided via 101 Freeway using the Moorpark Road exit to the west and via 23 Freeway to the east using the East Hillcrest Drive / Thousand Oaks Boulevard exit. Direct street access is provided via three private driveways off East Hillcrest Drive. Local access to the Site is provided by local streets and arterial roadways, including: East Hillcrest Drive and Boardwalk Avenue.

- East Hillcrest Drive is classified as a Secondary/Minor arterial in the City's Mobility Element and has a curb-to-curb width of 78 feet.
- Boardwalk Avenue is classified as a local street with a curb-to-curb width of 48 feet.
- 101 Freeway is classified as a freeway and is located south of the Site, providing regional access to the Project via the freeway interchange located at Moorpark Road. The 101 Freeway is a 6-lane freeway within the study area and is oriented in an east west direction.
- 23 Freeway is classified as a freeway and is located east of the Site, providing regional access to the Site via the freeway interchange with the 101 Freeway, East Hillcrest Drive / Thousand Oaks Boulevard. The 23 Freeway is a three-lane highway within the study area and is oriented in a generally north south direction.

The posted speed limit in the vicinity along East Hillcrest Drive is 45 MPH. Both streets at the study intersection have sidewalks between 5 and 10 feet wide.

The study intersection is currently a two-way stop intersection. The Boardwalk Ave. approaches on Hillcrest Drive are controlled by STOP signs. Stop bars and pavement markings are painted on the pavement at both approaches. There are left-turn pocket lanes at both approaches to the intersection on Hillcrest Drive and a left-turn lane on the northbound approach of Boardwalk Ave. There are street lights at three of the four corners of the intersection. The nearest existing traffic signal is about 900 feet to the west, at the intersection of Hillcrest Drive and North Moorpark Rd. Views of the intersection are shown in Exhibits 2 through 5 in **Appendix K.**

Pedestrian and Bicycle Facilities

The City of Thousand Oaks contains a comprehensive network of pedestrian and bicycle paths that support commuter and recreational walking and biking. Pedestrian and bicycle facilities in the City are described below.

Pedestrian Facilities

According to the City of Thousand Oaks' 2026 Active Transportation Plan ("ATP") adopted on March 24, 2026, the City of Thousand Oaks' pedestrian network primarily consists of sidewalks along streets, accounting for 68.30% of the system. Trails make up 22.72%, while 8.24% of the network includes roads lacking sidewalks. Many of these segments predate the City's incorporation and were intended to preserve a rural character. Greenbelts represent the remaining 0.74%. Beyond these existing paths, the City also features 14 designated crossing guard locations to assist children in safely navigating street crossings and to alert drivers to the presence of more vulnerable pedestrians.

Bicycle Facilities

The existing bicycle facility network of the City of Thousand Oaks in 2026 includes multi-use paths, bicycle lanes, and shared bicycle routes. These facilities make up approximately 118 miles of bikeways, out of which 84.44% of this infrastructure is bicycle lanes, and most of these are on major arterials. Some of the bicycle lanes at the southeastern end of the City of Thousand Oaks extend beyond the City limits, connecting the City to the greater regional bicycle network. Along with some improvements and additions to the existing bicycle facilities, the existing infrastructure was reviewed for potential further upgrades, and missing sidewalk data helped guide future infill project recommendations. Per the current General Plan, Hillcrest Drive is a Class III bicycle route. No sight distance restrictions were observed during site visits.

Public Transit

There are currently eleven bus routes operating within the City of Thousand Oaks These include six year-round local fixed-route services and one seasonal fixed-route service (not included in the count) from Thousand Oaks to Zuma and Ventura Harbor Beaches, which are provided by the City of Thousand Oaks, as well as two intercity routes operated by the Ventura County Transportation Commission ("VCTC"), which travel along the City's major arterial roads. In addition, an LA Metro Route 161 and Commuter Express Routes 422 and 423 serve the City of Thousand Oaks area. It should be noted that local network changes were made in January 2026 to the City of Thousand Oaks transit services, including the addition of a sixth route.

Public transit for the Site is provided to the south along East Hillcrest Drive, with the nearest bus stop (Route 44) located within 200 feet ("ft") of the Site on East Hillcrest Drive/East of Moorpark Road. Bus stops serving Routes 44, 40, 41, 42, 43, and 45 are located within 0.5 miles of the Site, providing service connections along East Hillcrest Drive, Moorpark Road, Lynn Road, Thousand Oaks Boulevard, Westlake Village, and the Thousand Oaks Transit Center.

Vehicle Miles Traveled

Pursuant to Senate Bill (SB) 743, VMT has replaced automobile delay, historically measured at LOS, as the appropriate metric for evaluating environmental transportation impacts under CEQA. VMT measures travel on roadways by all types of motorized vehicles, carrying passengers or cargo, and each mile traveled

is counted as one vehicle mile regardless of the number of passengers in the vehicle. VMT is typically expressed as VMT per day. The Residential VMT per Capita is the average household VMT and is calculated by dividing the average home-based VMT production by the residential population.

Any project subject to CEQA review, that is not determined to be exempt per the State CEQA Guidelines, will require an initial screening to determine if the project warrants further transportation assessment. A project will be determined to have a less than significant impact, and no further transportation impact analysis will be required, if it meets either of the following screening criteria:

1. Trip Generation: Any project that generates less than 100 P.M. peak hour trips based on the ITE 10th Edition Trip Generation Manual or most current edition published at the time the project application is submitted.

2. Low VMT Area: This criterion includes a map-based approach. Different sections of the City display different VMT characteristics based on land use and other factors. Areas where the General Plan favors intensification of development are generally areas of low average VMT. The following methodology shall be used for determining if a project meets the map-based screening threshold:

    a. The proposed project must be consistent with the General Plan designation and zoning.

    b. The Ventura County Transportation Commission (VCTC) has produced a countywide model for VMT and will provides maps to member agencies when available. The PWD will obtain and maintain the most current map for the purpose of this interim policy.

    c. For projects located in low VMT areas, the applicant must demonstrate that the project will result in a similar level of VMT as the surrounding land use within the Transportation Analysis Zone (TAZ), as shown on the best available map approved by CDD and PWD staff for project analysis. Where the project site is on the boundary of another TAZ, the same low VMT as the TAZ the project site is located must be determined. The VMT methodology may use VMT per capita, per employee, or net VMT as allowed by the Government Code.

Projects that do not meet these criteria will require a Traffic Impact Analysis (TIA) to determine the project's environmental impact.

According to the Project's Traffic Signal Warrant Analysis the existing Site contains 51,554 sf of office space, which will be demolished and replaced by 297 multifamily residential units. 9,207 sf of existing retail and 2,000 sf of restaurant space will be retained. The Project screened out of a Vehicle Miles Traveled ("VMT") Analysis and Level of Service ("LOS") as the Project is estimated to generate less than 100 net PM Peak Hour trips. The current City policy requires a VMT Analysis and LOS study when the 100 net PM peak hour trip generation threshold is exceeded.

2. Regulatory Setting

Federal Regulations

U.S. DOT

The U.S. DOT provides several grant programs, primarily for the construction and upgrading of major highways and transit facilities. Many of these grants are administered by the State and regional governments.

State Regulations

Caltrans Authority over the State Highway System

Caltrans is responsible for the planning, design, construction and maintenance of all interstate freeways and State routes. It builds, maintains, and operates the State Highway System in California with a goal to facilitate the safe and efficient use of the State transportation system for all users. Caltrans sets standards in its 2020 Transportation Impact Study Guide that focuses on the VMT metric. This document is often used by local governments to uniformly review transportation analyses and assess the operational standards of Caltrans-maintained facilities.

Senate Bill 743

SB 743, which was signed into law in 2013, established a new criterion for determining significance impacts under CEQA. SB 743 requires the new criterion to "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." It also states that alternative measures of transportation impacts may include "vehicle miles traveled, vehicles miles traveled per capita, automobile trip generation rates, or automobile trips generated." SB 743 changes the way that public agencies evaluate the transportation impacts of projects under CEQA by recognizing that roadway congestion, while an inconvenience to drivers, is not itself an environmental impact. In addition to new exemptions for projects that are consistent with specific plans, the draft SB 743 guidelines replace congestion-based metrics, such as auto delay and level of service, with VMT as the basis for determining significant impacts, unless the guidelines provide specific exceptions. Statewide implementation of SB 743 is now required. Therefore, the analysis in this Addendum relies on VMT to evaluate transportation impacts.

Regional Regulations

Southern California Association of Governments Connect SoCal Plan

Southern California Association of Governments ("SCAG") is required by State and Federal law to prepare, update, and adopt an RTP/SCS every 4 years. The most recent update to the RTP was completed by SCAG in 2020 (Connect SoCal) and sets forth long-range transportation planning goals describing how the region will meet its transportation needs for the 25-year period from 2020 to 2045. Connect SoCal includes goals applicable to the proposed project, including implementation of transit-oriented development, infill

development and redevelopment, mixed-use development, alternative transportation, and transportation system management.

Local Regulations

VCTC Comprehensive Transportation Plan

The VCTC Comprehensive Transportation Plan ("CTP") is a transportation vision for Ventura County that identifies ways of achieving this vision within constrained resources. The CTP is a long-range policy document, built from community-based, local priorities, and community-expressed need to enhance regional connections. It is aimed at ensuring mobility and enhancing the quality of life for all Ventura County residents. The CTP provides a framework for future community-based planning and collaboration and inform Ventura County's long-range transportation decisions.

City of Thousand Oaks Active Transportation Plan

The City's Active Transportation Plan ("ATP") was developed to provide Thousand Oaks with planning guidance for non-motorized travel infrastructure improvements, programs, and policies that make multimodal transportation safer and more enjoyable. Additionally, the ATP seeks to educate and to promote active transportation to increase bicycling and walking throughout the City to reduce VMT and GHG emissions. The ATP does not include specific goals or policies, but includes recommendations for physical improvements to enhance bicycling and walking in the City. Per the current General Plan, Hillcrest Drive is a Class III bicycle route. The City is well-served by sidewalks, with relatively few gaps in the sidewalk network. Adjacent to the Project Site, sidewalks are provided on the north and south sides of Hillcrest Drive. In addition, the Project would include bike storage and a repair room on-site accommodating a diversity of transportation choices for Project employees and visitors.

City of Thousand Oaks Local Road Safety Plan

The City's Local Road Safety Plan (LRSP), adopted in 2021 by the City Council, analyzes collision data, assesses infrastructure deficiencies through an inventory of roadway system elements, and identifies roadway safety solutions on a Citywide basis. The analysis evaluates where and why collisions occur and helps guide roadway design by informing which safety or enforcement countermeasures are appropriate for all modes of travel.

City of Thousand Oaks Road Design and Construction Standards

The City Road Design and Construction Standards were adopted on May 15, 2018, by the City Council. The standards include specifications on design and construction, road cross sections, road design, storm drains, pedestrian access ramps, driveway design, traffic design, and other miscellaneous elements of roadways, such as bus turnouts and lighting.

City of Thousand Oaks VMT Analysis for CEQA Compliance

The City of Thousand Oaks adopted an administrative policy on July 1, 2020, establishing an interim City-wide policy using VMT as the metric to measure transportation impacts from proposed development projects in conformance with CEQA and in compliance with Senate Bill 743. Government Code Section 15064.3 (b) (4) gives a lead agency the discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. On an interim basis, the City of Thousand Oaks utilizes Government Code 15064.7 (B), which allows jurisdictions to use thresholds on a case-by-case basis pursuant to Government Code 15064 (b)(2). The policy established project screening related to trip generation and low VMT Area mapping thresholds.

City of Thousand Oaks General Plan

The City of Thousand Oaks 2045 General Plan Update provides a long-range comprehensive guide for the physical development of the City's planning area. The General Plan Update comprises a statement of goals and policies related to the community's development, and various elements that provide more detailed policies and standards in certain topic areas. Together, these serve as the foundation for guiding public and private activities related to the City's development. The following Mobility Element goals and policies within the General Plan are applicable to the Project:

- **Goal M-2:** Create and maintain a public transit system that is safe, equitable, affordable, efficient, and accessible to all people in Thousand Oaks.
    - **Policy M-2.2: Access to Services.** Provide safe and comfortable connections for walking and biking from residential areas to schools, parks, grocery stores, employment centers, transit stops, and essential services Citywide.
- **Goal M-3:** Create and maintain a transportation system that improves community health.
    - **Policy M-2.2: Access to Services.** Provide safe and comfortable connections for walking and biking from residential areas to schools, parks, grocery stores, employment centers, transit stops, and essential services Citywide.
- **Goal M-6:** Create and maintain a transportation system that reduces impacts to the environment while leveraging sustainability innovations.
    - **Policy M-6.2: Decease vehicle miles traveled.** Pedestrian, bicycle and other micro-mobility transportation means, and transit enhancements. Encourage infill, mixed-use, and other land use development that locates resources and services near residents' homes.
    - **Policy M-6.3: Emission reduction.** Support and encourage the adoption of low- and zero-emission vehicles, clean vehicle technologies, charging infrastructure and services to reduce GHG emissions from vehicles.

3. Impact Analysis

a) Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Less Than Significant Impact. City of Thousand Oaks programs, plans, ordinances, and policies addressing the circulation system applicable to the Project include the General Plan Update, the City's 2026 ATP ,and the existing and proposed pedestrian, bicycle, and transit facilities and services in the Site vicinity.

The Project would not conflict with the circulation policies within the General Plan Update or the City's 2026 ATP. The Project would not alter the existing roadway network or hinder the City's ability to emphasize a diversity of transportation modes or choices. The Project would not include Site improvements that would extend into the public right-of-way; interfere with existing public transit, bicycle, or pedestrian facilities; or impede the construction of new or the expansion of such existing facilities in the future. The Project would not severely delay, impact, or reduce the service level of transit in the area.

Signal Warrant Analyses

Warrant analyses were carried out for the intersection of East Hillcrest Drive and Boardwalk Ave. in the City of Thousand Oaks as per the guidelines set forth in the State of California Manual on Uniform Traffic Control Devices ("CA-MUTCD") 2014 Edition Revision 9 (**Appendix K**).

The Traffic Signal Warrant Analysis was carried out for the following Project impact scenarios:

a. Existing conditions
b. Existing conditions plus project – Scenario "a" plus project
c. Cumulative Conditions at Project Build-Out (2040)
d. Cumulative Conditions plus project – Scenario "c" plus project

All approaches except the north approach are grown based on an ambient growth rate of 0.376% per year, which results in 5.79% growth from 2025 to 2040. The north approach uses volumes from the ITE trip generation.

The following warrant analysis is based on existing conditions at the study intersection, determined by the traffic counts carried out for this study.

A Traffic Signal Warrant Analysis was carried out for the study intersection of East Hillcrest Drive and Boardwalk Avenue per the guidelines in the California Manual on Uniform Traffic Control Devices (CA-MUTCD) 2014 Edition, Revision 9. The CA-MUTCD contains minimum guidelines regarding traffic volumes, collisions, speeds, pedestrian crossings, and other criteria in order to satisfy the requirements for the recommendation of a traffic signal. The traffic signal guidelines are given in Chapter 4C (**Appendix K**).

As stated in these CA-MUTCD guidelines, and noted below, signalization should be considered when the following standards are met:

"An engineering study of traffic conditions, pedestrian characteristics, and physical characteristics of the location shall be performed to determine whether installation of a traffic control signal is justified at a particular location."

"The investigation of the need for a traffic control signal shall include an analysis of factors related to the existing operation and safety at the study location and the potential to improve these conditions, and the applicable factors contained in the following traffic signal warrants:

- Warrant 1, Eight-Hour Vehicular Volume
- Warrant 2, Four-Hour Vehicular Volume
- Warrant 3, Peak Hour
- Warrant 4, Pedestrian Volume
- Warrant 5, School Crossing
- Warrant 6, Coordinated Signal System
- Warrant 7, Crash Experience
- Warrant 8, Roadway Network
- Warrant 9, Intersection Near a Grade Crossing"

In order to justify and recommend the installation of traffic control signals, the above nine (9) CA-MUTCD Traffic Signal Warrants should be analyzed. If any, or a combination, of these warrants is met, then a traffic signal should be considered. Yet, as also stated in the CA-MUTCD: "The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal."

In order to evaluate traffic volume warrants, turning movement counts were collected at the intersection of East Hillcrest Drive and Boardwalk Avenue on Wednesday, May 28, 2025 from 10:00 AM to 6:00 PM.

The warrant analysis figures and each warrant analysis (one through nine) is located in **Appendix K**. Following a review of the guidance in the CA-MUTCD, no traffic signal warrants were met.

Therefore, the Project would not conflict with an applicable program, plan, ordinance, or policy addressing the performance of the circulation system, including public transit, roadway, bicycle, or pedestrian facilities. Impacts would be less than significant. No mitigation measures were previously required with regard to the circulation system for the General Plan EIR and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

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

***Less Than Significant Impact with Mitigation*.** Senate Bill (SB) 743 was approved by the California legislature in September 2013. SB 743 directs the Governor's Office of Planning and Research (OPR) to develop alternative metrics to the use of vehicular "Level of Service" (LOS) for evaluating transportation projects. Pursuant to the directive, OPR recommended that Vehicle Miles Traveled (VMT) replace LOS as

the primary measure of transportation impacts and required local agencies to update their CEQA transportation procedures accordingly. Consistent with SB 743 and OPR recommendations, the City establish an interim Citywide policy using Vehicle Miles Traveled (VMT) as the metric to measure transportation impacts from proposed development projects on a case by case basis pursuant to Government Code 15064 (b) (2) in conformance with the CEQA and in compliance with SB 743 on July 1, 2020.

As stated above, any project subject to CEQA review, that is not determined to be exempt per the State CEQA Guidelines, will require an initial screening to determine if the project warrants further transportation assessment. A project will be determined to have a less than significant impact, and no further transportation impact analysis will be required, if it meets either of the screening criteria for trip generation or location within a Low VMT area (detailed above under **Existing Setting**). Projects that do not meet these criteria will require a Traffic Impact Analysis ("TIA") to determine the project's environmental impact.

A Vehicle Miles Traveled ("VMT") Analysis and Level of Service ("LOS") study is not required for the Project, as the Project is estimated to generate less than 100 net PM Peak Hour trips. The current City policy requires a VMT Analysis and LOS study when the 100 net PM peak hour trip generation threshold is exceeded (**Appendix K)**. Therefore, the Project is presumed to have less-than-significant impact with regard to VMT. As such, the Project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). Impacts would be less than significant. Furthermore, because the Project would result in less-than-significant impacts with regard to VMT, no mitigation measures would be required with regard to consistency with CEQA Guidelines Section 15064.3, subdivision (b). Although mitigation measures were previously required with regard to VMT for the General Plan EIR, none would be required for the Project because the Project is estimated to generate less than 100 net PM Peak Hour trips. Until Implementation Action M-A.7 is implemented, the City may continue to apply VMT significance thresholds on a case-by-case basis per the City's interim administrative policy on VMT Analysis for CEQA Compliance. Thus, to comply with the General Plan EIR, the Project would implement **Mitigation Measure TRA-1**, which works to achieve VMT reductions for development Projects. As stated above, the current City policy requires a VMT Analysis and LOS study when the 100 net PM peak hour trip generation threshold is exceeded (**Appendix K)**. As the Project is estimated to generate less than 100 net PM Peak Hour trips, the Project would comply with the City VMT policy and thus **Mitigation Measure TRA-1**, and no VMT or Traffic Study is required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

Mitigation Measures

- **TRA-1: Achieve VMT Reductions for Development Projects.** In the interim, prior to the City adopting VMT Analysis Guidelines included as Implementation Action M-A.7 of the proposed project, for individual projects that exceed the City's recommended threshold below the VMT average based on project-specific VMT analysis, the City shall require the project applicant to implement project-level VMT reduction strategies. The City shall design strategies for the proposed project to reduce VMT from existing land uses, where feasible, and from new

discretionary residential or employment land use projects. The design of programs and project-specific mitigation shall focus on VMT reduction strategies that increase travel choices and improve the comfort and convenience of sharing rides in private vehicles, using public transit, biking, or walking. VMT reduction strategies may include, but are not limited to, the following:

1. Provision of bus stop improvements or on-site mobility hubs
2. Pedestrian improvements, on-site or off-site, to connect to nearby transit stops, services, schools, shops, etc.
3. Bicycle programs, including bike purchase incentives, storage, maintenance programs, and on-site education program
4. Enhancements to the Citywide bicycle network
5. Parking reductions and/or fees set at levels sufficient to incentivize transit, active transportation, or shared modes
6. Cash allowances, passes, or other public transit subsidies and purchase incentives
7. Providing enhanced, frequent bus service
8. Implementation of shuttle service

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

Less than Significant Impact. The Project's residential uses and features would not be incompatible with either the intended uses of the site (i.e., zoning) nor the existing environmental conditions and uses of the surroundings. The Project would be subject to the City's standard design guidelines to regulate design through the General Plan and Zoning Ordinance standards and policies as described above which regulate the design and installation of street, water, sewer, and lighting improvements to ensure compatibility of the project design to the Site as well as of the Project's infrastructure to the Project's demands. Compliance with these guidelines would be ensured as a part of the City's standard plan check process prior to the issuance of building permits. There would be no changes to existing Site access or off-site circulation on City roads. Direct Site access (ingress and egress) would continue to be provided from three existing driveways along East Hillcrest Drive. The developer would be responsible for any required on-site circulation improvements (driveways, internal drive aisles, parking garage circulation). These on-site improvements would be designed in accordance with all applicable design and codes, standards and policies described above set forth by the City, which were established to ensure safe and efficient vehicular circulation. In addition, the City reviews all site plans to ensure that adequate line-of-sight is provided at all driveways, making sure that no structure or landscaping block the views of vehicles entering and exiting the Site. Should any updates to the existing surface parking areas be required, the Public Works and Community Development Departments would review plans to ensure that adequate stacking distance is provided so vehicles do not back up into the public right-of-way, and that adequate turnaround space and/or operational plans are developed to ensure that vehicles are able to enter and exit the public right-of-way without obstructions.

All Project improvements would be constructed in accordance with Department of Public Works design standards and specifications, which would be ensured as a part of the City's standard plan check process prior to the issuance of grading and building permits. The Project would not alter existing off-site pedestrian walkways and all internal improvements would adhere to ADA design requirements and City standards with regard to safe movements and lines-of-sight as approved by the City Engineer. Accordingly, the Project would not substantially increase hazards due to a geometric design feature or incompatible uses[as all Project improvements would be constructed in accordance with Department of Public Works design standards and specifications, and therefore, the impact would be less than significant. No mitigation measures were previously required with regard to geometric design features and incompatible uses for the General Plan EIR and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

d) Would the project result in inadequate emergency access?

Less than Significant Impact. During construction of the Project, it is expected that construction activities and staging areas would remain entirely on-site and would not require temporary street and/or lane closure(s) on East Hillcrest Drive. Thus, during construction, the Project would be consistent with Policy 5.22: Evacuation and emergency vehicle access, and Policy 5.14 Ingress and egress points. Specifically, the Project would maintain evacuation and emergency roadways and improve them as necessary and appropriate to ensure ongoing serviceability. In addition, whenever feasible, the Project will require the construction of multiple ingress and egress points. For example, as stated in Policy 5.14, each neighborhood/subdivisions should have at least two emergency evacuation ingress and egress points (See Figure 10.9).

With regards to operation, the Project would not cause permanent alterations to off-site vehicular circulation routes and patterns, impede public access, or travel upon public rights-of-way. The Project would not include the installation of barriers (e.g. perimeter fencing, fixed bollards, etc.) that could impede emergency access on-site or within the vicinity of the Site. All on-site improvements would be designed in accordance with all applicable design standards for safe and efficient vehicular circulation set forth by the City and VCFD and subject to their review and approval prior to the issuance of a building permit.

Direct emergency vehicle access to the Site would continue to be provided from the private, internal roadway connecting Hillcrest Drive as needed and appropriate. All new internal vehicular circulation and any required modifications to existing internal circulation would be designed and constructed to City and VCFD standards, and would comply with City and VCFD width, clearance, and turning-radius requirements for fire apparatus access (Ventura County Fire Protection District Ordinance Number 29). Because the Project would comply with all applicable local requirements related to emergency vehicle access and circulation, the Project would not result in inadequate emergency access. Accordingly, the Project would not result in inadequate emergency access. Impacts would be less than significant. No mitigation measures were previously required with regard to emergency access for the General Plan EIR and none

would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

4. Cumulative Analysis

The Project would not conflict with plans, programs, ordinances, or policies addressing the circulation system. Development of related projects in the City and surrounding jurisdictions would be subject to site-specific development review, including review of potential impacts to pedestrian, bicycle, and transit facilities. The Project would have a less than significant impact because the Project would not alter the existing roadway network or hinder the City's ability to emphasize a diversity of transportation modes or choices. The Project would not include Site improvements that would extend into the public right-of-way; interfere with existing public transit, bicycle, or pedestrian facilities; or impede the construction of new or the expansion of such existing facilities in the future. The Project would not severely delay, impact, or reduce the service level of transit in the area. Therefore, the Project would not cumulatively combine with other projects to result in impacts related to conflicts with the circulation system.

The Project's VMT index per capita is less than the City baseline VMT index average and the does not require a Project-level VMT analysis. Although mitigation measures were previously required with regard to VMT for the General Plan EIR, none would be required for the Project because the Project is estimated to generate less than 100 net PM Peak Hour trips. Until Implementation Action M-A.7 is implemented, the City may continue to apply VMT significance thresholds on a case-by-case basis per the City's interim administrative policy on VMT Analysis for CEQA Compliance. Thus, to comply with the General Plan EIR, the Project and Related Projects would be required to implement **Mitigation Measure TRA-1**, which works to achieve VMT reductions for development Projects. Therefore, the Project meets the City's trip generation screening criterion and would not contribute to a cumulatively considerable impact related to VMT.

Onsite and adjacent vehicular circulation improvements required by cumulative development, including the Project, are required to be designed in accordance with all applicable City codes, standards, policies, and design guidelines set forth by the City. Impacts related to hazardous transportation design, such as access points and circulation patterns are typically site-specific. As all Project improvements would be constructed in accordance with Department of Public Works design standards and specifications, the Project's impacts with regard to hazardous design features would be less than significant. Therefore, the Project would not contribute to cumulative impacts with respect to hazardous design features.

The Project, as designed would not result in inadequate emergency access, and Project impacts to emergency access would be less than significant because on-site improvements are designed in accordance with all applicable City and VCFD design standards for safe and efficient vehicular circulation. Furthermore, any proposed driveways and/or circulation modifications resulting from related projects in the surrounding area, would be required to comply with applicable local, regional, State, and/or Federal requirements related to emergency access and evacuation plans. Since modifications to access are largely confined to a Site, Project-specific emergency access impacts would likely not impact other cumulative

projects. Therefore, the Project would not contribute to cumulative impacts with respect to emergency access.

18. Tribal Cultural Resources

	Impact Determination for 2045 General Plan Update EIR	Proposed Project Impact Conclusion	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially. More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
Would the project:					
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	Less than Significant Impact with Mitigation	Less than Significant Impact	No	No	No

	Impact Determination for 2045 General Plan Update EIR	Proposed Project Impact Conclusion	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially. More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
section 5020.1(k), or					
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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	Less than Significant Impact with Mitigation	Less than Significant Impact	No	No	No

A. Summary of Analysis in Final EIR

The General Plan Update EIR evaluated the potential impacts on the tribal cultural resources present in the City's Plan Area. A detailed description of the goals and polices is described below under the Section, General Plan EIR Goals and Polices.

Ground-disturbing activities associated with individual development projects facilitated by the General Plan EIR could potentially expose previously unidentified subsurface archaeological resources that may

qualify as tribal cultural resources. Ground-disturbing activities would be performed with a variety of tools, machines, and equipment. These machines and pieces of equipment, especially large equipment like bulldozers or excavators could have potential to damage or destroy tribal cultural resources, which would be an adverse change to the resources; however, adherence to the requirements of SB 18 and AB 52 would reduce impacts. Thus, the General Plan EIR determined that with **Mitigation Measure CUL-4,** as discussed further below under the Mitigation Measure Section, to protect tribal cultural resources, impacts would be less than significant.

General Plan EIR Goals and Policies

The General Plan EIR identified the following goals and policies in the General Plan related to tribal cultural resources:

Conservation Element

- **Policy 11.4: Native American Consultation.** Conduct Native American consultation consistent with most recent regulations when new development is proposed in culturally sensitive areas.

Mitigation Measures

Mitigation measures applicable to individual development projects in the General Plan EIR Area:

- **CUL-4: Suspend Work Around Tribal Cultural Resources Identified During Construction.** In the event that cultural resources of Native American origin are identified during ground disturbance during construction of a project implemented under TO2045, all earth-disturbing work in the vicinity of the find shall be temporarily suspended or redirected until an archaeologist has evaluated the nature and significance of the find as a cultural resource and an appropriate local Native American representative is consulted. If the City, in consultation with local Native Americans, determines that the resource is a tribal cultural resource and, thus, significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with State guidelines and in consultation with local Native American group(s). The mitigation plan shall include avoidance of the resource or, if avoidance of the resource is infeasible, the plan shall outline the appropriate treatment of the resource in coordination with the appropriate local Native American tribal representative and, if applicable, a qualified archaeologist. Examples of appropriate mitigation for tribal cultural resources include, but are not limited to, protecting the cultural character and integrity of the resource, protecting traditional use of the resource, protecting the confidentiality of the resource, or heritage recovery.

B. Analysis of Proposed Project

The following analysis in this tribal cultural resources section is based on the following:

- Historic Built Environment Assessment for the 195 East Hillcrest Project, City of Thousand Oaks, California, South Environmental, Inc., October 18, 2024.

- Cultural Resources Assessment Report for the East Hillcrest Drive Mixed-Use Project, City of Thousand Oaks, Ventura County, California, Cogstone Resources Management, Inc., February 2026.

The Historic Built Environment Assessment and Cultural Resources Assessment Report are available in **Appendix E** and **Appendix F**, respectively, of this document.

The following analysis in this section is informed by a search of archaeological records conducted by the SCCIC and a search of the Sacred Land File conducted by the Native American Heritage Commission ("NAHC"). The archaeological record search results are available in **Appendix F** of this Addendum and the Sacred Land File search results and consultation data are available in **Appendix F**. As of February 2026, no California Native American tribes have requested notification for the Project.

1. Existing Setting

The Site is located in the southern portion of Ventura County. The Project vicinity is in an urban setting within Conejo valley, southeast of hilly terrain Conejo Valley Botanic Garden and north of Santa Monica Mountains. See **Appendix F** of this Addendum for a detailed description of the prehistoric and historic area.

The earliest known USGS topographic quadrangle map of the Site is from 1900 (*Triunfo Pass*; 1:62,500) and shows that there was no development or built environment at that time, but it does show a drainage dissecting the Site. By 1950 (*Thousand Oaks; 1:24,000*) the drainage looks to have been improved and is running adjacent to the Site's western boundary. Community development in the surrounding areas labeled as Arroyo and Greenwich Village are also observed.

The earliest known USDA aerial photograph of the Site is from 1947 and shows extensive agricultural fields and improved drainage adjacent to the Site. Historic aerial photographs of the Site show that the current buildings were completed between 1980 and 1985.

2. Regulatory Setting

State Regulations

Assembly Bill 52

AB 52 was approved on September 25, 2014. The act amended California PRC Section 5097.94, and added PRC Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3. AB 52 applies specifically to projects for which a Notice of Preparation ("NOP") or a Notice of Intent to Adopt a Negative Declaration or Mitigated Negative Declaration is filed on or after July 1, 2015. The primary intent of AB 52 was to involve California Native American Tribes early in the environmental review process and to establish a new category of resources related to Native Americans, that require consideration under CEQA, known as tribal cultural resources. PRC Section 21074(a)(1) and (2) defines tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe" that are either included or determined to be eligible for inclusion in the California

Register or included in a local register of historical resources, or a resource that is determined to be a tribal cultural resource by a lead agency, in its discretion and supported by substantial evidence. Further, as stated under PRC Section 21074(b), "a cultural landscape that meets these criteria is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape. Historical resources, unique archaeological resources, or non-unique archaeological resources may also be tribal cultural resources if they meet these criteria." On July 30, 2016, the California Natural Resources Agency adopted the final text for tribal cultural resources update to Appendix G of the State CEQA Guidelines, which was approved by the Office of Administrative Law on September 27, 2016.

PRC Section 21080.3.1 requires that, within 14 days of a lead agency determining that an application for a project is complete, or a decision by a public agency to undertake a project, the lead agency provide formal notification to the designated contact, or a tribal representative, of California Native American Tribes that are traditionally and culturally affiliated with the geographic area of the project (as defined in PRC Section 21073) and who have requested in writing to be informed by the lead agency of projects within their geographic area of concern. Tribes interested in consultation must respond in writing within 30 days from receipt of the lead agency's formal notification and the lead agency must begin consultation within 30 days of receiving the tribe's request for consultation.

PRC Section 21080.3.2(a) identifies the following as potential consultation discussion topics: the type of environmental review necessary; the significance of tribal cultural resources; the significance of the project's impacts on the tribal cultural resources; project alternatives or appropriate measures for preservation; and mitigation measures. Consultation is considered concluded when either: (1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or (2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached.

If a California Native American tribe has requested consultation pursuant to Section 21080.3.1 and has failed to provide comments to the lead agency, or otherwise failed to engage in the consultation process, or if the lead agency has complied with Section 21080.3.1(d) and the California Native American tribe has failed to request consultation within 30 days, the lead agency may certify a General Plan EIR or adopt an MND.

PRC Section 21082.3(c)(1) states that any information, including, but not limited to, the location, description, and use of the tribal cultural resources, that is submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public without the prior consent of the tribe that provided the information. If the lead agency publishes any information submitted by a California Native American tribe during the consultation or environmental review process, that information shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public.

However, confidentiality, does not apply to data or information that are, or become publicly available, are already in lawful possession of the project applicant before the provision of the information by the California Native American tribe, are independently developed by the Project applicant or the Project applicant's agents, or are lawfully obtained by the Project applicant from a third party that is not the lead agency, a California Native American tribe, or another public agency.

Although AB 52 does not apply to addendums to previously certified EIR's as they are not considered to be new projects or projects requiring a Notice of Preparation, a Negative Declaration, or a Mitigated Negative Declaration. However, in accordance with the City's General Plan **Policy C-11.4 Native American Consultation** which requires the City to conduct Native American consultation consistent with most recent regulations when new development is proposed in culturally sensitive areas and with guidance from the NAHC; the City initiated consultation with Native American tribes that are traditionally and culturally affiliated with the Project's geographic area. As of February 2026, no California Native American tribes have requested notification for the Project.

Local Regulations

The City of Thousand Oaks General Plan

The City of Thousand Oaks General Plan Conservation Element contain the following policies that pertain to tribal cultural resources and are applicable to the Project:

- **Goal C-11:** Protect historical and culturally significant resources, which contribute to the community's sense of identity.
    - **Policy C-11.1. Cultural resource identification and recognition.** Identify and, as appropriate, recognize significant cultural resources by identifying significant cultural resources with landmark designation plaques, directional signage, self-guided tours, programs, and events.
    - **Policy C-11.2. Cultural resource preservation.** Require that new development preserve or mitigate impacts to significant historic, archaeological, and paleontological resources.
    - **Policy C-11.3. Archeological site protection.** The preferred method for protecting any previously recorded archeological site shall be by deed restriction as permanent "open space", in order to prevent any future development or use that might otherwise adversely impact these resources.
    - **Policy C-11.4 Native American consultation.** Conduct Native American consultation consistent with most recent regulations when new development is proposed in culturally sensitive areas.
    - **Policy C-11.6 Archaeological site confidentiality.** Maintain a list of the locations of previously recorded archaeological sites confidential unless the release of such information to the public is specifically authorized by local Native American organizations or other entities with jurisdiction over such sites.
    - **Policy C-11.7 Resource stakeholder engagement.** Decisions pertaining to the disposition of archaeological, paleontological, historical, and cultural resources shall be made in concert with recognized public agencies, groups or individuals having jurisdiction, expertise, or

interest in these matters, including but not limited to the State Office of Historic Preservation, Ventura County Cultural Heritage Board, and local Native American organizations, and affected property owners.

- **Policy C-11.8 Public and private involvement.** Collaborate with private and public entities whose goals are to protect and preserve historic resources and important cultural resources.

3. Impact Analysis

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)?

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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less Than Significant Impact. AB 52, signed into law on September 25, 2014, requires lead agencies to evaluate a project's potential to impact Tribal Cultural Resources ("TCR") and establishes a formal notification and, if requested, consultation process for California Native American Tribes as part of CEQA. TCR may include sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe that are eligible for inclusion in the California Register or included in a local register of historical resources. AB 52 also gives lead agencies the discretion to determine, supported by substantial evidence, whether a resource qualifies as a TCR. Consultation is required upon request by a California Native American tribe that has previously requested that the City provide it with notice of such projects, and that is traditionally and culturally affiliated with the geographic area of a project. As previously discussed in **Section III.5, Cultural Resources**, a search of historical and archaeological records[141] did not identify any known resources, points of historical interest, historical landmarks, or resources listed on the California Register of Historical Resources. Therefore, no cultural resources listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources as defined in PRC Section 5020.1(k) were identified within the Site. However, the NAHC's search of the Sacred Lands File returned a positive result for the Site.[142] Although AB 52 does not apply to addendums to previously certified EIR's as they are not considered to be new projects or projects requiring a Notice of Preparation, a Negative Declaration, or a Mitigated Negative Declaration. However,

[141] *South Central Coastal Information Center, California State University—Fullerton, Department of Anthropology MH-426, Record Search Results for Sunflower Avenue and East Gladstone Street, Glendora, CA 91740, January 12, 2026.*

[142] *Correspondence from Andrew Green, Cultural Resources Analyst, Native American Heritage Commission, Re: Sunflower & Gladstone project, Los Angeles, County, October 10, 2025.*

in accordance with the City's General Plan **Policy C-11.4 Native American Consultation** which requires the City to conduct Native American consultation consistent with most recent regulations when new development is proposed in culturally sensitive areas and with guidance from the NAHC; the City initiated consultation with Native American tribes that are traditionally and culturally affiliated with the Project's geographic area. As of February 2026, no California Native American tribes have requested notification for the Project.

No cultural resources have been recorded within the Site. Outside of the Site a total of three cultural resources have been previously documented within the half-mile search radius from the Site. The resources consist of two prehistoric-aged archaeological sites and one historic built environment resource all within a quarter- to half-mile of the Site.

Cogstone requested a SLF search from the NAHC in June 2025. The NAHC responded in June 2025, that the Site is negative for known tribal resources.

In compliance with AB 52, the City sent the Barbareno/Ventureno Band of Mission Indians a letter notifying them of the Project on December 18, 2025. This letter included information about the Project and requested response within 30 days of receipt if Tribes wishes to initiate tribal consultation. No other Tribes have requested to be notified of Projects within the City.

Cogstone completed an intensive pedestrian survey of the Site on September 5, 2025. Small areas in the northwestern and southwestern portions of the Site were inaccessible due to fencing. The Site was almost completely landscaped and hardscaped. Along the western border of the Site is the Lang Creek concrete drainage channel that has been classified as a Freshwater Forested/Shrub Wetland habitat This continues into the northern study area where the classification changes to Riverine habitat. This concrete channel is likely considered waters of the State and the extent of CDFW jurisdiction is shown in Figure 4 in **Appendix B.** However, the concrete channel is not within the development footprint of the Project and no direct impacts would occur to the concrete channel from the Project. Therefore, no direct impacts would result to WSC under the jurisdiction of RWQCB because these are found within the bottom of the concrete channel, and impacts to the channel will be avoided during the Project. To avoid indirect impacts to water quality and RWQCB jurisdictional areas the Project would implement typical stormwater Best Management Practices ("BMPs") to ensure that no runoff or construction soils or other pollutants enter the stream during construction.

According to the arborist report in **Appendix C**, the trees within the CDFW Riparian zone would be largely unaffected by the Project as the Project would have no encroachment into the critical root zone of any of these riparian trees. These species are almost entirely ornamental trees, and very few of them are native coast live oaks, California black oak, and California sycamore. Currently, the trees within the CDFW riparian area adjacent to and west of the existing parking lot. The Site has been previously graded and developed with commercial uses and parking lots. No cultural resources were identified during the intensive pedestrian survey. Based on the results of the pedestrian survey, the cultural records search, and the negative SLF search, the Site has low sensitivity for prehistoric cultural resources. Analysis of these

data sources and historical USDA aerial photographs indicate that the Site also has low sensitivity for buried historical archaeological features such as foundations or trash pits.

As required by the standard code, in the event of an unanticipated discovery, all work must be suspended within 50 feet of the find until a qualified archaeologist evaluates it. In the unlikely event that human remains are encountered during project development, all work must cease near the find immediately.

In accordance with California Health and Safety Code Section 7050.5, the County Coroner must be notified if potentially human bone is discovered. The Coroner will then determine within two working days of being notified if the remains are subject to his or her authority. If the Coroner recognizes the remains to be Native American, he or she shall contact the Native American Heritage Commission (NAHC) by phone within 24 hours, in accordance with Public Resources Code Section 5097.98. The NAHC will then designate a Most Likely Descendant ("MLD") with respect to the human remains. The MLD then has the opportunity to recommend to the property owner or the person responsible for the excavation work means for treating or disposing, with appropriate dignity, the human remains and associated grave goods. Work may not resume in the vicinity of the find until all requirements of the health and safety code have been met. With the implementation of required code regulations, impacts would be less than significant. Although not required to reduce the significance of an impact, **Mitigation Measure CUL-4** required for the 2045 General Plan Update would continue to be applied by the Project. As outlined in the measure, in the event that cultural resources of Native American origin are identified during ground disturbance during construction of a project implemented under TO2045, all earth-disturbing work in the vicinity of the find shall be temporarily suspended or redirected until an archaeologist has evaluated the nature and significance of the find as a cultural resource and an appropriate local Native American representative is consulted. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

Mitigation Measures

- **CUL-4: Suspend Work Around Tribal Cultural Resources Identified During Construction.** In the event that cultural resources of Native American origin are identified during ground disturbance during construction of a project implemented under TO2045, all earth-disturbing work in the vicinity of the find shall be temporarily suspended or redirected until an archaeologist has evaluated the nature and significance of the find as a cultural resource and an appropriate local Native American representative is consulted. If the City, in consultation with local Native Americans, determines that the resource is a tribal cultural resource and, thus, significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with State guidelines and in consultation with local Native American group(s). The mitigation plan shall include avoidance of the resource or, if avoidance of the resource is infeasible, the plan shall outline the appropriate treatment of the resource in coordination with the appropriate local Native American tribal representative and, if applicable, a qualified archaeologist. Examples of appropriate mitigation for tribal cultural resources include, but are not limited to, protecting the cultural character and integrity of the resource, protecting traditional use of the resource, protecting the confidentiality of the resource, or heritage recovery.

4. Cumulative Analysis

The Project and related projects would comply with AB 52 in which the lead agency for each project would be required to notice tribes that are traditionally and culturally affiliated with the geographic area of the related project sites if the tribe has submitted a written request to be notified. Due to being locally specific, each related project would need to conduct a Sacred Lands File search and be evaluated within its own site-specific context. The Project would not adversely affect known Tribal Cultural Resources.

With regard to the potential discovery of human remains during construction, the Project would be required to comply with State Health and Safety Code Section 7050.5 until the County Coroner has made the necessary findings as to the origin and disposition pursuant to Section 5097.98 of the California Public Resources Code. Therefore, the Project would not contribute considerably to a cumulative loss of important cultural resources, and/or disturbed human remains. Any related project sites that contain historical, archaeological, or human remains would be required to comply with State regulations similar to those that would be required for the Project. With the incorporation of required regulations, impacts to tribal cultural resources would be less than significant. Therefore, the Project, considered with the related projects, would not create cumulatively considerable.

19. Utilities and Service Systems

	Impact Determination for 2045 General Plan Update EIR	Proposed Project Impact Conclusion	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially. More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
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?	Less than Significant Impact	Less than Significant Impact	No	No	No

	Impact Determination for 2045 General Plan Update EIR	Proposed Project Impact Conclusion	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially. More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	Less than Significant Impact with Mitigation	Less than Significant Impact with Mitigation	No	No	No
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?	Less than Significant Impact	Less than Significant Impact	No	No	No
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?	Less than Significant Impact	Less than Significant Impact	No	No	Yes
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Less than Significant Impact	Less than Significant Impact	No	No	No

A. Summary of Analysis in Final EIR

The General Plan Update EIR found that development facilitated by the General Plan Update would increase demand for additional utility infrastructure; however, no substantial relocation or construction of utility services would be required to service additional development beyond existing conditions. The 2045 general Plan Update focuses development in specific sub-areas of the City that are already in an urban area with existing infrastructure and proposed policies for the Conservation Element encourage avoidance of undeveloped areas lacking such existing infrastructure. A detailed description of the goals and polices is described below under the Section, General Plan EIR Goals and Polices. In addition, infrastructure such as water mains, sewer lines, stormdrains, gas lines, electrical lines, and telecommunication connections are typically installed within existing rights-of-way that have been previously disturbed and do not contain significant natural resources. As such, the 2045 General Plan Update EIR found that development facilitated by the 2045 General Plan Update would not require relocation or expansions that would result in significant impacts.

The General Plan EIR calculated that development that would be facilitated by the General Plan Update could result in a water demand of 2,404 acre-feet per year ("afy"). Based on data utilized by the City's 2020 Urban Water Management Plan (UWMP), the projected water supplies for the water service providers serving the City would adequately meet anticipated demands assuming a 13 percent growth over existing conditions. The General Plan EIR accounts for reductions in water demands owing to the City's permanent water conservation measures and proposed policies of the Conservation Element. In addition, development facilitated by the General Plan Update that meets the SB 610 and SB 221, CEQA requirements of a large residential project of more than 500 units, or a large commercial or industrial complex, mandate a Water Supply Assessment ("WSA") for large development projects would be required to prepare a WSA as applicable and would be subject to review pursuant to CEQA requirements for water supply evaluation. However, development facilitated by the 2045 General Plan Update could result in additional growth in the City of 14.5 percent, potentially exceeding available supplies. Therefore, **Mitigation Measure UTIL-1**, as discussed further below in the Mitigation Measure Section, requiring applicants of future development facilitated by the 2045 General Plan Update to provide a Will Serve Letter from their water provider demonstrating adequate water supply available to serve the anticipated demands of the proposed development. The 2045 General Plan Update EIR concluded that with implementation of **Mitigation Measure UTIL-1**, the 2045 General Plan Update would facilitate development that would have sufficient water supplies and impacts on water supplies would be less than significant with mitigation.

The General Plan EIR calculated that development that would be facilitated by the General Plan Update could generate 1.34 million gallons of wastewater per day ("mgd"). Wastewater generated within the City is treated at the Hill Canyon Treatment Plant and the Tapia Water Reclamation Facility, which have a combined remaining capacity of 14.5 mgd. Therefore, the 2045 General Plan Update EIR concluded that development facilitated by the General Plan Update would have sufficient capacity of wastewater treatment available and impacts would be less than significant.

The General Plan EIR calculated that development that would be facilitated by the 2045 General Plan Update could generate 26,538 tons of solid waste per year, 19,903 tons of which would be diverted pursuant to AB 939 and AB 341, leaving a remaining 6,635 tons per year (128 tons per day) of solid waste requiring disposal at a landfill. The Simi Valley Landfill and Recycling Center ("SVLRC"), which serves the landfill disposal needs of solid waste generated within the City, is permitted to accept 64,750 tons of solid waste per week and has a remaining capacity of 88.3 million cubic yards, which is anticipated to allow for operation until 2068. In addition, proposed policies in the Community Facilities and Services Element are designed to reduce solid waste generation. As such, the General Plan EIR concluded that development facilitated by the 2045 General Plan Update would not generate solid waste in excess of standards or available disposal capacity, impair attainment of reduction goals, or conflict with management and reduction statutes and regulations. It was determined that impacts would be less than significant.

General Plan EIR Goals and Policies

The General Plan EIR identified the following goals and policies in the General Plan related to utilities and service systems:

Conservation Element

- **Policy 1.3: Update standards and guidelines.** Update and consolidate existing Design Guidelines to include standards for hillside development and the preservation of special scenic resources that prohibit development that impact ridgelines, steep slopes and other natural land features.

Community Facilities and Services Element

- **Policy 3.1: Water Supply.** Continue to work with water providers to ensure the provision of water in quantities sufficient to satisfy current and projected demands while encouraging water conservation measures for existing and new development.
- **Policy 3.3: Diversified Water Portfolio.** Utilize local groundwater and reclaimed water resources to reduce reliance on imported water from the State Water Project.
- **Policy 3.5: Water Master Plan.** Regularly update the City's Water Master Plan to provide up-to-date projections of water demand and supplies and needed system improvements.
- **Policy 3.7: Local Water Resources.** Collaborate with local water agencies and distributors to develop infrastructure and mechanisms for expanding local water access and resources through improved connections to other sources, use of local groundwater, stormwater capture, and/or expanded treatment or reuse of wastewater.
- **Policy 4.1: Water Conservation and Reuse.** Promote and implement water conservation measures and reuse practices, including water-efficient fixtures, leak detection, water recycling, greywater systems, and rainwater harvesting.
- **Policy 4.3: Landscaping Standards.** Update the City's landscape guidelines and standards for landscape and irrigation plans, which require the use of low-maintenance, native and drought-tolerant landscaping and low-flow water efficient irrigation in all public and private developments.

- **Policy 4.4: Landscaping Water Efficiency.** Meet or exceed Model Water Efficient Landscape Ordinance (MWELO) water efficiency standards.
- **Policy 4.5: Building Water Efficiency.** Minimize future water use by requiring all new development to meet Green Building Standards identified by the US Environmental Protection Agency and other regulatory entities.
- **Policy 4.7: Recycled Water Use.** Strive to reduce potable water use and use recycled water for landscaping on City-owned and operated properties, focusing initially on larger, water-intensive properties such as Los Robles Greens Golf Course and the Civic Arts Plaza.
- **Policy 4.8: Water-Efficient Landscaping and Irrigation.** Utilize water-efficient climate-appropriate landscaping on all City and public properties including medians, parkways, and parks. Implement smart networked irrigation controllers and drip or other low flow irrigation systems.
- **Policy 5.1: Hill Canyon Treatment Plant Improvements.** Perform regular master plan updates and continue to invest in upgrades and rehabilitation of Hill Canyon Treatment Plant to ensure continued efficient and safe treatment of the community's wastewater.
- **Policy 5.2: Facility Inspections.** Annually inspect wastewater conveyance facilities to identify needed repairs and/or upgrades.
- **Policy 5.3: Developer Exactions.** Require developers to identify and implement wastewater upgrades needed to serve new development.
- **Policy 6.1: Zero-Waste Municipal Facilities.** Strive for zero-waste certification for municipal facilities.
- **Policy 6.2: Solid Waste Diversion.** Strive to increase the community's solid waste diversion from the landfill to 75% as measured by CalRecycle, through waste reduction, re-use, and recycling by 2030.
- **Policy 6.3: Food Waste Diversion.** Comply with or exceed requirements for organics and food waste diversion from the landfill through organics weekly collection service to all residents and businesses, and the development and support of an edible food recovery program.
- **Policy 6.4: Composting and Recycling.** Increase education and awareness of all residents and businesses about composting and recycling.
- **Policy 6.6: Regional Composting Facilities.** Support development of regional organics processing, composting and waste diversion facilities.
- **Policy 7.1: Stormwater Retention.** Meet or exceed Low Impact Development (LID) requirements for on-site retention of stormwater through best management practices (i.e., rain gardens, rain barrels, and retention basins).
- **Policy 7.4: Stormwater Retention and Debris Basins.** Design and construct new stormwater retention and debris basins to minimize any potentially adverse impacts to landform features, aquatic resources, and associated native plant and animal communities.
- **Implementation Action CFS-A.4: Hill Canyon Treatment Master Plan.** Perform periodic master planning for the City's Hill Canyon Treatment Plant to ensure the plant stays up to current standards for energy generation and wastewater treatment.
- **Implementation Action CFS-A.5: Adopt Zero Waste Plan.** Develop a plan that identifies how to reduce waste generation and divert recyclables and organic waste from landfills.

- **Implementation Action CFS-A.6: Solid Waste Diversion.** Implement the requirements of SB 1383 for composting waste.

Mitigation Measures

Mitigation measures applicable to individual development projects in the General Plan Update EIR Area:

- **UTIL-1: Provision of a Will Serve Letter.** As part of the City's development review process for individual projects, prior to an individual project's approval, the City shall require the project applicant to provide a Will-Serve letter from the water provider that would serve the proposed development that demonstrates the water provider has determined adequate water supplies exist to serve the proposed development. The project applicant shall provide the Will-Serve letter as an attachment to the development applicant submitted to the City for review and approval. The City shall not approve a development application without submission of a Will-Serve letter.

B. Analysis of Proposed Project

The following analysis in this utilities and service systems section includes data from the following "Will Serve" Letters:

- City of Thousand Oaks, Public Works Department, Water/Wastewater Availability—195 East Hillcrest Dr, APM 669-0-021-255, April 16, 2025.
- Dara Frutos, Project Manager—Tract Project Management, Southern California Edison, "Will-Serve" Letter, Re: TC LA MF Developments, Inc. / 195 East Hillcrest Drive, Thousand Oaks, CA, October 7, 2024.

The "Will Serve" Letters are available in **Appendix L** of this document.

1. Existing Setting

Water

Water supply is provided to the Project Site by the City of Thousand Oaks. The City distributes up to 15 million gpd of water to more than 17,000 residences and businesses.[143] Potable water distributed by TOPWD is imported water purchased from Calleguas Municipal Water District ("CMWD"), which receives its supply from the Metropolitan Water District of Southern California ("MWDSC"). MWDSC sources its water from the State Water Project and the Colorado River. Based on MWDSC's 2020 UWMP, MWDSC has determined that is has supply capabilities sufficient to meet their member agencies' expected demands through 2045 under all hydrologic scenarios (normal year, single dry year, and a five-year consecutive drought). As such, based on information provided in CMWD's 2020 UWMP, CMWD projects having sufficient supplies through 2045 to meet the City's imported water demands under all hydrologic scenarios. The City's evaluation of the reliability of imported water supplies is directly related to CMWD's, and in turn MWDSC's, abilities to meet demands in their service areas. Accordingly, as detailed in the

[143] *City of Thousand Oaks, Water, https://toaks.gov/wateroperations, accessed February 2026.*

City's 2020 UWMP and summarized in **Table 28, Water Supply and Demand Comparison (afy)**, the City anticipates adequate water supplies to meet demands through 2045 under all hydrologic conditions.[144]

Table 28
Water Supply and Demand Comparisons (afy)

	2025	2030	2035	2040	2045
Normal Year					
Supply Totals	10,691	10,962	11,233	11,504	11,775
Demand Totals	10,691	10,962	11,233	11,504	11,775
Difference	*0*	*0*	*0*	*0*	*0*
Single-Dry Year					
Supply Totals	10,691	10,962	11,233	11,504	11,775
Demand Totals	10,691	10,962	11,233	11,504	11,775
Difference	*0*	*0*	*0*	*0*	*0*
Multiple-Dry Year					
Supply Totals	10,691	10,962	11,233	11,504	11,775
Demand Totals	10,691	10,962	11,233	11,504	11,775
Difference	*0*	*0*	*0*	*0*	*0*

Source: City of Thousand Oaks, 2020 Urban Water Management Plan, pages 6-3 through 6-4.

The City's water system consists of approximately 232 miles of transmission and distribution pipelines, 15 pump stations, 10 pressure-reducing stations, and 16 reservoirs with a total capacity of 35.5 million gallons.[145] There are currently 8-inch and 10-inch City water mains crossing the Project Site within 15-foot easement dedicated to the City of Thousand Oaks. The mainlines in the Site area connect to a 10-inch watermain within East Hillcrest Drive.[146]

Wastewater

Wastewater generated by City water customers, including the Project Site, is conveyed by the City for treatment at the Hill Canyon Wastewater Treatment Plant ("HCWTP"). The City's sanitary sewer system consists of 415 miles of gravity sewer pipelines, 38,520 connections, 8,300 manholes, 2.5 miles of force mains, 2 lift stations, and 11 siphons.[147] The HCWTP is permitted and designed to treat a maximum of 14 mgd of wastewater and treats approximately 8 mgd on average of wastewater.[148] There is an existing 18-inch [149] City wastewater main located on the northwest portion of the Site within a 15-foot easement dedicated to the City of Thousand Oaks. The 18-inch wastewater main connects to a 21-inch public

[144] *City of Thousand Oaks, 2020 Urban Water Management Plan, pages 6-3 through 6-4.*
[145] *City of Thousand Oaks, 2020 Urban Water Management Plan, page 2-1.*
[146] *City of Thousand Oaks, Public Works Department, Water/Wastewater Availability—195 East Hillcrest Dr, APM 669-0-021-255, April 16, 2025, page 1. See* ***Appendix L****.*
[147] *City of Thousand Oaks, Sewer System Management Plan, 2025 Sewer System Management Plan Update, April 8, 2025, page 4.*
[148] *City of Thousand Oaks, Hill Canyon Treatment Plant, https://toaks.gov/hctp, accessed February 2026.*
[149] *Daniel L. Rahe, Professional Land Surveyor, California No. 9425, Alta/NSPS Land Title Survey for: 501 Thousand Oaks, LLC, 195, 275 & 325 East Hillcrest Drive, City of Thousand Oaks, County of Ventura, State of California, June 17, 2024.*

wastewater line located within East Hillcrest Drive.[150] Conservatively assuming that 100 percent of the existing office land uses' indoor water consumption would become wastewater, the existing uses generate 9,162,886 gallons of wastewater per year.

Stormwater

The City's stormwater conveyance system transports stormwater directly to receiving waters, including local channels, rivers, and the ocean. Stormwater collection and control services are provided in accordance with the Ventura Countywide Municipal Stormwater NPDES Permit. Approximately 73 percent of the Project Site's surface area is covered in impervious material. Runoff generally sheet flows westerly across the Site until it is intercepted by 18-inch and 21-inch storm drains located within the private loop road and eventually discharged to Lang Creek. Under 10-year and 100-year storm conditions, runoff peak flow reaches 8.34 cfs and 14.05 cfs, respectively.[151]

Electricity

Electricity is provided to the land uses within the City by SCE. SCE monitors and maintains 125,000 miles of distribution and bulk transmissions lines, 1.3 million distribution structures, 1.4 million electric poles, and 142,000 transmissions structures.[152] There is existing electrical infrastructure in the vicinity of the Site, including underground supply and delivery lines and transformers. According to modeling prepared for the Project, the existing office land uses have an annual electrical demand of 910,852 kWh.[153]

Natural Gas

Natural gas is provided to land uses within the City by SoCalGas. SoCalGas' distribution network is composed of approximately 51,070 miles of gas mains, transmissions pipelines, and four interconnected storage fields. SoCalGas maintains natural gas distribution lines and service connections in the City, including at the Project Site. According to modeling prepared for the Project, the existing office land uses have an annual natural gas demand of 1,368,813 thousand British thermal units ("kBTU") per year.[154]

Telecommunications

Existing telecommunication infrastructure in the vicinity of the Site includes systems operated by AT&T California, Time Warner Cable, and Verizon.

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150 *City of Thousand Oaks, Public Works Department, Water/Wastewater Availability—195 East Hillcrest Dr, APM 669-0-021-255, April 16, 2025, page 1. See* ***Appendix L****.*

151 *Psomas, Conceptual Hydrology and Low Impact Development Report for 195 East Hillcrest Dr, Thousand Oaks, CA 91360, December 2024, page 2 and page 4.*

152 *Southern California Edison, About SCE, https://www.sce.com/about-sce, accessed February 2026.*

153 *California Emissions Estimator Model, 195 East Hillcrest Drive—Existing Office Ops Only, January 26, 2026, Table 5.11 Operational Energy Consumption, page 20.*

154 *California Emissions Estimator Model, 195 East Hillcrest Drive—Existing Office Ops Only, January 26, 2026, Table 5.11 Operational Energy Consumption, page 20.*

Solid Waste

Temporary construction and demolition ("C&D") waste collection and hauling within the City is only permitted by Athens Services, E.J. Harrison and Sons, or Ware Disposal.[155] Contractors and waste haulers are not restricted in what C&D waste processing is disposed of so long as projects meet the City's 65 percent debris diversion requirements. The nearest mixed C&D waste processing facility is the Simi Valley Landfill and Recycling Center (SVLRC), located approximately nine miles northeast of the Site. The City contracts with Athens Trash Service for regular operational solid waste collection and disposal services.[156] Athens primarily utilizes the Calabasas Landfill for residential solid waste generated within Thousand Oaks, the Sun Valley Materials Recovery Facility ("MRF") for residential recyclables, and Crown Recycling Services for residential green and organic waste. Secondary facilities to be used if the primary landfills are over capacity are identified in the City's contract as Toland Road Landfill, Oxnard Materials Recovery Facility (Del Norte Regional Recycling and Transfer), and American Organics (Victor Valley Regional Composting Facility), respectively.

According to modeling prepared for the Project, the existing office land uses generate approximately 48 tons of solid waste per year. Consistent with the requirements of AB 939/AB 341, 75 percent (36 tons) of this waste is diverted from landfill, resulting in a daily landfill disposal volume of 12 tons per year (0.03-ton per day). **Table 29, Solid Waste Infrastructure Capacities**, provides capacity and operational information for the solid waste infrastructure that serve the Project Site.

Table 29
Solid Waste Infrastructure Capacities

Facility	Max Daily Permitted (tpd)	Remaining Capacity (cy)	Closure Date
Construction and Demolition Debris Landfill			
Simi Valley Landfill and Recycling Center	9,250	79,783,835	2063
Operational Waste Disposal Landfill			
Calabasas Landfill	3,500	6,700,000	2029
Toland Road Landfill	2,864	7,600,000	2033
Operational Recyclable Processing			
Sun Valley Materials Recovery Facility	1,500	--	--
Oxnard Materials Recovery Facility	2,779	--	--
Operational Organics Processing			
Crown Recycling Services	6,700	--	--
American Organics	700	--	--

tpd = tons per day; cy = cubic yards
Source: California Department of Resources Recycling and Recovery, Solid Waste Information System, SWIS Facility/Site Search, https://www2.calrecycle.ca.gov/SolidWaste/Site/Search.

[155] *City of Thousand Oaks, Public Works Department, Bin and Dumpster Rental, https://toaks.gov/binrental, accessed February 2026.*

[156] *City of Thousand Oaks, Programs and Services, Trash and Recycling, Solid Waste Information, https://toaks.gov/trash, accessed February 2026.*

2. Regulatory Setting

State Regulations

California Urban Water Management Planning Act

Under the California Water Code and Urban Water Management Planning Act of 1983, all California urban water suppliers are required to prepare and adopt an UWMP every five years, which promotes water conservation and efficiency measures. Urban water suppliers that serve more than 3,000 customers or supply more than 3,000 afy of water are subject to this Act. This Act requires that the total project water use be compared to water supply sources over the next 20 years in five-year increments. Planning must occur for all drought years and must include a water recycling analysis that incorporates a description of the wastewater collection and treatment system, outlining existing and potential recycled water uses. In September 2014, the Act was amended by SB 1420, which now requires urban water suppliers to provide descriptions of their water demand management measures and similar information.

State Updated Model Landscape Ordinance

The State Updated Model Water Efficient Landscape Ordinance (MWELO) requires the adoption of landscape water conservation ordinances or the adoption of a different ordinance that is at least as stringent as the updated Model Ordinance.

Water Conservation Act of 2009

The Water Conservation Act of 2009 (SB X7-7) requires all water suppliers to increase water use efficiency by reducing per capita urban water use by 20 percent by December 31, 2020. This bill also set a goal for the State of reducing per capita water use by at least 10 percent by December 31, 2015.

California Public Utilities Commission Decision 18-04-007

On April 27, 2018, the California Public Utilities Commission (CPUC) issued Decision 18-04-007, which amended the Right-of-Way rules to provide competitive local exchange carriers with expanded access to public utility infrastructure for the purpose of installing antennas and wireless telecommunications equipment. Specifically, the CPUC mandated that the use of rights-of-way areas shall be limited to those necessary or useful for the provision of telecommunication services, thereby requiring a nexus between the installation and the provision of a telecommunication service.

California Integrated Waste Management Act of 1989

The California Integrated Waste Management Act of 1989 (AB 939) was adopted in an effort to reduce the volume and toxicity of solid waste that is landfilled and incinerated by requiring local governments to prepare and implement plans to improve the management of waste resources. AB 939 requires each of the cities and unincorporated portions of counties throughout the State to divert a minimum of 25 percent of the solid waste sent to landfills by 1995 and 50 percent diverted by 2000. To attain these goals for reductions in disposal, AB 939 established a planning hierarchy utilizing new integrated solid waste

management practices. These practices include source reduction, recycling and composting, and environmentally safe landfill disposal and transformation.

Assembly Bill 341

In 2011, AB 341 established a State policy goal that no less than 75 percent of solid waste be reduced, recycled, or composted by 2020, and requiring CalRecycle to provide a report to the Legislature that recommends strategies to achieve the policy goal by January 1, 2014. AB 341 also mandated local jurisdictions to implement commercial recycling by July 1, 2012. AB 341 requires multifamily residential complexes with five or more units to provide recycling collection for residents.

California Solid Waste Reuse and Recycling Act of 1991

California Solid Waste Reuse and Recycling Act of 1991 (AB 1327), as amended, requires each local jurisdiction to adopt an ordinance requiring qualifying land uses, including multifamily residential complexes with five or more units, to provide an adequate storage area for the collection and removal of recyclable materials.

Senate Bill 1374: Construction and Demolition Waste Reduction

Signed in 2002, SB 1374 requires that annual reports submitted by local jurisdictions to the California Integrated Waste Management Board (CIWMB) include a summary of the progress made in the diversion of construction and demolition waste materials. In addition, SB 1374 requires the CIWMB to adopt a model ordinance suitable for adoption by any local agency that required 50 percent to 75 percent diversion of construction and demolition waste materials from landfills. Local jurisdictions are not required to adopt their own construction and demolition ordinances, nor are they required to adopt CIWMB's model by default.

Assembly Bill 1826: Mandatory Commercial Organics Recycling

In October 2014, Governor Brown signed AB 1826 Chesbro (Chapter 727, Statutes of 2014), requiring businesses to recycle their organic waste on and after April 1, 2016, depending on the amount of waste generated per week. (Organic waste is defined as food waste, green waste, landscape, and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste.) This law also requires local jurisdictions across the State to implement an organic waste recycling program to divert organic waste generated by businesses, including multifamily residential dwellings that consist of five or more units. This law phases in the mandatory recycling of commercial organics over time. In particular, the minimum threshold of organic waste generation by businesses decreases over time, which means an increasingly greater proportion of the commercial sector will be required to recycle organic waste.

Senate Bill 1383: Short-Lived Climate Pollutants

In September 2016, Governor Brown signed SB 1383 into law which established targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The law grants CalRecycle the regulatory authority required to achieve

the organic waste disposal reduction targets and establishes an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025. SB 1383 requires CalRecycle to conduct an analysis of waste sector, State government, and local government progress toward meeting the 2020 and 2025 organic disposal reduction goals. SB 1383 additionally requires multifamily residential complexes to participate in their jurisdiction's organics curbside collection service or self-haul organic waste to specific composting facilities or programs.

Title 24 of the California Code of Regulations

Energy and water consumption by new buildings in California is regulated by the California Green Building Standard Standards Code, embodied in California Code of Regulations (CCR) Title 24. The intent of Title 24 is to provide efficiency standards for new construction and the rehabilitation of both residential and nonresidential buildings, including building energy consumption, water conservation, and operational efficiencies. Title 24 regulates building energy consumption for heating, cooling, ventilation, water heating, and lighting with regard to both electricity and natural gas, while also regulating water consumption through the installation of efficient plumbing fixtures. The efficiency standards apply to both new construction and rehabilitation of both residential and nonresidential buildings. The building efficiency standards are enforced through the local building permit process. Local government agencies may adopt and enforce energy standards for new buildings, provided these standards meet or exceed Title 24 Building Code requirements. The current 2025 Standards went into effect January 1, 2026, following approval by the California Building Standards Commission. Current CALGreen code standards require construction projects to recycle and/or salvage for reuse a minimum 65 percent of nonhazardous construction and demolition waste.

Local Regulations

Construction and Demolition Debris Recycling Ordinance

Consistent with SB 1374 and CALGreen requirements, the City's Construction and Demolition Debris Recycling Ordinance (Ordinance No. 1639-NS), established in 2017 and codified in Title 6, Chapter 3 of the TOMC, requires that construction and/or demolition projects in the City of Thousand Oaks divert a minimum of 65 percent of construction and demolition waste from landfill disposal through recycling and reuse. Compliance with the City ordinance requires that building permit applicants submit a Construction Waste Management Plan for approval before receiving a permit and a Final Report at the time of Final Inspection of their project.

Regulations for Solid Waste, Organic Waste, and Recyclable Materials Collection Processing and Disposal Ordinance

Consistent with AB 341 and AB 1327, the City's Regulations for Solid Waste, Organic Waste, and Recyclable Materials Collection Processing and Disposal Ordinance 1688-NS, effective December 2021 and codified in Title 6, Chapter 2 of the TOMC, regulates the placement, maintenance, and enclosure of collection bins for recyclable materials. Ordinance 1688-NS was also enacted to assist the City comply with the

requirements of AB 1826 and SB 1383, which regulate the separation, containment, collection, and processing/disposal of organic waste within the City.

Thousand Oaks Municipal Code

Title 6: Sanitation and Health. Title 6, Chapter 2, addresses the control, regulation and proper disposal of solid waste, organic waste, and recyclable materials. The storage, accumulation, collection, processing, and disposal of such materials is necessary to avoid environmental impacts. Sec. 6-2.701. Commercial, multifamily ("MFD-C"), and mixed-use dwelling enclosures, specifically address waste enclosure design, access, adequate signage (compostables and recyclables), and compactor units. Title 6, Chapter 3, establishes the regulations necessary to reduce landfill waste caused by construction and demolition activity. The purpose of this chapter is to emphasize diversion, recycling, and/or salvaging construction and demolition waste materials resulting from projects in compliance with the CalGreen requirements. Section 6.-3.106 of the TOMC requires that building permit applicants submit a Construction Waste Management Plan for approval before receiving a permit and a Final Report at the time of Final Inspection of their project.

Title 7: Public Works. Title 7, Chapter 4, discusses water, sewer lines, facilities, supply, exceptions, and violations with the purpose to minimize and/or accommodate for accidental contamination of water. Existing regulations should provide reasonable protection for public health under ordinary conditions; however, under unusual circumstances, it would be required for a Health Officer, Public Works Director, or civil engineer to assess the situation and provide an adequate approach. Unusual circumstances are defined by the Thousand Oaks Municipal Code as extremely permeable soil, water lines that operate at or below atmospheric pressure, and severe exposure to forces that may rupture lines.

Title 10: Utilities. Title 10, Chapter 1 and Chapter 2 notices that the Public Works Department administers and controls the wastewater properties, facilities, and services of the City. Title 10, Chapter 2 provides established water conservation measures, including permanent water conservation requirements. These include the elimination of non-functional (i.e. ornamental) turf on commercial, industrial, and institutional properties.

The City of Thousand Oaks General Plan

The City of Thousand Oaks General Plan Community Facilities and Services Element contain the following policies that pertain to utility and service systems and are applicable to the Project:

- **Goal CFS-2:** Support access to high quality telecommunication services.
- **Goal CFS-3:** Ensure a sustainable water supply that supports existing and future community needs.
- **Goal CFS-4:** Encourage building and landscape design that conserves or recycles water.
    - **Policy CFS-4.4 Landscaping water efficiency.** Meet or exceed Model Water Efficient Landscape Ordinance (MWELO) water efficiency standards.

  - **Policy CFS-4.5 Building water efficiency.** Minimize future water use by requiring all new development to meet Green Building Standards identified by the US Environmental Protection Agency and other regulatory entities.
  - **Policy CFS-4.6 Pervious paving.** Minimize the use of impervious materials wherever possible and utilize pervious wherever possible to promote and facilitate groundwater recharge.
- **Goal CFS-6:** Provide solid waste services that meet the demands of residents and businesses.
- **Goal CFS-7:** Provide stormwater drainage facilities with capacity during storm events.
- **Goal CFS-8:** Achieve and maintain applicable surface water and groundwater quality standards.

3. Impact Analysis

a) Would the project 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?

Less than Significant Impact.

Water Facilities

As detailed in response to **Checklist Question III.19(b)**, existing and planned water supplies would be adequate to meet the Project's demands. Therefore, no new or expanded water supply infrastructure (e.g., regional connections, reservoirs, treatment/filtration plants, or pump stations) would be required beyond what has already been planned for and the environmental impacts of evaluated as part of long-range planning efforts of water suppliers and wholesalers. However, the Project would require the construction of new on-site Project-serving water delivery infrastructure for domestic, irrigation, and fire flow, such as service laterals and meters, as well as connections to the existing water line within the private loop road. In addition, the Project would replace existing and add new fire hydrants. The City's Public Works Department has confirmed the existence and availability of existing water supply delivery infrastructure to serve the Project and determined that connection to the water main would be permitted subject to an encroachment permit that includes payment of permit fees, and an approved traffic control plan, service-lateral plan, and profile construction drawings.[157]

When analyzing the capacity of existing water mains and off-site infrastructure to serve a project, although domestic water demand would be the main contributor to water demand in the long term, fire flow demand has a much greater instantaneous impact on infrastructure and, therefore, is the primary means for analyzing infrastructure capacity of the local delivery system. The water demand of a project and the adequacy of existing water supply lines and fire hydrants are evaluated and managed by the City and VCFD. Prior to the issuance of a building permit, the Project would be required to show adequate fire flow to meet minimum standards for residential uses pursuant to California Fire Code Appendix B and

[157] City of Thousand Oaks, Public Works Department, Water/Wastewater Availability—195 E Hillcrest Dr, APM 669-0-021-255, April 16, 2025, page 2. *See **Appendix L**.*

table B105.1 and enforced through VCFD's Fire-Flow Verification process. Existing and proposed new hydrants would be subject to current City and VCFD requirements for fire flow and hydrant spacing/coverage and access. Sprinkler systems would also comply with National Fire Protection Association 13 standards. All fire flow infrastructure would be subject to the California Fire Code, or the current edition at the time the Project is permitted and developed, as amended by the Ventura County Fire Code (Ventura County Municipal Code Section 5111, Ordinance No. 31).

The design and installation of domestic water delivery infrastructure is regulated by Title 10, Chapter 2 of the TOMC. Consistent with TOMC requirements, all water infrastructure shall be designed and constructed in complete conformity with the Water Design and Construction Standards and approved plans and specifications. Established City procedures for plan check, permit issuance, and construction inspection requires submittal of project plans such as service-lateral plans and construction drawings and would ensure that Project design and construction is consistent with all applicable codes and is built in accordance with the approved design. Traffic control measures are a mandatory part of the Project's encroachment and grading permits when construction affects public rights-of-way.

Impacts from installation of Project-serving water infrastructure are part of typical site development and would not be substantial based on their temporary and localized nature both on-site and within existing rights-of-way or public easements that have been previously disturbed. The Project would be required to coordinate connections to the public water main with the City, which would avoid impacts related to service disruptions and the Project's plans would be subject to the approval of the City and VCFD, which would avoid impacts related to pressure or capacity deficiencies. Encroachment permits and construction plans would be evaluated by the City's Public Works Department and Community Development Department during their review of the Project's construction plans during the building permit plan check process.

Based on the above, the Project would not require the relocation or expansion of existing water treatment or water main infrastructure, and the modification and construction of water infrastructure required for Project-serving domestic and fire flow demands would not result in significant environmental effects. Further, pursuant to the requirements of the mandatory encroachment permit, the Project would be required to pay water connection fees. Providers would use these fees, at least in part, to fund projects and programs necessary to meet their regulatory obligation with respect to treatment requirements, treatment capacity, and supply reliability. Accordingly, impacts related to the construction or relocation of water facilities would be less than significant.

Wastewater Treatment Facilities

As discussed below in response to **Checklist Question III.19(c)**, the HCWTP has adequate existing and remaining capacity to treat the increase in wastewater that would result from the Project. Accordingly, it is not anticipated that the Project would require the construction of new wastewater treatment facilities. The City's Public Works Department has confirmed the existence and availability of existing wastewater

infrastructure that would serve the Project. [158] Because the Project Site is located in an urbanized, developed part of the City adjacent to existing public wastewater infrastructure currently serving the existing office land uses and surrounding commercial developments, it is not anticipated that upgrades to the capacity of the existing sewer main would be required. However, should the City determine during their review of the Project's wastewater system plans that upgrades to the sewer main(s) or service lateral that would serve the Project is necessary to accommodate the anticipated wastewater flows of the Project, TOMC Section 10.1-412 requires that the Project furnish, install, and offer for dedication to the City all necessary local system improvements as required by the Public Works Department, designed, and constructed according to the Wastewater Design and Construction Standards and subject to approval and acceptance by the City.

The Project would require construction of on-site wastewater collection plumbing and lateral connections to the existing sewer line within the western segment of the private loop road. Activities associated with the installation of such wastewater infrastructure would be limited to trenching for lateral connections and installation of plumbing as part of building construction. Impacts from such construction activities are part of typical site development and would not be substantial based on their temporary and localized nature within areas that have been previously disturbed. Furthermore, the design and installation of on-site wastewater infrastructure is regulated by Title 10, Chapter 1 of the TOMC. Consistent with TOMC requirements, all wastewater infrastructure shall be designed and constructed in complete conformity with the City's Wastewater Design and Construction Standards and approved plans and specifications. As part of plan check prior to the issuance of the Project's building permit, the Applicant would be required to submit a wastewater permit application that would include the proposed wastewater system plans for review and approval by the City's Public Works Department, as well as pay the wastewater service connection charge. As required by TOMC Section 10-1.408(b), the Community Development Department would inspect and approve the service lateral connections to the building's wastewater collection lines.

Based on the above, the Project would not require the relocation or expansion of existing wastewater treatment or sewer main infrastructure, and the construction of new on-site wastewater conveyance lines would not result in significant environmental effects. Accordingly, impacts related to the construction or relocation of wastewater facilities would be less than significant.

Stormwater Drainage Facilities

As previously detailed in **Checklist Section III.10, Hydrology and Water Quality**, of this Addendum, the Project proposes bioretention basins to collect runoff from throughout the Site. During large storm events, overflow would continue to discharge to the existing storm drains located within the private loop road, ultimately discharging to Lang Creek. Consistent with LID requirements, the proposed bioretention basins would result in a reduced runoff peak flow of 3.11 cfs and 6.81 cfs under 10-year and 100-year

158 *City of Thousand Oaks, Public Works Department, Water/Wastewater Availability—195 East Hillcrest Dr, APM 669-0-021-255, April 16, 2025, page 1*. *See **Appendix L**.*

storm conditions, respectively.[159] As such, because the existing public stormwater infrastructure adequately handles the existing runoff from the Site, it is assumed that it would also adequately handle the Project's reduced flows and no new public infrastructure would be required.

Design of the Project's on-site stormwater collection system, including the bioretention basins, would comply with the Ventura Countywide Stormwater Quality Management Program's *Ventura County Technical Guidance Manual for Stormwater Quality Control Measures* which would ensure that it conforms to the applicable standards and measures for site and operational conditions and would be consistent with the Ventura County MS4 Permit.

Based on the above, the Project would not require the expansion of or construction of new off-site stormwater drainage facilities and the construction of new on-site stormwater drainage facilities would not result in significant environmental effects. Accordingly, impacts related to the construction or relocation of wastewater facilities would be less than significant.

Electric Power and Natural Gas Facilities

As detailed in response to **Checklist Question III.6(a)**, the estimated electrical and natural gas demands of the Project would represent insignificant percentages of the projected demands for the respective service areas for which SCE and SoCalGas have identified sufficient sources of supplies. SCE and SoCalGas routinely plan capacity additions and changes at existing and new facilities as needed to meet demands. The Project is consistent with the underlying land use and zoning designations for the Site and has, therefore, been included in the assumptions for growth projections utilized by utility providers in preparation of long-term planning. Furthermore, the Project's demands for electricity and natural gas would be reduced pursuant to statewide mandatory energy requirements outlined in CCR Title 24, Part 6. CCR Title 24, Part 11, contains additional energy measures that are applicable to the Project under CALGreen. For these reasons, the Project is not expected to require substantial amounts of energy such that new or expanded electrical infrastructure related to supply generation or regional distribution would be required.

However, the Project would require the installation of new on-site electrical and natural gas distribution facilities and connection to the off-site electrical and natural gas supply systems. SCE has confirmed that they will serve the Project's electrical requirements.[160] The Project proposes to install electrical and natural gas delivery infrastructure within the eastern segment of the private loop road. All utility installation and connection to the existing system would be done in coordination and under the approval of the City and the respective utility providers. The Project's Site Plans would be provided to SCE for review as a requirement of the Project's contractual agreements with SCE for electrical service.[161] Impacts from such construction activities are part of typical site development and would not be substantial based on

[159] *Psomas, Conceptual Hydrology and Low Impact Development Report for 195 East Hillcrest Drive, Thousand Oaks, CA 91360, December 2024, page 5.*

[160] *Dara Frutos, Project Manager—Tract Project Management, Southern California Edison, "Will-Serve" Letter, Re: TC LA MF Developments, Inc. / 195 East Hillcrest Drive, Thousand Oaks, CA, October 7, 2024. See* ***Appendix L****.*

[161] *Dara Frutos, Project Manager—Tract Project Management, Southern California Edison, "Will-Serve" Letter, Re: TC LA MF Developments, Inc. / 195 East Hillcrest Drive, Thousand Oaks, CA, October 7, 2024. See* ***Appendix L****.*

their temporary and localized nature both on-site and within existing rights-of-way or public easements that have been previously disturbed.

Based on the above, the construction of new on-site electric power and natural gas distribution facilities would not result in significant environmental effects and the expansion of off-site electric power or natural gas sources or regional distribution infrastructure would not be required. Accordingly, impacts would be less than significant.

Telecommunications Facilities

Because the Project Site is located in a developed area, existing telecommunications facilities and access to regional telecommunications infrastructure currently exists in the vicinity of the Site. The Project proposes to install telecommunication lines within the eastern segment of the private loop road. Connections to existing infrastructure is conducted by specific providers in accordance with both regulatory and their internal policies and requirements. During operation, existing local telecommunication maintenance and operations groups would continue to ensure that telecommunication services reach the Project Site and the City. Furthermore, telecommunication services are provided by private companies, the selection of which is at the discretion of the Applicant and/or the successor on an ongoing basis. Upgrades to existing telecommunication facilities and construction of new facilities to meet the demand of users is determined by providers and is subject to its own environmental review. Accordingly, impacts related to the construction or relocation of telecommunication facilities would be less than significant.

Conclusion

As detailed above, impacts of the Project's construction of new utility infrastructure would be less than significant. No mitigation measures were previously required with regard to utility infrastructure installation for the General Plan EIR and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant with Mitigation. The Project would be required to be consistent with Title 24 mandatory water efficiency and conservation requirements to include water-conserving indoor plumbing fixtures and fittings. In addition, Project landscaping irrigation would also comply with the California Department of Water Resource's MWELO. Accounting for compliance with these requirements and water conservation measures, according to modeling prepared for the Project, the proposed residential building would have a total annual water demand of 12,993,520 gallons per year (12,546,370 gallons for indoor purposes and 447,150 gallons for outdoor purposes).[162] With the removal of the water demand associated with the existing office land uses, the Project would result in a net increase in water demand at the Site

[162] *California Emissions Estimator Model, 195 East Hillcrest Drive—Operational, January 26, 2026, Table 5.12 Operational Water and Wastewater Consumption, page 28.*

of 3,830,634 gallons per year, or 11.8 acre-feet per year. As detailed above in **Table 28, Water Supply and Demand Comparison (afy)**, the City projects that annual water demand within its service area will increase from 10,691 afy in 2025 to 11,775 afy in 2045. Accordingly, the Project's net increase in water demand at the Site would represent negligible percentages of current existing and projected future water demand the City has identified and planned supplies for in long-term planning efforts.

Furthermore, the Project's net increase in water demand at the Site would represent 1.1 percent of the increase in water demand within the City's service area over the long-term planning period. Demographic growth is a major driver of current and future water demand. Accordingly, growth forecasts serve as the core assumptions for the demand forecasts contained within UWMPs. Population projections for the City's water service area utilized in water demand projections were estimated based on City Development Department growth estimates prepared for the 2045 General Plan Update in conjunction with designated regional planning agencies (i.e., SCAG).[163] As previously detailed in **Checklist Section III.14, Population and Housing**, of this Addendum, the Project's anticipated growth would be within the planning projections of both SCAG and the City. Accordingly, the water demand associated with the Project would be part of the total growth expected for the City and has been accounted for within water supply projections.

Based on the above, the Project's water demand has been accounted for in projected growth for the City and water supply projections prepared by the water service providers anticipates that adequate water would be available to meet water supply demands under all hydrological conditions. As such, the project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years. Impacts would be less than significant. Although not required to reduce the significance of an impact, **Mitigation Measure UTIL-1** required for the 2045 General Plan Update would continue to be applied by the Project. As outlined in TOMC Section 10-2.242, following payment of Project connection fees and approval of the Public Works Department, the Project would obtain a "Will-Serve" letter consistent with the requirements of **Mitigation Measure UTIL-1.** The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

Mitigation Measures

> **UTIL-1: Provision of a Will Serve Letter.** As part of the City's development review process for individual projects, prior to an individual project's approval, the City shall require the project applicant to provide a Will-Serve letter from the water provider that would serve the proposed development that demonstrates the water provider has determined adequate water supplies exist to serve the proposed development. The project applicant shall provide the Will-Serve letter as an attachment to the development applicant submitted to the City for review and approval. The City shall not approve a development application without submission of a Will-Serve letter.

[163] *City of Thousand Oaks, 2020 Urban Water Management Plan, page 2-6.*

c) Would the project 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?

Less Than Significant Impact. Conservatively assuming that 100 percent of the Project's net indoor water demand would become wastewater, the new residential building would generate 12,546,370 gallons of wastewater per year, or 9,270 gallons of wastewater per day.[164] This volume of wastewater would represent 0.07 percent of the HCWTP's total permitted daily capacity of 14 mgd and 0.1 percent of its average remaining daily capacity of 8 mgd allowing for current daily volumes received at the facility. As such, the Project would result in a determination by the wastewater treatment provider that it has adequate capacity to serve the Project's projected demand in addition to existing commitments. Therefore, as previously evaluated for the General Plan EIR, the Project's impacts on wastewater treatment capacity would be less than significant. No mitigation measures were previously required with regard to wastewater treatment capacity for the General Plan EIR and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

d) Would the project 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?

Less Than Significant Impact.

Construction

Based on modeling of the Project's construction schedule, the Project would generate 5,249 tons of debris during the 68-work-day demolition phase,[165] averaging 77 tons per day. In addition, based on an average construction debris generation rate of 4.38 pounds per square-foot,[166] the construction of the 353,035-gross-square-foot residential building would generate 1,546,293 pounds (773 tons) over the 359-day construction period, averaging 2 tons per day. In accordance with the requirements of the City's Construction and Demolition Debris Recycling Ordinance (Ordinance No. 1639-NS), it is assumed that 65 percent of the Project's construction waste would be diverted from disposal. The Project's solid waste would represent negligible percentages of the 9,250-tons-per-day permitted daily intake and 79,783,835-cubic-yard remaining capacity of the SVLRC. Consistent with Section 6.-3.106 of the TOMC, the City ensures compliance with diversion minimums as part of its construction permit review process, which requires submittal and approval of Construction Waste Management Plans prior to the issuance of

[164] *Calculated by subtracting the existing annual indoor water usage (9,162,886 gallons per year) from the Project's annual indoor water usage (12,546,370 gallons per year) and dividing by 365 days per year. 12,546,370 gallons per year - 9,162,886 gallons per year = 3,383,484 gallons per year / 356 days per year = 9,270 gallons per day.*

[165] *California Emissions Estimator Model, 195 East Hillcrest Drive—Construction Only, January 26, 2026, Table 5.1 Construction Schedule, page 41; and Table 5.6 Dust Mitigation, pages 45—46.*

[166] *United States Environmental Protection Agency, Characterization of Building-Related Construction and Demolition Debris in the United States, June 1998, Table 3 Estimated Generation of Residential Construction Debris, page 2-3.*

construction permits. Furthermore, construction projects are required to submit proof of adequate diversion of waste as part of Final Inspection prior to the issuance of certificates of occupancy.

Based on the available solid waste facility capacities and mandatory compliance with diversion requirements and programs, construction of the Project would not 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.

Operation

Based on modeling of the Project, operation of the residential building would generate 252 tons of solid waste per year (0.7-ton per day), resulting in a net increase of 0.67-ton per day. As with all solid waste generating uses within the City, the Project would be subject to the diversion requirements of AB 939, as amended by AB 341. Accordingly, it is assumed that the Project's 0.67-ton of daily solid waste would consist of 0.5-ton of recyclable materials and 0.17-ton of refuse for landfill disposal. CalRecycle estimates that approximately 39.4 percent of the recyclable materials generated within Ventura County by "Multifamily" land uses consists of organic waste.[167] Therefore, approximately 0.2-ton of the Project's 0.5-ton of daily recyclable materials would be organic waste. The Project's 0.17-ton-per-day landfill refuse would represent negligible percentages of the 3,500-tons-per day permitted throughput and 6,700,000-cubic-yards remaining capacity of the primary landfill, the Calabasas Landfill. In addition, the Project's 0.3-ton of recyclable materials and 0.2-ton of organic waste would also represent negligible portions of the maximum permitted daily throughput of 1,500 tons per day at the Sun Valley Materials Recovery Facility and of 6,700 tons per day at the Crown Recycling Services. Furthermore, the identified secondary facilities (Toland Road Landfill, Oxnard Materials Recovery Facility, and American Organics) also have adequate capacity to process the Project's recyclable and organic wastes.

The Project would generate solid waste of a type and amount consistent with typical residential land uses and those currently existing within the existing multifamily developments in the Site. The Project would be required to prepare and implement an Operational Diversion Plan detailing the Project's compliance with all applicable requirements and standards contained within Title 6, Chapter 2 (Regulations for Solid Waste, Organic Waste, and Recyclable Materials Collection, Processing, and Disposal) of the TOMC. Because the Project would be required to utilize a waste collection service permitted by the City that would transport waste to disposal facilities permitted to accept the types and amounts of waste anticipated from the Project, the solid waste generated by the Project, including recycling and organic green waste, would be picked up and disposed of in accordance with City Ordinance 1688-NS, which was enacted pursuant to the solid waste diversion goals of AB 939 (as amended by AB 341), the recycling requirements of AB 341 and AB 1327, and the organic waste diversion requirements of AB 1826.

Based on the available solid waste facility capacities and mandatory compliance with diversion requirements and programs, operation of the Project would not generate solid waste in excess of State

[167] *California Department of Resources Recycling and Recovery, Business Group Waste Stream by Material Type, Ventura County, Multifamily, https://www2.calrecycle.ca.gov/WasteCharacterization/MaterialTypeStreams?bg=104, accessed February 2026.*

or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

Conclusion

As detailed above, neither construction nor operation of the Project would 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, and impacts would be less than significant. No mitigation measures were previously required with regard to solid waste generation and reduction goals for the General Plan EIR and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. During construction, the Project would be required to comply with the C&D diversion requirements of City Ordinance No. 1639-NS. Specifically, the Project would be required to contract with a City-approved C&D collection and hauling service provider or provide calculations proving compliance with diversion requirements as a self-hauler. City-approved providers are required to dispose of C&D waste at landfills permitted to accept such waste. Approved collection service providers and permitted disposal facilities are mandated to comply with State diversion requirements. The Project's utilization of approved collection service providers and permitted disposal facilities would be ensured through the mandatory Construction Waste Management Plans that would outline the anticipated amount of C&D waste, the estimated amount that would be diverted from landfill, and identify the City-permitted C&D waste hauler and the waste/recycling facility to receive C&D waste resulting from construction of the Project. City Ordinance No. 1639-NS, established in 2017 and codified in Title 6, Chapter 3 of the TOMC, was enacted pursuant to the C&D waste diversions goals of CALGreen standards and SB 1374 requirements.

During operation, the Project would continue to implement the waste separation and storage requirements required by City Ordinance 1688-NS that the existing office land uses currently implement. Specifically, the Project would continue to provide separate containers for the collection of refuse for landfill disposal, recyclables, and organic waste. Collection containers must be maintained in sanitary conditions and must be stored in designated enclosures that comply with all conditions set forth in the City's Waste Enclosure Guidelines. City Ordinance 1688-NS was enacted pursuant to the solid waste diversion goals of AB 939 (as amended by AB 341), the recycling requirements of AB 341 and AB 1327, and the organic waste diversion requirements of AB 1826. Consistent with SB 1383, the Project would adhere to the food recovery requirements codified locally under Title 6, Chapter 2 of the TOMC. All Project efforts for solid waste reduction and management would be documented in the Site's Operational Diversion Plan.

Based on the above, the Project would comply with City Ordinance 1639-NS requirements during construction and City Ordinance 1688-NS during operation. These local ordinances were enacted to assist

the City in meeting the solid waste management and diversion requirements of SB 1374, AB 939, AB 341, AB 1327, and AB 1826. Therefore, the Project would comply with federal, State, and local management and reduction statutes and regulations related to solid waste and impacts would be less than significant. No mitigation measures were previously required with regard to solid waste management and reduction statutes for the General Plan EIR and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

4. Cumulative Analysis

Cumulative water, wastewater, storm drain, electricity, natural gas, and telecommunications infrastructure impacts are considered on a system-wide basis and are associated with the capacity of existing and planned infrastructure from local responsible agencies. Water lines, trunk sewers, stormwater facilities, or other public utilities within the Site could require upgrades or expansions as cumulative development occurs. Agencies would continue to expand delivery capacity as needed to meet demand increases within its service area at the lowest cost and risk consistent with their environmental priorities and reliability standards. Development projects would also be anticipated to incorporate site-specific infrastructure improvements, as necessary. As with the Project, each of the related projects would be reviewed by the City to identify necessary facilities and service connections to meet the needs of their respective projects. Project applicants would be required to provide for the needs of their individual projects, thereby contributing to the utility infrastructure in the Site. Infrastructure improvement is a typical and expected part of the provision of utilities and would not be expected to result in significant impacts to the environment. Therefore, cumulative development would not result in significant cumulative impacts.

Cumulative water supply impacts are considered on a purveyor service area basis and are associated with the adequacy of the primary sources of water. As described above, the City's UWMP shows that with anticipated growth projections, there would be sufficient water supply through 2045. Furthermore, all development is required to meet water conservation goals established by State and local regulations. As a result, cumulative development would result in less than significant cumulative impacts to water supply.

The geographic scope for cumulative impacts related to wastewater facilities includes cumulative projects located within the service area of the HCWTP, which is currently permitted to treat 14 mgd of wastewater and currently treats an average of six million gallons. The Project and related projects would cumulatively increase wastewater flows to the HCWTP. Monitoring of wastewater flows and identification of the needs for future treatment capacity for all of the development in the entire service area is an on-going activity of the City. As with the Project, related projects would be required to evaluate their impacts on treatment capacity at HCWTP. In addition, future development of new treatment plans, upgrades and improvements to existing capacity, development of new technologies will ultimately determine future available capacity. Therefore, cumulative impacts on the wastewater treatment systems would be less than significant.

The estimated combined available daily intake capacities for the landfills serving the City (Calabasas Landfill and Toland Road Landfill) is 6,364 tons per day. It is anticipated that these three landfills will be

available to accept solid waste until 2029 and 2033. In addition, the recycling and organics processing facilities are permitted to process 4,279 tons of recyclable material and 7,400 tons of organic material daily. The County would continue to project anticipated waste generation based on anticipated development according to growth consistent with local general plans and zoning, and plan for landfill space throughout their service area. As with the Project, related development projects would be subject to all applicable laws, ordinances, and regulations in place for solid waste, including AB 939, AB 341, the California Green Building Code, and Municipal Code Title 6, Chapters 2 and 3. Therefore, the Project would have less than significant impacts on solid waste disposal capacities and solid waste reduction and management statutes and would not be cumulatively considerable.

20. Wildfire

	Impact Determination for 2045 General Plan Update EIR	Proposed Project Impact Conclusion	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially. More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
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?	Less than Significant Impact	Less than Significant Impact	No	No	No
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?	Less than Significant Impact	Less than Significant Impact	No	No	No

	Impact Determination for 2045 General Plan Update EIR	Proposed Project Impact Conclusion	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New or Changed Circumstances Involving New Significant Impacts or Substantially. More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
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?	Less than Significant Impact	Less than Significant Impact	No	No	No
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?	Less than Significant Impact	Less than Significant Impact	No	No	Yes

A. Summary of Analysis in Final EIR

The General Plan Update EIR evaluated the potential wildfire impacts of new development in the City's Plan Area. The City's Emergency Operation Plan helps maintain the City's ability to prepare, respond and recover from a variety of emergency incidents. The General Plan EIR would not conflict with the Emergency Operations Plan and would not impair evacuation. The City would review and approve specific development facilitated by General Plan EIR to ensure that emergency access meets City standards. Development facilitated by General Plan EIR, as well as all development in the City, must comply with road standards, and are reviewed by the VCFD to ensure development would not interfere with evacuation routes or impede the effectiveness of evacuation plans. Because the City and VCFD would review development facilitated by TO2045 to ensure that emergency access meets City standards, impacts related to impairing an adopted emergency response plan or emergency evacuation plan would be less than significant.

The CFC includes safety measures that minimize the threat of fire, including ignition-resistant construction with exterior walls of noncombustible or ignition resistant material from the surface of the ground to the roof system and sealing any gaps around doors, windows, eaves, and vents to prevent intrusion by flame or embers. Development would also be required to meet California Building Code requirements, including CCR Title 24, Part 2, which includes specific requirements related to exterior wildfire exposure. CCR Title 14 sets forth the minimum development standards for emergency access, fuel modification, setback, signage, and water supply, which help prevent loss of structures or life by reducing wildfire hazards risk. Compliance with these regulations and building standards would reduce the potential for development implemented under General Plan EIR from contributing to the exposure to pollutants of persons in or near General Plan EIR development.

The City would evaluate development facilitated by General Plan EIR to ensure development would minimize risks associated with wildfire, including the potential for development to exacerbate wildfire risk due to slope or prevailing winds. Compliance with State and Federal regulations, VCFD requirements and recommendations, and the policies outlined in General Plan EIR's Safety Element would ensure that General Plan EIR would not exacerbate wildfire risk due to slope or prevailing winds which could expose occupants to substantial pollutant concentrations or the uncontrolled spread of a wildfire. A detailed description of the goals and polices is described below under the Section, General Plan EIR Goals and Polices. This impact was determined by the General Plan EIR to be less than significant.

The General Plan EIR includes polices to address emergency access, response, and preparedness, and to ensure development would not exacerbate wildfire risk due to slope, prevailing winds, or other factors. Furthermore, development facilitated by General Plan EIR would adhere to the CFC and all development would be reviewed by VCFD to ensure wildfire risk would not be exacerbated.

Development in the General Plan EIR Plan Area would not require the installation or maintenance of substantial infrastructure that may exacerbate fire risk or result in temporary or ongoing impacts to the environment associated with fire risk. The General Plan EIR also developed polices to ensure development would not exacerbate risks from flooding or landslides due to wildfire. Thus, impacts related to wildfire was determined in the General Plan EIR to be less than significant.

General Plan EIR Goals and Policies

The General Plan EIR identified the following goals and policies in the General Plan related to wildfire:

Safety Element

- **Policy 1.1: Geologic and Engineering Investigations.** Require site-specific geologic and engineering investigations as specified in the California Building Code (as adopted by the State of California with local amendments) and Municipal Code for proposed new developments.
- **Policy 2.1: Setbacks from Debris Flow**. Require all development to provide setbacks from potentially unstable areas, including potential debris flow channels, as identified in engineering and geologic studies.

- **Policy 2.2: Drainage Plans.** Require new projects to prepare drainage plans designed to direct runoff away from unstable areas.
- **Policy 4.8: Flood Control.** Protect and maintain natural hydrological and ecological functions by implementing flood control improvements that use natural materials when possible. If the use of natural materials is not feasible, select the most environmentally preferred option and limit concrete channelization to the extent possible.
- **Implementation Action S-A.5: Identify Existing Buildings that Need Seismic Retrofitting.** Perform a seismic vulnerability analysis for seismic rehabilitation of existing buildings.
- **Goal S-5:** Provide necessary prevention services to reduce loss and damage due to wildfire.
- **Policy 5.2: Road widths and clearances.** Ensure that new development has appropriate road widths and clearances in accordance with:
  - Standards specified in the City of Thousand Oaks Road Standards and construction specifications in effect at the time of construction.
  - Any other standard and specific conditions required by State and County Fire Codes and VCFPD in the permit application.
- **Policy 5.3: Defensive Spaces.** Establish defensive spaces in the urban/wildland interface to protect against wildfire. Defensive spaces shall:
  - Establish and maintain a 100-foot defensible perimeter around each habitable structure along the urban wildland interface.
  - Provide for the removal of annual fuels within the defensive perimeter.
  - Provide any fire suppression resource from any agency the opportunity to successfully protect structures and other valuable properties during a wildfire threat.
  - Create an ember resistant zone within 5 feet of structures by using extra fuel reduction measures within 5 and 10 feet of the structure, pursuant to AB 3074.
  - Protect watershed areas from exposure to structure fires in the urban/wildland interface areas.
- **Policy 5.4: Public Facilities and Utilities in High Fire Zones.** Discourage the location of new public facilities and above-ground utilities in Very High Fire Hazard Severity Zones. When unavoidable, special precautions should be taken to minimize potential fire impacts to public facilities.
- **Policy 5.5: Science-Based Fuel Management.** Work with the Ventura County Fire Protection District, the Conejo Open Space Conservation Agency, and other agencies, as appropriate, to implement science-based fuel management programs and post fire recovery plans that conserve wildlife habitat while protecting public safety.
- **Policy 5.6: Development Standards.** Continue to develop stringent initial site design standards, landscape design standards, on-going maintenance standards, and mitigation measures into individual developments to reduce the potential damage and destruction due to fire.
- **Policy 5.8: Wildfire Resilience.** Continue to meet all current standards and best practices for wildfire planning in accordance with State guidance.
- **Policy 5.9: Public outreach and education.** Educate residents on fire hazard reduction strategies to employ on their properties and nearby evacuation routes. Prioritize outreach to the most vulnerable populations such as older adults and individuals with chronic health conditions.

- **Policy 5.10: Development Fire Safety Compliance.** Ensure that new development complies with fire safety requirements for construction in the Very High Fire Hazard Severity Zones. **Policy 5.11: Fire Management Best Practices.** Require that developments located in wildland urban interface areas incorporate measures to reduce the threat of wildfires, accounting for any increased risk related to climate change. Clearly delineate fuel modification areas on grading plans.
- **Policy 5.12: Local Hazard Mitigation Plan.** Follow all guidelines in the Local Hazard Mitigation Plan and other applicable County, State, and Federal fire mitigation policies.
- **Policy 5.13: Ingress and Egress Points.** Whenever feasible, require the construction of multiple ingress and egress points for new development projects in high fire hazard severity zones. For example, each neighborhood should have at least two emergency evacuation ingress and egress points. See Figure 1.7.
- **Policy 5.14: Fuel Reduction.** Continue to establish and maintain community fire breaks and fuel modification/reduction zones, including public and private road clearance.
- **Policy 5.18: Evacuation Operations Planning.** Continue to improve evacuation operations and planning for the community, with a focus on areas with inadequate access/evacuation routes.
- **Policy 6.5: Adaptation Strategies**. Implement climate adaptation strategies at a local and regional level in which coordination and pooling of resources (e.g., emergency/evacuation centers for people and animals, transit agency mutual emergency support) is planned.
- **Implementation Action S-A.1: Update Community Wildfire Protection Plan.** Collaborate with the Ventura County Fire Protection District to include Thousand Oaks in the development and maintenance of a County Wildfire Protection Plan and investigate the possibility of preparing a plan component specific to the City of Thousand Oaks.
- **Implementation Action S-A.2: Very High Fire Hazard Severity Zone Code Update.** Update the development code to incorporate state laws for defensible space.
- **Implementation Action S-A.3: Wildfire Buffer Zones.** Update the zoning map to designate as open space those areas within new development that are necessary to remain undeveloped for public health and safety purposes.
- **Implementation Action S-A.4: Communicate Evacuation Routes to Residents**. Develop educational materials, in multiple languages, that inform residents of evacuation routes and resources for every neighborhood in very high hazard areas to assist in preparing for immediate evacuation.
- **Implementation Action S-A.7: Evaluate Evacuation.** Evaluate evacuation route capacity, safety, and viability under a range of emergency scenarios as part of the next update to the Hazard Mitigation Plan, in accordance with AB 747.

Community Facilities and Services Element

- **Policy 1.5: Resilient infrastructure.** Plan for and develop resilient infrastructure to minimize disruptions from climate-related impacts on residences and businesses (i.e., wildfire, Public Safety Power Shutoff events, flooding).
- **Goal 3:** Ensure a sustainable water supply that supports existing and future community needs.

- **Policy 3.1: Water supply.** Continue to work with water providers to ensure the provision of water in quantities sufficient to satisfy current and projected demands while encouraging water conservation measures for existing and new development.
- **Policy 3.2: Emergency water supply.** Work with regional and local water providers to ensure that adequate water supplies and pressures are available during a fire, earthquake, or both.
- **Policy 3.5: Water Master Plan.** Regularly update the City's Water Master Plan to provide up-to-date projections of water demand and supplies and needed system improvements.
- **Policy 3.6: Backup water services.** Provide that alternative or emergency backup services for imported water services are earthquake resilient.

B. Analysis of Proposed Project

1. Existing Setting

The Site is not located within a State responsibility area and the Site is not located within a Fire Hazard Severity Zone ("FHSZ").[168,169] The Site is currently developed with commercial uses and is surrounded by sites developed with existing residential and commercial land uses in a generally flat area of the City.

2. Regulatory Setting

State Regulations

California Building Code

Wildland-Urban Interface Building Standards

On September 20, 2007, the building Standards Commission approved the Office of the State Fire Marshal's emergency regulations amending the CCR, Title 24, Part 2, known as the 2007 California Building Code (CBC). The provisions of the CBC apply to the construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure or any appurtenances connected or attached to such building structures throughout California. These codes include provisions for ignition-resistant construction standards in the wildland-urban interface (WUI) and use a hazard classification system to determine what protective measures are required to ensure fire safety and protect lives. Specifically, CBC (Part 2), Chapter 7A addresses materials and construction methods for exterior wildfire exposure.

Definitions of, and recommendations for, wildland-urban interface areas are detailed in Ordinance 32 of the Ventura County Fire Protection District.

[168] *California Department of Forestry and Fire Protection, Find Your Fire Hazard Severity Zone (FHSZ), https://experience.arcgis.com/experience/5065c998b4b0462f9ec3c6c226c610a9, accessed February 12, 2026.*
[169] *City of Thousand Oaks, General Plan, Safety Element, Figure 10.6, Fire Hazard Severity Zones, page 204.*

California Fire Code

The CFC is Chapter 9 of CCR Title 24 and is a fully integrated code based on the International Fire Code. The CFC establishes the minimum requirements consistent with nationally recognized good practices to safeguard public health, safety, and general welfare from the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structure, and premises, and to provide safety and assistance to firefighters and emergency responders during emergency operations. The CFC uses a hazard classification system to determine what protective measures are required to ensure fire safety and protect lives. These measures may include construction standards, separations from property lines, and specialized equipment. To ensure that these safety measures are met, the CFC employs a permit system based on hazard classification.

More specifically, CFC Chapter 8 addresses fire related Interior finishes; CFC Chapter 9 addresses fire protection systems; and CFC Chapter 10 addresses fire-related means of egress. CFC Chapter 49 also contains regulations for vegetation and fuel management to maintain clearances around structures.

Local Regulations

Ventura County Multi-Hazard Mitigation Plan

Adopted in 2015, and last updated in 2022, the Ventura County Multi-Hazard Mitigation Plan includes hazards analysis, vulnerability assessments, mitigation strategies, and coordination measures for plan maintenance. It focuses on nine Ventura County cities, including Thousand Oaks, as well as unincorporated Ventura County. The plan follows the planning guidance of the FEMA Community Rating System and addresses local mitigation planning requirements pursuant to the Disaster Mitigation Act of 2000.

City of Thousand Oaks 2020 Emergency Operations Plan

The City's Emergency Operations Plan, last updated in 2020, addresses the City's planned response to extraordinary emergency situations associated with natural disasters, technological incidents, and national security emergencies. The Emergency Operations Plan helps maintain the City's ability to prepare, respond, and recover from a variety of emergency incidents, and satisfies the SEMS requirements of Title 19 of the CCR and the National Incident Management System, overseen by Cal OES. The 2020 Emergency Operations Plan updates the 2014 version and includes field response, staff organization, multi-agency coordination for resources, and programs for raising public awareness.

Thousand Oaks Municipal Code

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

The City of Thousand Oaks General Plan

The City of Thousand Oaks General Plan Safety Element contain the following policies that pertain to wildfire and are applicable to the Project:

- **Goal S-5:** Provide necessary prevention services to reduce loss and damage due to wildfire.
  - **Policy S-5.6 Fire Safe Development standards.** Continue to update and require fire safe design into development standards for new development in SRAs or VHFHSZs that meet or exceed the statewide minimums in the SRA Fire Safe Regulations. Fire safe development codes shall include initial site design standards, landscape design standards, on-going maintenance standards, and mitigation measures into individual developments to reduce the potential damage and destruction due to fir
  - **Policy S-5.10 Fire protection for new development.** Require that all new development have adequate fire protection and that development can be served with VCFD's response time goal.
  - **Policy S-5.11 Develop fire safety compliance.** Ensure that all new development in SRAs or VHFHSZs complies with fire safety requirements, including the most current version of the California Building Codes, California Fire Code, and Fire Safe Regulations for fuel modification around homes and subdivisions.
  - **Policy S-5.14 Ingress and egress points.** Whenever feasible, require the construction of multiple ingress and egress points for new development projects in Fire Hazard Severity Zones. For example, each neighborhood/subdivisions should have at least two emergency evacuation ingress and egress points. See Figure 10.9.

3. Impact Analysis

a) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The Site is not located within a State responsibility area and the Site is not located within a FHSZ.[170,171] The Site is not identified as a location for meeting or staging and does not contain important emergency systems or equipment. The Project's design and circulation plan, including widths, turning radii, clearance, grade, etc., would be reviewed by VCFD for compliance with all applicable standards and regulations related to emergency access prior to the issuance of building permits, and it is mandatory that the project's access gate be equipped with a rapid-entry emergency access box. Construction and operation of the Project would occur entirely on-site and would not cause permanent alterations to off-site vehicular circulation routes and patterns, impede public access, or travel upon public rights-of-way. The Project would not include the installation of barriers (e.g. perimeter fencing, fixed bollards, etc.) that could impede emergency access within the vicinity of the Site. In addition, project

[170] *California Department of Forestry and Fire Protection, Find Your Fire Hazard Severity Zone (FHSZ), https://experience.arcgis.com/experience/5065c998b4b0462f9ec3c6c226c610a9, accessed February 12, 2026.*

[171] *City of Thousand Oaks, General Plan, Safety Element, Figure 10.6, Fire Hazard Severity Zones, page 204.*

ingress/egress would be from the existing three entrances and exits on East Hillcrest Drive, as detailed in **Section III. 17, Transportation**, the Project would not contribute a significant volume of traffic to the roadway network.

Based on the above, implementation of the Project would not interfere with planned emergency response operations or emergency equipment, would be required to comply with mandatory standards and requirements for on-site emergency access, and would not alter existing emergency access and evacuation, whether through alteration of the public right-of-way or through the addition of substantial traffic in the vicinity. As such, the Project would not substantially impair an adopted emergency response plan or emergency evacuation plan within a FHSZ. Impacts would be less than significant. No mitigation measures were previously required with regard to emergency response or evacuation for the General Plan EIR and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

b) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, 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?

Less Than Significant Impact. As stated above, the Site is not located within a State responsibility area and the Site is not located within a FHSZ.[172, 173] The Site and surroundings are flat and not located on or in proximity to any slopes or hillsides that would necessitate design consideration or features that would exacerbate wildfire risks, nor would Project occupants thusly be potentially exposed to pollutant concentrations from upslope fire suppression activities. Areas of Southern California, including the City of Thousand Oaks, are subject to seasonal wind events that can both exacerbate wildfire risks from the spread of embers/flames and expose downwind land uses to pollutant concentrations associated with wildfire. Other factors of the Site or Project that could exacerbate wildfire risks include improper landscape design or lack of evacuation routes. As discussed in the City's General Plan Safety Element, the Ventura County Multi-Jurisdictional Local Hazard Mitigation Plan ("MJHMP"), which covers the City of Thousand Oaks planning area, incorporates a process where hazards are identified and profiled, the people and facilities at risk are analyzed, and mitigation actions are developed to reduce or eliminate hazard risk. The implementation of these mitigation actions, which include both short and long-term strategies, involve planning, policy changes, programs, projects, and other activities.[174]

The Project would be subject to the standards and requirements set forth in the State and local building and fire codes. In addition, the Project's landscape plan and fire access plan would be subject to review and approval of the VCFD as part of plan check prior to the issuance of a building permit. Specifically, the Fire Prevention Bureau of the LVCFD is responsible for the approval of landscape plans and fire access

[172] *California Department of Forestry and Fire Protection, Find Your Fire Hazard Severity Zone (FHSZ), https://experience.arcgis.com/experience/5065c998b4b0462f9ec3c6c226c610a9, accessed February 12, 2026.*
[173] *City of Thousand Oaks, General Plan, Safety Element, Figure 10.6, Fire Hazard Severity Zones, page 204.*
[174] *City of Thousand Oaks Safety Element 2045, page 203.*

plans. The process of approval consists of reviewing aspects such as structure location and type of construction, topography, slope, amount and arrangement of vegetation, and overall site settings.

Based on the above, the Project would be required to design and construct the proposed structures to reduce building fire hazards and provide adequate defensible space. Implementation of the above fire protection and life safety features standardized in the California Building and Fire Codes, as implemented by the TOMC, in addition to the VCFD and State fire safety requirements for defensible space, would limit the potential for the Project to exacerbate wildfire risks in such a manner as to expose occupants to wildfire or pollutant concentrations from a wildfire to the degree possible. Furthermore, because the Project Site is not located within a FHSZ, impacts would be less than significant. No mitigation measures were previously required with regard to wildfire for the General Plan EIR and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

c) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project 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?

Less Than Significant Impact. As stated above, the Site is not located within a State responsibility area and the Site is not located within a FHSZ.[175, 176] The Site is located within an urbanized area currently developed with a variety of hardscapes, roads, and utility infrastructure, including water supply lines. The Project would install connections to utility infrastructure and would maintain defensible space in accordance with VCFD and State fire safety requirements. However, as discussed in **Section III.19, Utilities and Service Systems**, of this Addendum, the Project would not require and does not propose new construction, expansion, or relocation of utility infrastructure outside of the Site and the immediate adjacent street frontages. Project activities would not expand the footprint of development located within a fire hazard zone or extend further into wildland hazard zones.

As evaluated in **Section III.19, Utilities and Service Systems**, construction and operation of the Project's utilities would not result in temporary or ongoing impacts to the environment. All connections and usage of utilities would be conducted in accordance with all applicable rules and regulations of the State and the providers.

The Project would use existing City-maintained, public roads and would not require the installation or maintenance of fire access roads. Anticipated utility connections required for the Project are included in the Project Design and have, accordingly, been analyzed for environmental effect in this Addendum; as demonstrated in **Section III.19, Utilities and Service Systems** the Project would not result in ongoing impacts on the environment associated with their installation. Furthermore, all building activities must comply with fire protection and prevention requirements specified by the California Code of Regulations

[175] *California Department of Forestry and Fire Protection, Find Your Fire Hazard Severity Zone (FHSZ), https://experience.arcgis.com/experience/5065c998b4b0462f9ec3c6c226c610a9, accessed February 12, 2026.*

[176] *City of Thousand Oaks, General Plan, Safety Element, Figure 10.6, Fire Hazard Severity Zones, page 204.*

and the California Occupational Safety and Health Administration. This includes various measures, such as easy accessibility of firefighting equipment, proper storage of combustible liquids, no smoking in service and refueling areas, and worker training for firefighter extinguisher use.

Based on the above, the Project would not exacerbate fire risk or result in impacts to the environment as a result of installation or maintenance of infrastructure within a FHSZ. Impacts would be less than significant. No mitigation measures were previously required with regard to wildfire for the General Plan EIR and none would be for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

d) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project 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?

Less Than Significant Impact. As stated above, the Site is not located within a State responsibility area and the Site is not located within a FHSZ.[177, 178] As detailed in **Section III.7, Geology and Soils**, and **Section III.10, Hydrology and Water Quality**, of this Addendum, the Project would not be susceptible to flooding or landslides and the Project would not expose people or structures to significant risks associated with runoff or drainage changes. In addition, the Site and the surrounding vicinity are flat; no slopes or hillsides are located on or in the vicinity. As such, post-fire instability of slopes would not have the potential to affect the Site. Therefore, the Project would not expose people or structures to downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes. Impacts would be less than significant. No mitigation measures were previously required with regard to wildfire for the General Plan EIR and none would be required for the Project. The Project would not involve substantial changes that would result in new significant impacts or a substantial increase in the severity of significant effects previously identified.

4. Cumulative Analysis

Due to the urbanized nature of portions of the City, growth would consist of a mix of residential and non-residential development, consistent with past and present growth trends. The Project, combined with other projects in the region, would increase human activities and potential ignition sources in the Site, which may increase wildfire risk. Individual projects would be required to comply with applicable fire and building codes, which have been increasingly strengthened as a result of severe wildfires that have occurred in the last two decades. Fire and building codes include fire prevention and protection features that reduce the likelihood of a fire igniting in a specific Site and spreading to off-site vegetated areas. These codes also protect projects from wildfires that may occur in the area through implementation of brush management and fuel management zones, ensuring adequate water supply, preparation of fire

[177] *California Department of Forestry and Fire Protection, Find Your Fire Hazard Severity Zone (FHSZ), https://experience.arcgis.com/experience/5065c998b4b0462f9ec3c6c226c610a9, accessed February 12, 2026.*

[178] *City of Thousand Oaks, General Plan, Safety Element, Figure 10.6, Fire Hazard Severity Zones, page 204.*

protection plans, and other measures, and are being regularly updated. Development within the City would be subject to discretionary review by the Fire Department and would be required to comply with the Ventura County Fire Code and other relevant code requirements and regulations related to fire safety, building construction, access, fire flow, and fuel modification. By complying with these requirements, each project would avoid creating obstacles to the routine extension of fire protection and emergency services in the vicinity. Therefore, with compliance with codes and regulations the Project's impacts related to wildfire would be less than significant regarding wildfire and would not be cumulatively considerable.

IV. List of Preparers

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V. Acronyms and Abbreviations

Acronym / Abbreviation	Definition
AB	Assembly Bill
ACBM	asbestos-containing building materials
ACM	asbestos containing materials
ADA	Americans with Disabilities Act
afy	acre-feet per year
amsl	above mean sea level
APN	Assessor Parcel Number
APE	Area of Potential Effect
AQMP	Air Quality Management Plan
ATP	Active Transportation Plan
bgs	below ground surface
BMP	best management practices
C&D	construction and demolition
CAA	Clean Air Act
CDMG	California Division of Mines and Geology
CAAQS	California Ambient Air Quality Standards
CalARP	California Accidental Release Prevention Program
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards Code
Cal/OSHA	California Occupational Safety and Health Administration
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEAP	Climate and Environmental Action Plan
CEC	California Energy Commission
CERCLA	Compensation and Liability Act
CESA	California Endangered Species Act
CEQA	California Environmental Quality Act
cf	cubic feet
CFC	California Fire Code
CFR	Code of Federal Register
CGC	California Government Code
CGS	California Geologic Survey
CHRIS	California Historical Resources Information System
CLOMR	Conditional Letter of Map Revision

Acronym / Abbreviation	Definition
CMWD	Calleguas Municipal Water District
CNEL	community noise equivalent level
CNDDB	California Natural Diversity Database
CO	carbon monoxide
CO_2	carbon dioxide
CREC	controlled recognized environmental condition
CRPD	Conejo Recreation and Parks District
CRHR	California Register of Historical Resources
CUPA	California Unified Program Administration
CVUSD	Conejo Valley Unified School District
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel
DHS	California Department of Health Services
DLRP	Division of Land Resource Protection
DOC	Department of Conservation
DOF	Department of Finance
DP	Development Permit
DPF	diesel particulate filters
Dr.	Drive
DTSC	Department of Toxic Substance Control
DU	Dwelling Unit
DWR	Department of Water Resources
EFZ	earthquake fault zones
EIR	Environmental Impact Report
EMFAC	On-Road Emissions Factor
EOP	Emergency Operations Plan
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHSZ	Fire Hazard Severity Zone
FMMP	Farmland Mapping and Monitoring Program
ft	Feet
FTA	Federal Transit Administration
GAI	Gorian and Associated, Inc.
GHG	greenhouse gas
g/L	grams per liter
GNA	Global not applicable
GSA	Groundwater Sustainability Agency
GSP	Groundwater Sustainability Plan
GTS	General Technologies and Solutions

Acronym / Abbreviation	Definition
GWh	Gigawatt-hours
HCP	Habitat Conservation Plan
HCTP	Hill Canyon Treatment Plant
HCTP	Hill Canyon Treatment Plant
HL	Historic Landmark
HREC	historical recognized environmental conditions
HVAC	ventilation and heating
ISA	International Society of Arboriculture
kBTU	thousand British thermal units
kWh	kilowatt hours
LARWQCB	Los Angeles Regional Water Quality Control Board
LBP	Lead-based paint
L_{dn}	day–night average noise level
L_{eq}	energy-equivalent noise level
LEED	Leadership in Energy and Environmental Design
LID	low impact design
LLC	Limited Liability Company
LOS	Level of Service
LRA	local responsibility area
MBPA	Migratory Bird Protection Act
MBTA	Migratory Bird Treaty Act
MFD-C	multifamily commercial
Mg/cm2	milligram per square centimeter
MGD	gallons per day
MLD	most likely descendant
mpg	miles per gallon
MRZ	Mineral Resource Zone
MS4	Municipal Separate Storm Sewer Systems
msl	mean sea level
MPO	Metropolitan Planning Organization
$MTCO_2e$	metric tons of carbon dioxide equivalent
MU	Mixed-Use
MWDSCD	Metropolitan Water District of Southern California
NAAQS	National Ambient Air Quality Standards
NAHC	California Native American Heritage Commission
NCCP	Natural Community Conservation Plan
NHMLA	Natural History Museum Los Angeles
No.	Number
NOx	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NPPA	Native Plant Protection Act
NRHP	National Register of Historic Places

Acronym / Abbreviation	Definition
NWI	National Wetlands Inventory
O_3	ozone
ODS	Objective Design Standard
OES	Office of Emergency Services
OPR	California Governor's Office of Planning and Research
PCB	polychlorinated biphenyls
pCi/L	pico Curies per liter
$PM_{2.5}$	particulate matter less than 10 microns in diameter
PM_{10}	particulate matter less than 10 microns in diameter
ppm	parts per million
ROC	reactive organic compounds
ROG	reactive organic gases
PPV	peak particle velocity
PRC	California Public Resources Code
RCRA	Resource Conservation and Recovery Act
REC	recognized environmental conditions
RHNA	Regional Housing Needs Allocation
Rd.	Road
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
SDBL	State Density Bonus Law
seq.	sequence
sf	square feet
SFHA	Special Flood Hazard Area
SGMA	Sustainable Groundwater Management Act
SLF	Sacred Lands File
SMARA	Surface Mining and Reclamation Act
SMGB	State Mining and Geology Board
SNA	State not applicable
SoCalGas	Southern California Gas
SOI	Sphere of Influence
SOx	sulfur oxides
SPT	Standard Penetration Test
SQUIMP	Stormwater Quality Urban Impact Mitigation Plan
SVLRC	Simi Valley Landfill and Recycling Center
SWP	State Water Project
SWPPP	Stormwater Pollution Prevention Plan

Acronym / Abbreviation	Definition
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TIA	Traffic Impact Analysis
TOMC	Thousand Oaks Municipal Code
TOT	Thousand Oaks Transit
TSCA	Toxic Substances Control Act
TPZ	Timberland Production Zone
UCMP	University of California Museum of Paleontology
Ug/g	microgram per gram
USACE	U.S. Army Corps of Engineers
USDA	U.S. Department of Agriculture
U.S.EPA	United States Environmental Protection Agency
USGS	U.S. Geological Survey
USFWS	United States Fish and Wildlife Service
UST	underground storage tanks
UWMP	Urban Water Management Plan
VCAPCD	Ventura County Air Pollution Control District
VCFD	Ventura County Fire Department
VCSD	Ventura County Sheriff Department
VMT	vehicle miles traveled
VOC	volatile organic compound
WEAP	Worker Environmental Awareness Program
WSA	Water Supply Assessment
WSC	Waters of the State of California
WQCP	Water Quality Control Plan