CONEJO SUMMIT PROJECT

Draft Environmental Impact Report
State Clearinghouse No. 2023020425

Prepared for
City of Thousand Oaks

November 2024

ESA

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City of Thousand Oaks
2100 Thousand Oaks Boulevard
Thousand Oaks, CA 91362

November 2024

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Acronyms and Other Abbreviations

Abbreviation	Definition
AB	Assembly Bill
ACT	Urban Water Management Planning Act
AF	acre-feet
APN	Assessor Parcel Numbers
AQMP	Air Quality Management Plan
ASF	Age Sensitivity Factors
ASHRAE	America Society of Heating, Refrigerating and Air-Conditioning Engineers
ASVMRF	Sun Valley Materials Recovery Facility
ATCM	Airborne Toxic Control Measure
ATP	Active Transportation Plan
BACT	best available control technology
BMP	Best Management Practices
BTR	Biological Technical Report
CAA	Clean Air Act
CAAA	Clean Air Act Amendments
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy
Cal-AM	California American Water Company
CalEEMod	Construction emissions were estimated using the California Emissions Estimator Model
CALGreen	California Green Building Standards
CalOSHA	California Division of Occupational Safety and Health
CAPCOA	California Air Pollution Control Officers Association
CBC	California Building Code
CCAA	California Clean Air Act
CCAP	Center for Clean Air Policy
CCR	California Code of Regulations
CDPH	California Department of Public Health
CEQA	California Environmental Quality Act
CFC	California Fire Code
CFR	Code of Federal Regulations
CHP	California Highway Patrol

Abbreviation	Definition
CHRIS	California Historical Resources Inventory System
CIWMB	California Integrated Waste Management Board
CMRF	Crown Material Recovery Facility
CMWD	Calleguas Municipal Water District
CNDDB	California Natural Diversity Database
CNG	compressed natural gas
CO	carbon monoxide
COSCA	Conejo Open Space Conservation Agency
CPA	Clean Power Alliance
CPUC	California Public Utilities Commission
CRPD	Conejo Recreation and Park District
CVC	California Vehicle Code
CVUSD	Conejo Valley Unified School District
CWA	Clean Water Act
dBA	Reference Noise Level
DDW	Division of Drinking Water
DOC	California Department of Conservation's
DOF	California Department of Finance
DPM	Diesel particulate matter
DPR	Department of Parks and Recreations
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EOC	Emergency Operations Center
EOP	Emergency Operations Plan
ERP	Emergency Response Plans
ESA	Environmental Science Associates
FHSZ	fire hazard severity zones
FMMP	Farmland Mapping and Monitoring Program
FMZ	Fuel Modification Zone
GC	Government Code
GHG	greenhouse gas
GPCD	gallons per capita per day
GSA	Groundwater Sustainability Agencies
GSP	Groundwater Sustainability Plans
H2S	hydrogen sulfide
HAP	hazardous air pollutants

Abbreviation	Definition
HCTP	Hill Canyon Wastewater Treatment Plant
HFA	Hazardous Fire Area
HMBP	Hazardous Materials Business Plan
HMP	Hazard Mitigation Plan
HRA	health risk assessments
HRA	health risk assessment
ICS	Incident Command System
IOU	investor-owned utilities
IRAP	Interim Remedial Action Plan
IRWMP	Regional Water Management Plan
ISA	International Society of Arboriculture
LARWQCB	Los Angeles Regional Water Quality Control Board
LHMP	Local Hazard Mitigation Plan
LID	Low Impact Development
LNG	liquefied natural gas
LOS	level of service
LPC	Landscape Plan Review
LRA	Local Responsibility Area
LUST	Leaking Underground Storage Tank
MCL	maximum contaminant levels
MLD	most likely descendant
MMRP	Mitigation Monitoring and Reporting Program
MND	Mitigated Negative Declaration
MSC	Municipal Service Center
MWD	Metropolitan Water District
MWELO	Model Water Efficient Landscape Ordinance
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NHTSA	National Highway Traffic Safety Administration
NIMS	National Incident Management System
NO	Nitrogen Dioxide
NOD	Notice of Determination
NOP	Notice of Preparation
NOX	nitrogen oxide
NPDES	National Pollution Discharge Elimination System
NPDES	National Pollutant Discharge Elimination System

Abbreviation	Definition
OHP	Office of Historic Preservation's
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Administration
PM	Particulate Matter
PM10	particles of 10 microns or smaller
PRC	Public Resources Code
PTP	Protected Tree Permit
PVC	Polyvinyl chloride
PWD	Public Works Department
PWS	Public Water Systems
ROC	reactive organic compounds
RSG	Ready Set Go
RTIP	Regional Transportation Improvement Program
RWQCB	Regional Water Quality Control Board
SAFE	Safer Affordable Fuel-Efficient
SB	Senate Bill
SBX7-7	Senate Bill X7-7
SCAG	Southern California Association of Government's
SCCAB	South Central Coast Air Basin
SCE	Southern California Edison
SDWA	Safe Drinking Water Act
SEMS	Standardized Emergency Management System
SF	square feet
SGMA	Sustainable Groundwater Management Act
SIP	State Implementation Plan
SLF	Sacred Lands File
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMARA	Surface Mining and Reclamation Act
SO2	sulfur dioxide
SR-23	State Route 23
SRA	State Responsibility Areas
SSMP	Sewer System Management Plan
SSO	Sanitary Sewer Overflows
SWP	State Water Project
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board

Abbreviation	Definition
TAC	toxic air contaminants
TAZ	traffic analysis zone
TCM	traffic control measures
TDM	Transportation Demand Management
TIMF	Traffic Impact Mitigation Fee Nexus Study
TOMC	Thousand Oaks Municipal Code
TPH	total petroleum hydrocarbons
TPZ	tree protection zone
US-101	Ventura Freeway
USDOE	U.S. Department of Energy
USDOT	U.S. Department of Transportation
USGS	United States Geological Survey
USP	Uniform Sign Program
UWMP	Urban Water Management Plan
VCAPCD	Ventura County Air Pollution Control District
VCFC	Ventura County Fire Code
VCFD	Ventura County Fire Department
VCFPD	Ventura County Fire Protection District
VCTM	Ventura County Transportation Model
VdB	Vibration Level
VDECS	Verified Diesel Emission Control Strategy
VHFHSZ	Very High Fire Severity Zone
VMT	vehicle miles traveled
VOC	volatile organic compounds
VTTM	Vesting Tentative Tract Maps
WDR	Waste Discharge Requirements
WEAP	Worker Education Awareness Program
WSA	Water Supply Assessment
WUI	Wildland-Urban Interface
ZEV	zero-emission vehicle

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EXECUTIVE SUMMARY

ES.1 Introduction

Thousand Oaks Master LLC (Applicant) has requested entitlements from the City of Thousand Oaks (City) for the Conejo Summit Project (proposed Project) within the City of Thousand Oaks, California (**Figure ES-1**). The proposed Project includes construction of a 15-building business park with building footprints that would cover approximately 754,222 square feet (SF) on 15 privately owned parcels on approximately 51.34 gross acres / 49.57 net acres, in three separate clusters (**Figure ES-2**) within the Rancho Conejo Industrial Area. The proposed Project is described further in Chapter 2, *Project Description* and shown in **Figure ES-3**.

The requested entitlements require discretionary approvals by the City. In accordance with the California Environmental Quality Act (CEQA) of 1970 (as amended), codified at California Public Resources Code Sections 21000 et. seq., and the State CEQA Guidelines in the Code of Regulations, Title 14, Division 6, Chapter 3, the City must conduct environmental review prior to considering approval of the requested entitlements. The City, as Lead Agency, has determined that the proposed Project is subject to the California Environmental Quality Act (CEQA), and that the preparation of an Environmental Impact Report (EIR) is required. This Draft EIR has been prepared in compliance with CEQA and is to be circulated for public review, and the City will prepare and consider certification of a Final EIR prior to making decisions of whether to approve the requested entitlements. The State Clearinghouse Number is 2023020425.

In accordance with CEQA Guidelines Section 15123, this section contains a summary of the Conejo Summit Project and the environmental effects. Included in this summary is an overview of the Project location and setting, Project objectives, Project characteristics, Project description, Project alternatives, areas of known controversy; and a summary of the Project's impacts and mitigation measures. More detailed information regarding the proposed Project and its potential environmental effects is provided in the following sections of this Draft EIR.

ES.2 Project Location and Setting

The proposed Project site is located in Ventura County, within the City of Thousand Oaks. More specifically, the Project site is located near the western boundary of the City within the northwestern portion of the Rancho Conejo Industrial Area, approximately 1-mile north of the 101 Freeway, generally located at the intersection of Conejo Center Drive and Rancho Conejo Boulevard, Newbury Park, CA 91320. The Project site consists of properties with these Assessor Parcel Numbers (APNs): 667-0-340-030;-045; -055; -065; -075; -085; -095; -105; -125; -135; -145; -155; -185; -195. The Project site is located entirely within the Rancho Conejo Specific Plan (SP No. 7) planning area, which is within the Rancho Conejo Industrial Area. Land that is owned and managed by the Conejo Open Space

Conservation Agency (COSCA) is located to the north and west of the Project site. Industrial development is located northeast of the Project site as well as to the south and west of the parcels that would be developed, including the City's Municipal Service Center (MSC).

In 2000 the Project area was graded, and infrastructure such as streets, sidewalks and utilities were installed to prepare for future buildings. The proposed Project would be located within Planning Units B, 5, and Q identified in Specific Plan No. 7. The development standards provided in the Specific Plan are applicable to the Project. Specific Plan No.7 designates the parcels as Employment Park and is zoned Industrial Park (M-1).

ES.3 Background

Specific Plan No. 7, which was originally adopted in 1983, covers approximately 1,862 acres of land.[1] Specific Plan No. 7 has been amended multiple times, most recently in January 2015 and again in October 2015. Specific Plan 7 Amendment 15 was adopted on January 12, 2015, predesignated property under Planning Unit Q as Employment Park, and evaluated the environmental impacts of the contemplated uses under that designation.[2] Specific Plan 7 Amendment 16 was adopted October 20, 2015, and changed Planning Unit 5 from High Density to Employment Park. The City evaluated the environmental impacts of the contemplated uses under that designation[3].Project Objectives

The Applicant seeks to develop a project that will be consistent with the goals in the City's planning documents, provide expanded economic opportunities for the growing Rancho Conejo Industrial area, and develop economically viable uses on the underutilized and vacant Project site. That is the "underlying purpose" of the Project within the meaning of CEQA Guideline 15124(b).

The Rancho Conejo Industrial Area has become a thriving biotech corridor, and currently has a vacancy rate of 8.2 percent. The Project's additional office, manufacturing, and industrial space would expand the area's existing industrial, office, and commercial character while supporting development of the area's growing industries and creating additional local employment opportunities. By developing a 15-building business park organized into a large cohesive campus (comprised of clustered buildings), the Project would enhance the area's existing character as a business hub.

The City of Thousand Oaks 2045 General Plan, adopted on December 5, 2023, provides the City with a policy framework to manage future projects and provide for capacity to accommodate the growth and development anticipated to occur in the city for the next 25 years. In addition, the Project Site is located entirely within the City's Specific Plan No. 7 planning area.

1 City of Thousand Oaks Resolution No. 83-326; Final EIR for MGM Ranch Specific Plan 7 Annexation 96, Volumes I and II) (Amendment No. 16).

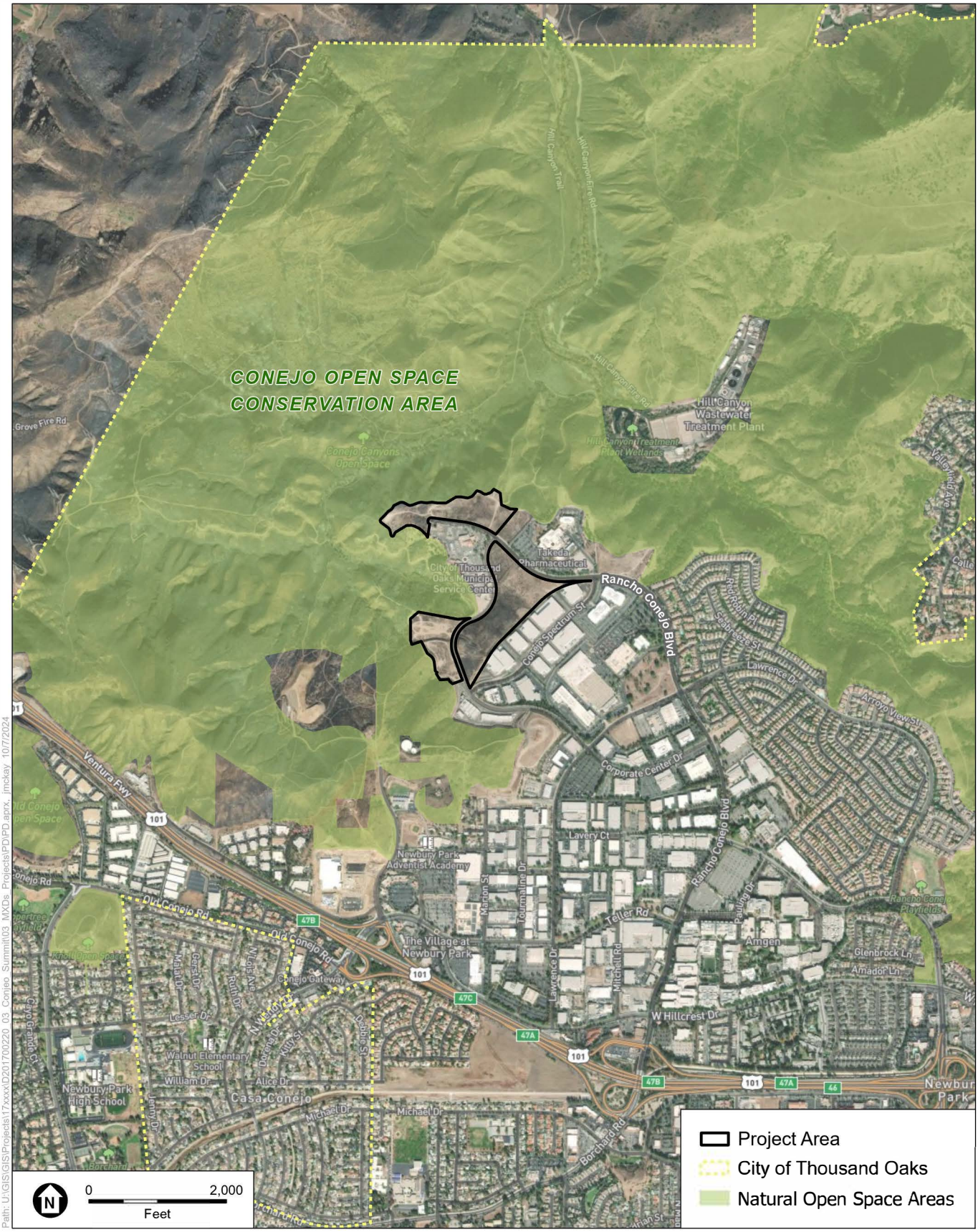
2 City of Thousand Oaks Resolution No. 2015-006; Negative Declaration 2014-70252 (Amendment No. 15)

3 City of Thousand Oaks Resolution No. 2015-067; Negative Declaration 2015-70251 (Amendment No. 16)

SOURCE: ESRI

Conejo Summit Project

Figure ES-1
Regional Location

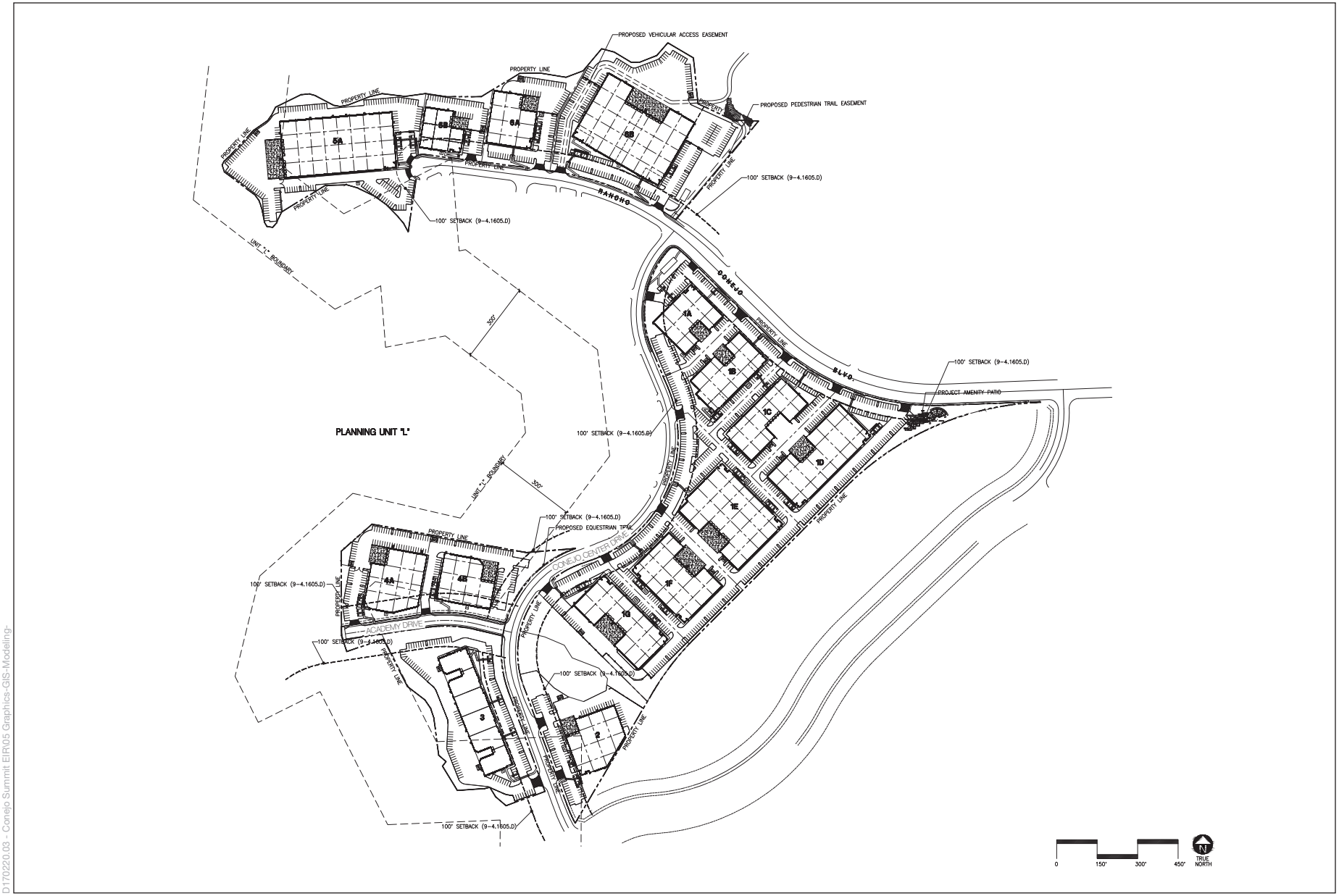


Path: U:\GIS\GIS\Projects\17xxxx\D20170022O_03_Conejo_Summit\03_MXDs_Projects\PD\PD.aprx, imckay 10/7/2024

Source: Mapbox, 2020.

Conejo Summit Project

Figure ES-2
Project Site and Surrounding Area



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SOURCE: PK Architeture, 2021

Conejo Summit Project

Figure ES-3
Site Plan

ESA

The City of Thousand Oaks also developed an Economic Development Strategic Plan ("EDSP") in November 2017 which provides goals and objectives to promote economic success in the face of shifting economic forces. The EDSP highlights the City's desire to maintain Thousand Oaks' vital entrepreneurial spirit and expansive development of high-tech and medical product industries; attract new technology businesses; create 24/7 live work environments in commercial clusters; support and attract investment that expands existing businesses; create new jobs that contribute to the fiscal health of Thousand Oaks; and reinforce Thousand Oak's key role in the regional economy among other goals.

Based on this information, the Project would be developed to accomplish the Applicant's Project objectives:

1. Support the goal in the 2045 General Plan to enhance the City's high-value economic sectors and diversify its job base to contribute to the City's long-term economic vitality.

2. Create additional commercial building stock in Thousand Oaks for business, industrial, and manufacturing space to expand economic development opportunities, following the recommendations outlined in the *Thousand Oaks Economic Development Strategic Plan* (November 2017).

3. Develop a critical mass of buildings and uses sufficient to create the environment and economic incentives needed to foster growth and attract new industries to the Rancho Conejo Industrial Area.

4. Develop a large format business park to attract quality tenants and that will be competitive with other similar facilities in the region.

5. Cluster development in the Rancho Conejo Industrial Area to promote and expand existing job centers.

6. Enhance and improve infrastructure and circulation in the Rancho Conejo Industrial Area to support commercial and industrial uses.

7. Develop uses that are consistent with the uses authorized in the Specific Plan.

8. Create adequate parking facilities to support the businesses and employees at the Project site.

ES.4 Project Description

The proposed Project includes construction of a 15-building business park on 15 privately owned parcels as shown in Figure ES-1. The 15 parcels include previously created lots that are approximately 51.34 gross acres / 49.57 net acres; the proposed building footprints would cover approximately 17 acres (754,222 SF). The buildings would range in size from approximately 22,700 SF to 93,300 SF of floor space and the building heights would range from 37 to 41 feet above finished grade. Buildings would be setback from 52 feet to more than 100 feet from the centerline of adjacent streets. Typically, each building would have office space at the front of the building with warehouse/light manufacturing space in the rear. Primary access to the proposed buildings would be from Rancho Conejo Boulevard and Conejo Center Drive. Parking would be provided in surface lots, generally located around each building, for the ancillary office and industrial uses. In addition, utility hookups would be installed from existing lines within the streets to the proposed buildings. Landscaping would be installed on each lot. Project

construction may encroach into the protected zone of protected oak and toyon trees around the perimeter of the Project site.

The lots would be located in three separate clusters: on the western side of Conejo Center Drive just northwest of the intersection of Conejo Center Drive and Conejo Spectrum Street; along the eastern side of Conejo Center Drive from Conejo Spectrum Street up to Rancho Conejo Boulevard; and north of the intersection of Conejo Center Drive and Rancho Conejo Boulevard, extending west to a parcel at the end of Rancho Conejo Boulevard.

The application includes two proposed Vesting Tentative Tract Maps (VTTM) that will reconfigure the existing lots. No new lots are proposed. VTTM 6021, which includes lots in Planning Areas B and 5, and VTTM 6022, which includes lots in Planning Area Q. VTTM No. 6021 includes approximately 35.8 gross acres that would be subdivided into 12 condominium lots for Buildings 1A, 1B, 1C, 1D, 1E, 1F, 1G, 2, 3, 4A, and 4B. VTTM 6022 includes approximately 15.5 gross acres that would be subdivided into 4 condominium lots for Buildings 5A, 5B, 6A, and 6B.

The proposed Project would include the dedication of and development of Academy Drive, which would extend to the north from Conejo Center Drive, and would provide access to Lots 4A and 4B. In addition, the proposed Project would provide multi-use trail easements, a City maintenance vehicular access easement, and a fire access easement.

The proposed project would require approximately 156,186 cubic yards of cut and fill, which would be balanced on the site. As such, no import or export of materials is anticipated to occur.

The proposed project would consist of a maximum of seven phases, with an anticipated construction period of 12 to 18 months for each phase. It is anticipated that the entire project phasing will be completed within approximately 10 years from the commencement of the first phase.

ES.5 Project Alternatives

An EIR must describe a range of reasonable alternatives to the project or alternative project locations that could feasibly attain most of the basic project objectives and would avoid or substantially lessen any of the significant environmental impacts of project. The alternatives analysis must include the “No Project Alternative” as a point of comparison. The No Project Alternative includes existing conditions and reasonably foreseeable future conditions that would exist if the proposed project were not approved (CEQA Guidelines Section 15126.6). The following alternatives are discussed further in Chapter 5, *Alternatives Analysis*.

ES.5.1 No Project Alternative

Under the No Project Alternative, the developer would not develop the 15 proposed industrial buildings or site improvements, and the Project area would remain as previously graded, underutilized and vacant land. Implementation of the No Project Alternative would avoid all of the environmental impacts associated with the proposed Project but would not meet any of the Project objectives and would not be consistent with the goals in the City’s planning documents, provide expanded economic opportunities for

the growing Rancho Conejo Industrial area, and develop economically viable uses on the underutilized and vacant Project site.

ES.5.2 Alternative 2: Reduced Density

This alternative would have a reduced density resulting in a 12 percent building square footage reduction with a similar range and ratio of uses relative to the proposed Project. Alternative 2 would minimally meet all of the Project objectives. Additionally, implementation of this alternative would be consistent, but less consistent, with the goals in the City's planning documents as fewer jobs would be provided in an area where the City's planning documents anticipated concentrating manufacturing, technology, and life science uses.

ES.5.3 Alternative 3: Increased Office Use, Decreased Manufacturing Use

This alternative would increase the amount of office use by approximately 184,000 SF and decrease manufacturing use by 184,000 SF, effectively remaining the same square footage as the proposed Project at approximately 49.57 net acres (approximately 2,159,269 SF) of land. Alternative 3 would minimally meet all of the Project objectives. Additionally, implementation of this alternative would be consistent, but less consistent, with the goals in the City's planning documents, as a result of providing more jobs but with less manufacturing and more office uses in an area where the City's planning documents anticipated concentrating manufacturing, technology, and life science uses.

ES.5.4 Alternatives Rejected from Further Consideration

An EIR should identify any alternatives considered but rejected as infeasible by the lead agency during the scoping process and briefly explain the reasons for the exclusion (State CEQA Guidelines Section 15126.6(c)). Alternatives may be eliminated from detailed consideration in the EIR if they fail to meet most of the project objectives, are infeasible, or do not avoid any significant environmental effects.

Alternative Project Site

The proposed Project is a multiple-phase business park development that would include 15 industrial buildings within the Rancho Conejo Industrial Area. Developing a business park with 15 industrial buildings in a different location or alternative project site would not meet the fundamental project objective of developing economically viable uses on the underutilized and vacant Project site. Additionally, the developer does not own another undeveloped site as large as the Project site in the City. Moreover, Guideline 15126.6(f)(2)(A) provides that a lead agency should reject as infeasible an alternative location unless there is substantial evidence demonstrating that siting the project at an alternative location would substantially lessen a significant environmental impact. However, there is no such evidence that siting the Project at an alternative location would substantially lessen a significant environmental impact. Therefore, this alternative is not considered feasible since the developer does not own another suitable site that would achieve the underlying purpose and objectives of the proposed Project.

Increased Development Phases Alternative

This alternative would involve more phases of development relative to the proposed Project, with fewer buildings built in each phase, which would lengthen the overall time to complete development of the entire Project. This alternative with more phases and fewer buildings per phase is infeasible due both to the specific geography of the site and to the inefficiency of splitting an integrated business park into too many phases. The Project is separated into primarily three non-contiguous parcels, which border one or more of either Ranch Conejo Boulevard and/or Conejo Center Drive. As such, it is logical and practical to plan for construction phasing such that each phase is contained within one of the three geographic groupings of properties. Within each of the different geographic groupings of future buildings, the plans call for an integrated business park in which the various buildings share common parking facilities and access roads. Therefore, while phasing of buildings within each of the individual geographic sections of the Project is possible, such phases should consider the disruption which will be caused by constructing buildings within an area occupied by existing tenants who share those parking and driveway facilities. Splitting the phasing into (for example) one individual building per phase will put an impractical and undue burden on the operation of existing buildings. Furthermore, because of the relatively small sizes of the proposed industrial buildings anticipated in the Project, construction means and methods for the anticipated tilt-up construction (including required supervision and site staging) would make the construction of single buildings extraordinarily inefficient to the point where such small individual phases would require modifying the building design to eliminate tilt-up construction. Such a design change would require a modification to the nature and functionality of the buildings, putting at risk the intended occupancy the buildings were designed to accommodate, and therefore risking the economic vitality and growth the Project is designed to promote. Therefore, this alternative is not feasible due to the reasons listed above.

ES.5.5 Environmentally Superior Alternative

As required by CEQA Guidelines Section 15126.6, one of the alternatives must be identified as an Environmental Superior Alternative. The Environmentally Superior Alternative is the one that would result in the fewest or least significant environmental impacts. If the Environmental Superior Alternative is the No Project Alternative (No Project/No Development), which is the case with the conclusions in this alternatives analysis, then an Environmentally Superior Alternative must be selected from the remaining alternatives (CEQA Guidelines Section 15126.6(e)(2).

As discussed in Chapter 3 (Environmental Setting Impacts and Mitigation Measures) and Chapter 5 (Other CEQA Considerations) of this Draft EIR, the proposed Project would not result in any significant and unavoidable impacts, and any significant impacts caused by the proposed Project would be reduced to less than significant with the incorporation of mitigation measures. Likewise, as discussed in Chapter 4 (Alternatives) neither of the Alternatives result in any significant and unavoidable impacts, and any significant impacts caused by the Alternatives would be reduced to less than significant with the incorporation of mitigation measures. Therefore, none of the Alternatives are substantially environmentally superior to the proposed Project in that none of the Alternatives avoid a significant impact since there are no significant and unavoidable impacts to avoid.

Alternative 2 could technically be considered to be an Environmentally Superior Alternative to Alternative 3 due to the reduced impacts of five resource areas as compared to one for Alternative 3 and

as Alternative 3 has increased impacts within five resource areas as compared to zero for Alternative 2; however, as both Alternative 2 and 3 would implement the same Mitigation Measures as the proposed Project, and as the proposed Project, Alternative 2, and Alternative 3 would be expected to result in similar less than significant impacts to the environment after mitigation, the Alternatives are seen as equivalent.

Alternative 2 and Alternative 3 would both minimally meet the Project objectives; however, Alternative 2 is anticipated to achieve the Project objectives to a lesser extent than the Proposed Project, and Alternative 3 is anticipated to equally achieve the Project objectives compared to the Proposed Project. Additionally, implementation of these alternatives would be consistent, but less consistent, with the goals in the City's planning documents which anticipated concentrating manufacturing, technology, and life science uses in this area.

Consequently, Alternative 3 is the Environmental Superior Alternative in the sense that it would generate similar impacts after mitigation and is anticipated to equally achieve the Project objectives compared to the Proposed Project while Alternative 2 would generate similar impacts after mitigation but is anticipated to achieve the Project objectives to a lesser extent than the Proposed Project.

While Alternative 3 is technically the Environmental Superior Alternative, the proposed Project would be the environmentally preferred Project since it meets all of the Project objectives, does not result in greater environmental impacts after mitigation, and is consistent with the City's planning documents which anticipated concentrating manufacturing, technology and life science uses in this geographic area.

ES.6 Areas of Controversy

Section 15123(b)(2) of the CEQA Guidelines requires that an EIR identify areas of controversy known to the lead agency, including issues raised by other agencies and the public. During the Notice of Preparation (NOP) public review period, concerns were raised regarding potential adverse impacts associated with impacts on Aesthetics (lighting), Air Quality/Greenhouse Gas Emissions, Biological Resources (Sensitive habitats, California Gnatcatcher, Crotch's Bumblebee, Coastal Cactus Wren, rare plants, special status reptiles, special status birds, baseline assessment), Cultural Resources (outreach, AB52, SB18), Hazards and Hazardous Materials (material handling and storage), Noise, and Transportation (VMT, traffic demand management, traffic safety impact analysis).

A Draft Mitigated Negative Declaration (MND) was previously processed for this project, and during the MND's public review period concerns were raised regarding potential adverse impacts associated with Aesthetics (photometrics, public scenic vistas), Air Quality (architectural coatings, CalEEMOD version/output, dust exposure, generators, health risk analysis, Valley Fever), Biological Resources (biological surveying protocols, classification systems, habitat/hydrologic connectivity, invasive species, lighting, noise, special status species, water quality), Cultural/Tribal Resources (cultural resources survey, Lot 8 conservation easement, vibration impacts), Energy (generators, modeling software), Greenhouse Gas Emissions (generators, CARB Scoping Plan), Hazards and Hazardous Materials (Environmental Site Assessment, generators, health risk analysis), Land Use (discretionary process, SCAG consistency analysis), Noise (baseline, model assumptions, sensitive receptors, thresholds), Population and Housing (employment and housing assumptions), Transportation (transportation demand management, VMT

heavy trucks, VMT mitigation assumptions), Utilities and Service Systems (Groundwater Sustainability Plan).

These above listed concerns have been addressed in Chapters 3 and 5 of this Draft EIR. All comments received on the NOP are included in **Appendix A** to this Draft EIR.

ES.7 Summary of Impacts

The CEQA Guidelines require that an EIR discuss the significant environmental effects of the proposed project (Section 15126.2(a)), which are summarized in **Table ES-1** and a detailed discussion is provided in Chapters 3 and 5 of the Draft EIR. The CEQA Guidelines also require that an EIR discuss the significant environmental effects which cannot be avoided (Section 15126.2(c)).

Table ES-1, at the end of this chapter, presents a summary of the impacts and mitigation measures identified for the proposed Project. The level of significance for each impact was determined using significance criteria (thresholds) developed for each category of impacts. Significant impacts are those adverse environmental impacts that meet or exceed the significance thresholds; less than significant impacts would not exceed the thresholds. Table ES-1 indicates the measures that will be implemented to avoid, minimize, or otherwise reduce significant impacts to a less than significant level.

Section 5.1, Effects Found Not to be Significant, summarizes issues from the environmental checklist that were determined not to be significant. There is no substantial evidence that significant impacts would occur to the following issue areas: Agriculture and Forestry, Hazards and Hazardous Materials, Mineral Resources, Population and Housing, and Recreation.

Section 5.2, *Significant and Unavoidable Environmental Impacts*, describes the proposed Project would not result in any Project or cumulative significant impacts which cannot be reduced to less than significant.

Section 5.3, *Significant Irreversible Environmental Changes*, describes the proposed Project construction and operations that would result in an irretrievable loss of, and irreversible commitment of, natural resources. Located in an urbanizing area, the Project would require the commitment of natural resources and materials such as lumber, concrete, and steel and the use of fossil fuels. Construction and operation of the proposed Project would emit pollution into the air from construction machines and vehicles, and from vehicles traveling to and from the Project site during operation. The Project would also consume fossil fuels (petroleum and natural gas), and electricity generated by fossil fuels and other non-renewable resources during operation. The proposed Project would require imported water for potable use. Water supply for the Project would be a combination of purchased imported water and recycled water with the majority of supply being imported water from the Calleguas Municipal Water District (CMWD) which is a member agency of the Metropolitan Water District (MWD). According to the Cal-Am Ventura County District 2015 UWMP and the Revised Water Supply Assessment-Proposed Conejo Summit Project prepared by Meridian Consultants (Meridian 2023) and approved by California American Water Company (Cal-AM) on April 17, 2023, there is sufficient water supply to meet the demands of all its customers through the year 2045.

Section 5.4, *Growth-Inducing Impacts,* describes the proposed Project could promote growth in the local area, but this is a planned development as discussed in the City of Thousand Oaks Rancho Conejo

Specific Plan 7, the 2045 General Plan, and regional planning documents. The proposed Project would not include any residential components and would not create unplanned growth within the City, and the implementation of the proposed Project would not result in substantial direct growth-inducement. The environmental impact analysis conducted for cumulative development within the Project vicinity identified that there would be no significant environmental impacts associated with growth. The Conejo Summit project's temporary and permanent employment requirements could likely be met by the City's existing labor force without people needing to relocate into the Project region, and the Conejo Summit project would not stimulate population growth or a population concentration above what is assumed in local and regional land use plans. The proposed Project would include new infrastructure such as water distribution lines and sewer lines, serving just the Project site. These facilities would support the demand of the proposed Project and would not create additional capacity available to the region or area. As such, the proposed Project would not increase the City's infrastructure beyond that which is necessary to serve the proposed Project, and the proposed Project would not induce unplanned growth.

TABLE ES-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impacts	Mitigation Measures	Significance after Mitigation
Aesthetics		
3.1-1: Would the proposed Project have a substantial adverse effect on a scenic vista?	**AES-1 (Building Colors and Materials):** The Project applicant shall submit a colors/materials board to the City for review and approval prior to issuance of building permits demonstrating the buildings that border COSCA open space (Buildings 3, 4A, 4B, 5A, 5B, 6A, and 6B) are to be painted with earth tones that are predominantly found within COSCA's open space immediately surrounding the Conejo Summit project site with the intention of blending the buildings into the environment as seen from COSCA's open space. The body of the buildings are to be painted tans, browns, natural greens and architectural features may be painted subdued ochre, sienna, umber, yellows, golds, and terracotta. All colors shall be comprised of applied pigments in material. All color blocking is to follow the building's architectural forms. Darker trim colors are to be subordinate in surface application to main colors and provide adequate relief with a more dominant hue to highlight design features. The lighting colors/materials board shall document the location of each color on the proposed elevation and include the manufacture's name, paint name, and color codes.	Less than Significant Impact with Mitigation
3.1-2: Would the proposed Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	None Required	No Impact
3.1-3: Would the proposed Project substantially degrade the existing visual character or quality of public views of the site and its surroundings because of height, bulk, pattern, scale, character, or other features or conflict with applicable zoning and other regulations governing scenic quality. (Public views are those that are experienced from publicly accessible vantage point)?	None Required	Less than Significant Impact
3.1-4: Would the proposed Project create a new source of substantial light, or glare which would adversely affect day or nighttime views in the area?	**AES-2 (Lighting Schedule and Photometric Plan):** The Project applicant shall submit a lighting schedule plan and photometric plans to the City of Thousand Oaks for review and approval prior to issuance of building permits demonstrating compliance with Thousand Oaks Municipal Code Sections and 9-4.2405 and 9-4.2308, the California Building Code, Chapter 10, Section 1008.2.3, and the Green Building Code, Chapter 5, Section 106.8. The lighting schedule shall document the location, quantity, type, and luminance of all fixtures proposed on the Project site. With the exception of bollard and similar ground-level lighting, all exterior lighting shall be shielded and downcast to minimize light trespass and glare on adjacent open space and properties while providing the minimum required lighting to meet safety standards. During non-occupied hours, exterior building mounted/canopy lighting	Less than Significant Impact with Mitigation

Impacts	Mitigation Measures	Significance after Mitigation
	and exterior parking lighting would be dimmed to 20 percent and 30 percent, respectively.	
3.1-5: Concurrent construction and operation of the proposed project and related projects in the geographic scope could result in cumulative short-term and long-term impacts.	Implement Mitigation Measures AES-1 through AES-2.	Less than Significant Impact with Mitigation
Air Quality		
3.2-1: Would the proposed Project conflict with or obstruct implementation of an applicable air quality plan, and therefore, the Project would have a less than significant and less than cumulatively considerable effect on the implementation of an applicable air quality plan?	None Required	Less than Significant Impact
3.2-2: Would the proposed Project result in a significant and cumulatively considerable air quality effects because the Project would result in a net increase of criteria pollutants for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?	**AQ-1 (Dust Control):** The applicant shall require all construction plans to include the following best management practices: • Maximize the use of chemical dust suppressants or non-potable water, if available. If water is used, all exposed surfaces shall be watered three times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. • Cover or maintain at least 2 feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways shall be covered. • Use wet power vacuum street sweepers to remove any visible track-out mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited. • Limit vehicle speeds on unpaved roads to 15 miles per hour. • Pave all roadways, driveways, sidewalks, parking lots as soon as possible. In addition, building pads shall be laid immediately after grading unless seeding or soil binders are used. • Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site. • Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment shall be checked by a certified mechanic and determine to be running in proper condition before it is operated. **AQ-2 (Tier-4 Emissions Standards):** All diesel off-road equipment rated 50 horsepower or more shall have engines that meet the Tier- 4 Final off-road emission standards, as certified by CARB. This requirement shall be verified through submittal of an equipment	Less than Significant Impact with Mitigation

inventory that includes the following information: (1) Type of Equipment, (2) Engine Year and Age, (3) Number of Years Since Rebuild of Engine (if applicable), (4) Type of Fuel Used, (5) Engine HP, (6) Verified Diesel Emission Control Strategy (VDECS) information if applicable and other related equipment data. A Certification Statement is also required to be made by the Contractor for documentation of compliance and for future review by the VCAPCD, as necessary. The Certification Statement must state that the Contractor agrees to compliance and acknowledges that a violation of this requirement shall constitute a material breach of contract.

An exemption from these requirements may be granted by the City in the event that the applicant documents that equipment with the required tier is not reasonably available and corresponding reductions in criteria air pollutant emissions are achieved from other construction equipment. Before an exemption may be considered by the City, the applicant shall be required to demonstrate that two construction fleet owners/operators in Ventura County were contacted and that those owners/operators confirmed Tier 4 Final equipment could not be located within Ventura County. Further, if an exemption is granted by the City, the applicant shall use a minimum of Tier 3 equipment with a CARB-certified Level 3 diesel particulate filter in place of the Tier 4 Final equipment.

AQ-3 (Architectural Coatings): Prior to the issuance of a building permit, the Applicant shall demonstrate that the Project's architectural coatings will be "Super-Compliant" or have a VOC standard of less than 10 grams per liter.

AQ-4 (Transportation Demand Management Air Quality Impact Fee Payment): The Project developer shall pay the City's Transportation Demand Management (TDM) Air Quality Impact Fee based on the following formula of $TC_{(ROC\ or\ NOx)} = EE_{(ROC\ or\ NOx)} \times UC_{(ROC\ or\ NOx)} \times D \times 3$ years where:

$TC_{(ROC\ or\ NOx)}$ = Total cost TDM Air Quality Impact Fee

$EE_{(ROC\ or\ NOx)}$ = Excess operational emissions; pounds per day of ROC or NOx over the 25 pounds per day threshold

$UC_{(ROC\ or\ NOx)}$ = Unit cost per lb. of ROC or NOx reduced

D = Days of operation per year

The cost is to be calculated separately for ROG and NOx. The amount collected is to be the higher of the two costs since funding will result in mitigation programs that reduce both pollutants.

The fee shall be collected per Phase and based on each Phase's pro-rata share of the development's complete buildout. The fees shall be calculated based on the unit cost for ROG and NOx, in effect at the time a building permit is issued. The City shall consider transit and traffic demand management improvements and other programs proposed by the Project developer, in excess of those otherwise required, as credits against the fee and/or to be funded from the fee fund. The operational emissions reduction will be calculated by the City, and the Project

Impacts	Mitigation Measures	Significance after Mitigation
	developer will be required to cover the costs for either City staff and/or consultant time spent calculating the mobile emissions reduction and tracking each Phase's pro-rata share of additional reductions identified in this EIR's Table 3.2-8 (Maximum Daily Mitigated Regional Operational Emissions). Payment of fees is required per Phase and prior to issuance of the first certificate of occupancy for each Phase. The City is to hold the funds in the TDM Air Quality Impact Fee account until the funds are spent on an approved TDM mitigation program or project. The funds are to be committed by the City to a TDM mitigation program within five years of receipt of the funds on a rolling basis as Project phases are completed. Funds shall not be used for traffic engineering projects, including signal synchronization, intersection improvements, and channelization, as such projects are related to improving traffic congestion and not air quality. Implement Mitigation Measures TRAF-1 through TRAF-5. (Refer to Transportation Section below)	
3.2-3: Would the implementation of the proposed Project result in less than significant and less than cumulatively considerable effects associated with the exposure of sensitive receptors to substantial pollutant concentrations?	Implement Mitigation Measures AQ-1 through AQ-5. **AQ-5 (Valley Fever):** During heavy grading where the top 12 to 18 inches of soil would be disturbed, construction contractors shall comply with the following measures, as feasible to reduce potential Valley Fever impacts (VCAPCD 2003): • Restrict employment for grading activities to persons with positive coccidioidin skin tests (since those with positive tests can be considered immune to reinfection). • Hire crews from local populations where possible, since it is more likely that they have been previously exposed to the fungus and are therefore immune. • Require crews to use respirators during project clearing, grading, and excavation operations in accordance with California Division of Occupational Safety and Health regulations. • Require that the cabs of grading and construction equipment to be air-conditioned or enclosed with sufficient ventilation and particulate matter filtration systems. • Require crews to work upwind from excavation sites where possible. • Where acceptable to the fire department, control weed growth by mowing instead of disking, thereby leaving the ground undisturbed and with a mulch covering. • During rough grading and construction, the access way into the project site from adjoining paved roadways should be paved or treated with environmentally-safe dust control agents.	Less than Significant Impact with Mitigation

Impacts	Mitigation Measures	Significance after Mitigation
3.2-4: Would the proposed Project result in less than significant and less than cumulatively considerable effects from the creation of objectionable odors affecting a substantial number of people?	None Required	Less than Significant Impact
3.2-5: Concurrent construction and operation of the proposed project and related projects in the geographic scope could result in cumulative short-term and long-term impacts.	Implement Mitigation Measures AQ-1 through AQ-5.	Less than Significant Impact with Mitigation
Biological Resources		
3.3-1: Would the Project either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	**BIO-1 (Worker Education Awareness Program (WEAP)):** Prior to the initiation of the initial vegetation removal or initial grading activities, all personnel associated with those activities shall attend a worker education awareness program (program) conducted by a City-approved qualified biologist. In general, the program shall discuss any potentially occurring sensitive biological resources or species and habitat preference(s), occupied habitat in the area, life histories, as well as potential construction impacts, protection measures, and Project limits. Legal protections and regulations pertinent to the biological resources that may be present shall also be included in the program. A species and habitat fact sheet shall be developed prior to the training program and distributed at the training program to all contractors, employers and other personnel involved with the construction of the Project. After the kickoff meeting, the Project proponent shall notify the City-approved qualified biologist in advance if additional contractors are employed during the initial vegetation removal or initial grading activities. A sign-in sheet will be circulated for signatures to all personal that attend the workers educational training to confirm that program materials were received and that they understand the information presented. **BIO-2 (Biological Monitoring):** The Project Applicant shall fund a City-approved Biological Monitor during the initial vegetation removal or grading activities in undeveloped areas to monitor those activities and to ensure compliance with all mitigation measures. Prior to the issuance of a grading permit, the Project Applicant shall submit the qualifications of the Biological Monitor(s) to the City for review and approval. The City-approved Biological Monitor shall be experienced in construction monitoring and be able to identify potentially occurring sensitive biological resources in the area. The City-approved Biological Monitor shall be present on site during all vegetation removal and initial grading activities in undeveloped areas and shall implement and monitor any required no-disturbance buffers for Crotch's bumble bee and/or nesting birds based on the results of pre-construction surveys conducted under MM-BIO-7 and MM-BIO-9. Each day, prior to the commencement of activities, the City-approved Biological Monitor shall survey the construction Project footprint and surrounding areas for compliance with all Mitigation Measures.	Less than Significant Impact with Mitigation

Impacts	Mitigation Measures	Significance after Mitigation
	BIO-3 (Demarcation of Disturbance Limits): Prior to commencement of initial vegetation removal and grading, the construction limits shall be clearly demarcated using high-visibility construction fencing. All construction activities, including equipment staging and maintenance, shall be conducted within the marked disturbance limits to prevent inadvertent disturbance to sensitive biological resources outside the limits of work. The fencing shall be maintained throughout the duration of all construction activities. Any windblown trash generated by the Project that collects on the fence will be regularly removed. **BIO-4 (Master Fuel Management Plan and Conejo Dudleya Habitat Enhancement):** By March 1 of each year, a Master Fuel Management Plan for the whole of the project shall be prepared by a City-approved restoration ecologist or qualified biologist in coordination with the Project Applicant's landscape architect and submitted to the Community Development Department, Fire Department, and the Conejo Open Space Conservation Agency for review and approval prior to Fire abatement work being conducted. The Master Fuel Management Plan shall include, but not be limited to, the following: 1) Identify the location of sensitive status species to be avoided; 2) Include photos of sensitive status species to be avoided in dormant, vernalization, and blooming stages; 3) A site plan demarcating the disturbance limits during fuel management operations, and a legend identifying where barriers, temporary construction fencing, and/or staking will be utilized; 4) A description of fuel management methodologies to be used. Areas within 100 feet of buildings shall utilize the following standards unless the Community Development Department, Fire Department, and the Conejo Open Space Conservation Agency agree to alternative compliance methods. a) The herbaceous (grassy) plants are to be cut to a maximum height of 3 inches. The plants are not to be entirely removed as they help with erosion (water and wind). b) Bushes may be retained but, to avoid a continuous massing, shall be trimmed/thinned to a maximum height of 4 feet, and the bushes must be spaced apart a minimum of 6 feet. c) Trees may be retained, but their understory is to be cleared to a maximum height of 3 inches and branches are to be trimmed to comply with Fire clearance requirements. Trees which are protected by TOMC Title 9, Chapter 4, Articles 42 and 43 may be trimmed with approval of a Protected Tree Permit. d) The area behind the Municipal Service Center within 100 feet from buildings/sheds is to be trimmed/thinned; however, the	

Impacts	Mitigation Measures	Significance after Mitigation
	trimming/thinning is not required in areas with excessive slopes that would necessitate workers to use harnesses. e) All cuttings and all dead materials are to be removed. 5) The Master Fuel Management Plan is to be implemented throughout the year. Prior to fuel management work being conducted, the Project Applicant is to submit surveys for the areas subject to fuel management consistent with the standards in Mitigation Measures BIO-7, 8 and 9. Should accidental clearing outside of grading limits result in loss of Conejo dudleya individuals and/or loss of occupied habitat, the Project Applicant shall commit to off-site in-kind habitat enhancement at a 3:1 ratio to achieve no net loss of special-status plant species habitat. Enhancement will occur within lands managed by the COSCA, at the direction and approval of COSCA, with an acreage appropriate to achieve a total of 3:1 replacement for habitat loss. **BIO-5 (Stormwater Pollution Prevention Plan):** Prior to issuance of a grading permit, the Project Applicant shall develop a project-specific Stormwater Pollution Prevention Plan (SWPPP) requiring erosion and sediment control Best Management Practices (BMPs) to be implemented during construction and submit the SWPPP to the City for review and approval. The site-specific SWPPP shall include but not be limited to: (1) the regular use of water trucks or other means of site irrigation to minimize fugitive dust during earthmoving and prevent fugitive dust from escaping the property boundary; (2) prohibition of vehicle fueling on-site; (3) requirement that secondary containment be utilized for the temporary use all hazardous materials during construction activities and such containment shall be located as far as feasible from special- status plants and potentially jurisdictional resources. **BIO-6 (Invasive Plant Species Prevention and Weed Control Plan):** Prior to issuance of grading permits, the Project Applicant shall retain a City-approved restoration ecologist or qualified biologist to prepare a comprehensive Invasive Plant Species Prevention and Weed Control Plan (IPSP & WCP) in coordination with the Project Applicant's landscape architect. The IPSP & WCP shall be implemented within the landscaped areas of the Project to minimize invasive plant species and weed invasion into open space areas. The IPSP & WCP is to be implemented during construction and for a period of up to 5 years post-development, until the establishment of common landscaped areas associated within each completed phase of the Project, as determined by the City-approved restoration ecologist or qualified biologist. The IPSP & WCP shall be submitted to the City and the Conejo Open Space Conservation Agency for review and approval. The IPSP & WCP shall include, but not be limited to, the following:	

Impacts	Mitigation Measures	Significance after Mitigation
	1) Weed control treatments shall include the application of legally permitted herbicide, as well as manual and mechanical methods of removal. The application of herbicides shall be performed by a licensed landscape maintenance company and comply with state and federal laws and regulations under the supervision of a Pest Control Advisor and a Licensed Qualified Applicator. Herbicides shall not be applied during or within 72 hours of a forecasted measurable rain event or during high wind conditions that could cause spray drift onto native vegetation. Where manual or mechanical methods are used, plant debris shall be disposed of at a certified disposal site. The timing of the weed control treatment shall be determined for each plant species with the goal of controlling populations before they start producing seeds. 2) Invasive plant species on the California Invasive Plant Council inventory shall not be included in Project landscaping palettes. Project landscape palettes shall be reviewed and approved by the City to ensure that invasive plant species are excluded. 3) All straw materials used during Project construction and operation shall be weed-free rice straw or other weed-free product, and all gravel and fill material shall be weed free. If straw wattles are used, they shall not be encased in plastic mesh. All plant materials used within the Project shall be certified weed-free and approved by the City of Thousand Oaks Community Development Department. 4) Prior to initial entry into the Project area, equipment shall be free of soil and debris on tires, wheel wells, vehicle undercarriages, and other surfaces (a high- pressure washer and/or compressed air may be used to ensure that soil and debris are completely removed). Compliance with the provision is achieved by on-site inspection and verification or by demonstrating that the vehicle or equipment has been cleaned at a commercial vehicle or appropriate truck washing facility. In addition, the interior of equipment (cabs, etc.) shall be free of mud, soil, gravel, and other debris (interiors may be vacuumed or washed). 5) All vegetative material removed from the Project site shall be transported in a covered vehicle and will be disposed of at a certified disposal site. **BIO-7 (Crotch's Bumble Bee Pre-Construction Surveys):** A pre-construction survey for Crotch's bumble bee shall be conducted within the construction footprint prior to the start of initial vegetation removal or initial grading activities occurring during the Crotch's bumble bee nesting period (February 1 through October 31) to determine if nests for Crotch's bumble bee are located within the construction area or not. The pre-construction survey shall include 1) a habitat assessment and 2) focused surveys, both of which will be based on recommendations	

Impacts	Mitigation Measures	Significance after Mitigation
	described in the "Survey Considerations for CESA Candidate Bumble Bee Species," released by the CDFW on June 6, 2023, or the most current at the time of construction. The habitat assessment shall, at a minimum, include historical and current species occurrences; document potential habitat onsite including foraging, nesting, and/or overwintering resources; and identify which plant species are present. For the purposes of this mitigation measure, nest resources are defined as abandoned small mammal burrows, bunch grasses with a duff layer, thatch, hollow trees, brush piles, and man-made structures that may support bumble bee colonies such as rock walls, rubble, and furniture. The focused survey will be performed by a City-approved qualified biologist (someone who has more than three years of experience of conducting nesting bee surveys and monitoring active nests in the Project region) with expertise in surveying for bumble bees and include at least three (3) survey passes that are not on sequential days or in the same week, preferably spaced two to four weeks apart. The timing of these surveys shall coincide with the Colony Active Period (April 1 through August 31 for Crotch's bumble bee). Surveys may occur between 1 hour after sunrise and 2 hours before sunset. Surveys may be conducted earlier if other bees or butterflies are flying. Surveys shall not be conducted when it is windy (i.e., sustained winds greater than 8 mph). Surveys will not be conducted during wet conditions (e.g., foggy, raining, or drizzling) and surveyors will wait at least 1 hour following rain. Optimal survey conditions are when there are sunny to partly sunny skies with temperatures that are greater than 60° Fahrenheit. The City-approved qualified biologist shall look for nest resources suitable for bumble bee use. Ensuring that all nest resources receive 100% visual coverage, the City-approved qualified biologist shall watch the nest resources for up to five minutes, looking for exiting or entering worker bumble bees. Worker bees should arrive and exit an active nest site with frequency, such that their presence would be apparent after five minutes of observation. If a bumble bee worker is detected, then an observed representative shall be identified to species. The City-approved qualified biologist should be able to view several burrows at one time to sufficiently determine if bees are entering/exiting them if the burrows are proximate to one another. It is up to the discretion of the City-approved qualified biologist regarding the actual survey viewshed limits from the chosen vantage point which would provide 100% visual coverage which is not to exceed a 50-foot-wide area. If a nest is suspected, the surveyor can block the entrance of the possible nest with a sterile vial or jar until nest activity is confirmed (no longer than 30 minutes). For proper identification, a City-approved qualified biologist(s) will net/capture the representative bumble bee in an appropriate insect net, per the protocol in U.S. National Protocol Framework for the Inventory	

Impacts	Mitigation Measures	Significance after Mitigation
	and Monitoring of Bees. The bee shall be placed in a clear container for observation and photographically documented. The bee will be photographed using a macro lens from various angles to ensure recordation of key identifying characteristics. If bumble bee identifying characteristics cannot be adequately captured in the container due to movement, the container will be placed in a cooler with ice until the bumble bee becomes inactive (generally within 15 minutes). Once inert, the bumble bee shall be removed from the container and placed on a white sheet of paper or card for examination and photographic documentation. The bumble bee shall be released into the same area from which it was captured upon completion of identification. Based on implementation of this method on a variety of other bumble bee species, bees become active shortly after removal from the cold environment, so photography must be performed quickly. If Crotch's bumble bee nests are not detected, no further mitigation shall be required, and no additional surveys shall be necessary if construction begins within 14 days of the last survey for a given phase area. If construction in a given phase area does not start within 14 days of the last survey, or if construction in a given phase area stops for 14 days or longer, surveys shall be repeated if construction re-commences between February 1 and October 31. The mere presence of foraging Crotch's bumble bees would not require implementation of additional minimization measures because this species can forage up to 10 kilometers from their nests. If nest resources occupied by Crotch's bumble bee are detected within the construction area, no construction activities shall occur within 100 feet of the nest, or as determined by a City-approved qualified biologist through evaluation of topographic features or distribution of floral resources. The nest resources will be avoided for the duration of the Crotch's bumble bee nesting period (February 1 through October 31). Outside of the nesting season, it is assumed that no live individuals would be present within the nest as the daughter queens (gynes) usually leave by September, and all other individuals (original queen, workers, males) die. The gyne is highly mobile and can independently disperse to outside of the construction footprint to surrounding open space areas that support suitable hibernacula resources. A written survey report will be submitted to the City within 30 days of the pre-construction survey and shall be reviewed and approved by the City before the start of grading and construction activities. The Project Applicant shall be billed by the City pursuant to the adopted Fee Schedule in effect during the review period to review the initial and any report revisions required to approve the report. The survey report shall also be submitted to CDFW within the same timeframe for its consideration and action in accordance with applicable laws and regulations. The report will include survey methods, weather conditions, and survey results, including a list of insect species observed and a	

Impacts	Mitigation Measures	Significance after Mitigation
	figure showing the locations of any Crotch's bumble bee nest sites or individuals observed. The survey report will include the qualifications/resumes of the surveyor(s) and City-approved qualified biologist(s) for identification of photo vouchers, detailed habitat assessment, and photo vouchers. If Crotch's bumble bee nests are observed, the survey report shall also include recommendations for avoidance, and the location information will be submitted to the California Natural Diversity Database (CNDDB) at the time of, or prior to, submittal of the survey report. If the nest resources cannot be avoided during the nesting period, as outlined in this measure, the Project applicant will consult with CDFW regarding the need to obtain an Incidental Take Permit. Any measures determined to be necessary through the Incidental Take Permit process to offset impacts to Crotch's bumble bee may supersede measures provided in this CEQA document and shall be incorporated into a habitat mitigation and monitoring plan. In the event an Incidental Take Permit is needed, mitigation for direct impacts to Crotch's bumble bee will be fulfilled through compensatory mitigation at a minimum 1:1 nesting habitat replacement of equal or better functions and values to those impacted by the Project, or as otherwise determined through the Incidental Take Permit process. Mitigation will be accomplished either through off-site conservation or through a CDFW-approved mitigation bank. If mitigation is not purchased through a mitigation bank, and lands are conserved separately, a cost estimate will be prepared to estimate the initial start-up costs and ongoing annual costs of management activities for the management of the conservation easement area(s) in perpetuity. The funding source will be in the form of an endowment to help the qualified natural lands management entity that is ultimately selected to hold the conservation easement(s). The endowment amount will be established following the completion of a Project-specific Property Analysis Record to calculate the costs of in-perpetuity land management. The Property Analysis Record will take into account all management activities required in the Incidental Take Permit to fulfill the requirements of the conservation easement(s), which are currently in review and development. **BIO-8 (Special-Status Reptile Pre-Construction Survey):** A pre-construction survey for coastal whiptail shall be conducted by a City-approved qualified biologist (someone who has more than three years of experience of conducting coastal whiptail surveys and monitoring coastal whiptail habitat in the Project region) no more than 30 days prior to the initiation of initial vegetation removal or initial grading activities. If construction in a given phase area does not start within 30 days of the survey, or if construction in a given phase area stops for 30 days or longer, surveys shall be repeated. If coastal whiptail is observed on the Project site, a salvage and relocation plan for this species shall be	

Impacts	Mitigation Measures	Significance after Mitigation
	developed and submitted to the City for review and approval. The plan shall be implemented to allow a City-approved qualified biologist to capture and relocate the species to suitable habitat outside of the impact footprint prior to the onset of ground disturbing activities. The results of special-status reptile pre-construction surveys shall be documented in a letter report that will be submitted to the City and CDFW. **BIO-9 (Nesting Bird Avoidance Survey):** Project construction shall be conducted in compliance with the conditions set forth in the MBTA and California Fish and Game Code to protect active bird/raptor nests. To the maximum extent feasible, vegetation removal shall occur during the non-breeding season for nesting birds and nesting raptors. If the Project requires that work be initiated during the breeding season for nesting birds (February 1–August 31) or nesting raptors (January 1–June 30), in order to avoid direct impacts to active nests, a pre-construction survey shall be conducted in the study area by a City-approved qualified biologist (someone who has more than three years of experience of conducting nesting bird surveys and monitoring active nests in the Project region) for nesting birds and raptors within 7 days prior to initial vegetation removal or initial grading activities. If the City-approved qualified biologist does not find any active nests within or immediately adjacent to the impact areas, the vegetation clearing/construction work shall be allowed to proceed. If construction in a given phase area does not start within 7 days of the survey, or if construction in a given phase area stops for 7 days or longer, nesting bird surveys shall be repeated. If the City-approved qualified biologist finds an active nest within or immediately adjacent to the construction area and determines that the nest may be impacted, or breeding activities substantially disrupted by the initial vegetation removal or initial grading activities, the City-approved qualified biologist shall delineate an appropriate buffer zone around the nest depending on the sensitivity of the species and the nature of the construction activity. To protect any nest site, the following restrictions to construction activities shall be required until nests are no longer active, as determined by a City-approved qualified biologist: (1) clearing limits shall be established within a buffer around any occupied nest; and (2) access and surveying shall be restricted within the buffer of any occupied nest, unless otherwise determined by a City-approved qualified biologist. The buffer shall be a minimum of 100 feet for non-special-status passerine species, 200 feet for special-status passerine species, and 300 feet for nesting raptors (distances may be greater depending on the bird species and construction activity, as determined by the City-approved qualified biologist). Construction can proceed within the buffer when the City-approved qualified biologist has determined that the nest is no longer active. **BIO-10 (Lighting):** To prevent illumination of wildlife habitats, construction activities shall be limited to the time between dawn and	

Impacts	Mitigation Measures	Significance after Mitigation
	dusk. If construction activity time restrictions are not possible, down shielding or directional lighting will be used to avoid light trespass into adjacent natural open space areas (i.e., use a “Cobra” style light rather than an omnidirectional light system to direct light down to the work area). Exterior lighting on finished buildings shall be designed to minimize upward-directed lighting and Project design shall minimize the duration and amount of exterior and interior lighting to be in accordance with the Thousand Oaks Municipal Code (TOMC) and any other related federal and state regulations, such as California Code of Regulations Title 24. TOMC Sections 9-4.2405(b) regarding off-street parking, and 9-4.2308(b) regarding signage, outline the provisions for the installation and operation of outdoor lighting. The California Building Code, Chapter 10, Section 1008.2.3 provides mandatory illumination requirements from a building’s exit to the public way . Additionally, the Green Building Code, Chapter 5, Section 106.8, provides mandatory nonresidential light pollution reduction requirements related to backlight, uplight and glare. Pursuant to this requirement, the following lighting design standards shall be incorporated, subject to modification by the City’s Police Chief to account for changes to the Project’s lighting in order to meet applicable regulations and standards for required security: 1) Incorporate fixture hoods/shielding to orient exterior lighting downward and eliminate horizontal glare, upward-directed light, and avoid light spillover and illumination of adjacent natural open space areas. 2) Install automatic motion sensors and controls on exterior lighting to minimize lighting durations. 3) During non-occupied hours, exterior building mounted/canopy lighting and exterior parking lighting are to be automatically dimmed, at a minimum, to 20% and 30% respectively unless the Police Department directs for exterior lighting to be brighter to provide sufficient illumination to allow viewing of the exterior of the buildings and parking areas. 4) Institute measures to ensure that interior lights are turned off when not in use. 5) Exterior lighting shall not exceed 3000K and shall avoid the excessive intensity that newer lighting technology facilitates. 6) Assess site quality and quantity of light needed, avoiding over-lighting with newer technology.	
3.3-2: Would the Project result in less than significant and less than cumulatively considerable effects on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	Implement Mitigation Measures BIO-1 through BIO-3, BIO-5, and BIO-6.	Less than Significant Impact with Mitigation

Impacts	Mitigation Measures	Significance after Mitigation
3.3-3: Would the Project result in a less than significant and less than cumulatively considerable 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?	Implement Mitigation Measure BIO-5.	Less than Significant Impact with Mitigation
3.3-4: Would the Project result in significant and cumulatively considerable effects on the movement of 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?	None Required	Less than Significant Impact
3.3-5: Would the Project result in significant and cumulatively considerable impacts to local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?	Implement Mitigations Measures BIO-1 through BIO-3, BIO-5, and BIO-6. **BIO-11a (Protected Tree Removal and Replacement):** Prior to construction activities, an International Society of Arboriculture (ISA) certified arborist shall review the proposed construction plans, visit the Project site, and assess the condition, health, and structure of protected trees within and adjacent to proposed work areas. The certified arborist shall provide an arborist report documenting the results of the survey, which shall include recommendations for tree protection during construction, any limitations for tree pruning, and an assessment to determine if the proposed Project could significantly impact any of the protected trees. The Project Applicant shall be billed by the City pursuant to the adopted Fee Schedule in effect during the review period to review the initial and any report revisions required to approve the report. All protected trees which are removed shall be replaced at a 3:1 ratio with two 24-inch and one 36-inch box size trees, consisting of similar species to those being removed, and shall be planted and depicted on the landscape architect's approved planting plan. If different sized trees are proposed for installation or an alternate mitigation site is identified, the proposed size, quantity, and location shall be approved by the City of Thousand Oaks Community Development Director. Additionally, a 5-year tree maintenance fee shall be paid to the Community Development Department for any required off-site replacement trees. Replacement trees shall be installed per ISA tree planting specifications under the direction and supervision of an ISA certified arborist. Installed replacement trees shall be monitored by an ISA certified arborist for the first 5 years after installation to ensure the replacement trees are established. The ISA certified arborist shall submit an annual report to the Community Development Department documenting tree species, diameter, height above grade, measured dripline, appearance and health conditions, physical description, and photographs of each installed replacement tree. The Project Applicant shall be billed by the City pursuant to the adopted Fee Schedule in effect during the review	Less than Significant Impact with Mitigation

Impacts	Mitigation Measures	Significance after Mitigation
	period to review the initial and any report revisions required to approve the report. **BIO-11b (Tree Protection Prior to Initial Vegetation Removal or Initial Grading Activities):** An ISA certified arborist shall be retained to oversee implementation of the following: **Fencing:** All remaining protected trees whose protected zone is located within or intersects with the Project site boundaries and that will not be relocated or removed shall be preserved and protected in place. Preserved trees whose protected zone (i.e., 5 feet beyond the dripline, but no less than 15 feet from the trunk) is within the proposed construction disturbance limits, as determined by the ISA certified arborist, shall be temporarily fenced with chain link or other material satisfactory to City planning staff throughout construction activities. The fencing shall be installed prior to construction within protected zone of the preserved tree and shall be installed 5 feet outside of the dripline of each tree (or edge of canopy for cluster of trees), be 4 feet tall, and staked every 6 feet. The fenced area shall be considered the tree protection zone (TPZ). Once construction is complete within 200 feet of each protected tree, as determined by the ISA certified arborist in consultation with the Community Development Director's designee, the fencing for that tree may be removed: **Flagging:** Aboveground tree parts on preserved trees that could be damaged by construction equipment (e.g., low limbs, trunks) shall be flagged with red ribbon prior to the start of construction. **Pre-Construction Meeting:** A pre-construction meeting shall be held between all contractors (including grading, tree removal/pruning, builders) and the ISA certified arborist. The ISA certified arborist shall instruct the contractors on tree protection practices and answer any questions. All equipment operators and spotters, assistants, or those directing operators from the ground, shall provide written acknowledgment of their receiving tree protection training. This training shall include information on the location and marking of protected trees, the necessity of preventing damage, and the discussion of work practices that will accomplish such. **BIO-11c (Tree Protection and Maintenance During Construction):** An ISA certified arborist shall be retained to oversee implementation of the following: **Equipment Operation and Storage:** Heavy equipment operation and storage shall be avoided around the protected trees. Operating heavy machinery around the root zones of trees will increase soil compaction, which decreases soil aeration and subsequently reduces water penetration in the soil. All heavy equipment and vehicles shall, at minimum, stay out of the fenced TPZ, unless where specifically approved in writing and under the supervision of an ISA certified arborist or as provided by the approved landscape plan.	

Impacts	Mitigation Measures	Significance after Mitigation
	Storage and Disposal: Storing or discarding any supply or material, including paint, lumber, concrete overflow, etc. shall not occur within the tree protection zone. All foreign debris within the tree protection zone shall be removed; however, it is important to leave existing organic materials such as duff, mulch, chips, and leaves around the preserved trees for water retention and nutrients. Drainage or leakage of equipment fluids near preserved trees shall be avoided. Fluids such as gasoline, diesel, oils, hydraulics, brake and transmission fluids, paint, paint thinners, and glycol (anti-freeze) shall be disposed of properly. Equipment shall be parked at least 50 feet away from preserved trees to avoid the possibility of leakage of equipment fluids into the soil. The effect of toxic equipment fluids on the preserved trees could lead to decline and death. **Grade Changes:** Grade changes, including adding fill, are not permitted within the TPZ without special written authorization and under the supervision of an ISA certified arborist or as provided by the approved landscape plan. Lowering the grade within this area will necessitate cutting main support and feeder roots, jeopardizing the health and structural integrity of the preserved tree(s). Adding soil, even temporarily, on top of the existing grade will compact the soil further and decrease both water and air availability to the trees' roots. **Moving Construction Materials:** Care shall be taken when moving equipment or supplies near the preserved trees, especially overhead. Damage to preserved tree(s) when transporting or moving construction materials and equipment and working near the preserved trees (even outside of the fenced tree protection zone) shall be avoided. Aboveground tree parts of preserved trees that could be damaged (e.g., low limbs, trunks) shall maintain flags in the form of red ribbon to be installed prior to the start of construction. If contact with the crown of a preserved tree is unavoidable, the conflicting branch(es) shall be pruned using ISA standards under the direction and supervision of an ISA certified arborist. **Root Pruning:** Except where specifically approved in writing, all trenching shall be outside of the fenced tree protection zone. Roots primarily extend in a horizontal direction forming a support base to the tree similar to the base of a wineglass. Where trenching is necessary in areas that contain preserved tree roots, roots shall be pruned using a Dosko root pruner or equivalent and under the direction and supervision of an ISA certified arborist. All cuts shall be clean and sharp, to minimize ripping, tearing, and fracturing of the root system. The trench shall be made no deeper than necessary. **Irrigation:** In the event that root pruning of the preserved trees is necessary, trees that have been substantially root pruned (30% or more of their root zone) will require irrigation for the first 12 months. The first irrigation shall be within 48 hours of root pruning. These trees shall also be deep watered every 2 to 4 weeks during the summer and once a	

Impacts	Mitigation Measures	Significance after Mitigation
	month during the winter (adjusted accordingly with rainfall). One irrigation cycle shall thoroughly soak the root zones of the trees to a depth of 3 feet. The soil shall dry out between watering; keeping soil consistently wet shall be avoided. One designated person shall be responsible for irrigating (deep watering) the trees. Soil moisture shall be checked with a soil probe before irrigating. Irrigation is best accomplished by installing a temporary above ground micro-spray system that will distribute water slowly (to avoid runoff) and evenly throughout the fenced protection zone but never soaking the area located within 6 feet of the tree trunk, especially during warmer months. **Pruning:** Protected trees shall not be pruned until all construction is completed unless the exceptions identified within this Mitigation Measure in "Moving Construction Materials," "Root Pruning," or "Irrigation" are met. Additionally, an exception is granted to allow dead wood to be pruned from tree canopies. This will help protect the tree canopies from damage. All pruning shall be completed under the direction of an ISA certified arborist and using ISA guidelines. **Washing:** During construction in summer and autumn months, if washing is determined to be needed by the ISA certified arborist, the foliage of protected trees within and adjacent to the construction site shall be washed with an application of water that mimics rainfall every two weeks in early hours before 10:00 a.m. to control mite and insect populations. Washing of a tree shall not be allowed if the tree contains a nesting bird. **Inspection:** An ISA certified arborist shall inspect the preserved trees on a monthly basis during construction. A report comparing tree health and condition to the original, pre- construction baseline shall be submitted following each inspection. Photographs of representative trees are to be included in each report. The Project Applicant shall be billed by the City pursuant to the adopted Fee Schedule in effect during the review period to review the initial and any report revisions required to approve the report. **BIO-11d (Tree Maintenance After Construction):** The following measures shall be performed to sustain and enhance the vigor of the preserved trees at the direction of a City-approved ISA certified arborist. Such maintenance measures may be implemented prior to construction. **Mulch:** Provide a 4-inch mulch layer under the canopy of preserved trees. Mulch shall include clean, organic mulch that will provide long-term soil conditioning, soil moisture retention, and soil temperature control. **Pruning:** The preserved trees will not require regular pruning. Pruning shall only be done to maintain clearance and remove broken, dead, or diseased branches. Pruning shall only take place following a recommendation by an ISA certified arborist and performed under the supervision of an ISA certified arborist. No more than 20% of the canopy	

Impacts	Mitigation Measures	Significance after Mitigation
	shall be removed at any one time. All pruning shall conform to ISA standards. **Watering:** The protected trees that are not disturbed shall not require regular irrigation, other than for 12 months if substantial root pruning has occurred. However, soil probing shall be necessary to accurately monitor moisture levels prior to irrigating. Especially in years with low winter rainfall, supplemental irrigation for the trees that sustained root pruning and any newly planted trees may be necessary. Any supplemental irrigation shall be conducted only during the winter and spring months. **Watering of Adjacent Plant Material:** The project landscape plans shall identify hydrologic zones, and all landscape plants within a hydrologic zone containing a preserved tree(s) shall be compatible with water requirements of the preserved tree(s). The surrounding plants shall be watered infrequently with deep soaks and allowed to dry out in between, rather than frequent light irrigation. The soil shall not be allowed to become saturated or stay continually wet. A 60-inch dry-zone shall be maintained around all preserved tree trunks. Irrigation spray shall not hit the trunk of any preserved tree. An aboveground micro-spray irrigation system shall be used instead of typical underground pop-up sprays. **Washing:** If washing is determined to be needed by the ISA certified arborist, the foliage of the preserved trees within the Project site shall be washed under the direction of an ISA certified arborist with an application of water which mimics rainfall during construction but no more than once every 2 weeks. Washing shall occur before 10:00 a.m. to control mite and insect populations. Washing shall include the upper and lower leaf surfaces and the tree bark. Washing of a tree shall not be allowed if the tree contains a nesting bird. **Spraying:** If the preserved trees are maintained in a healthy state, regular spraying for insect or disease control shall not be necessary. If a problem does develop, an ISA certified arborist shall be consulted; the preserved trees may require application of insecticides to prevent the intrusion of bark-boring beetles and other invading pests. All chemical spraying shall be performed by a licensed applicator under the direction of a licensed pest control advisor. **Inspection:** All preserved trees that sustained impacts to their TPZs during construction shall be monitored by an ISA certified arborist for the first 5 years after construction completion. The ISA certified arborist shall submit an annual report, photograph each preserved tree, and compare tree health and condition to the original pre-construction baseline. The annual report shall be provided to, reviewed, and approved by the Community Development Director's designee. The Project Applicant shall be billed by the City pursuant to the adopted Fee	

Impacts	Mitigation Measures	Significance after Mitigation
	Schedule in effect during the review period to review the initial and any report revisions required to approve the report. **BIO-12: (Native Habitat Enhancement):** Prior to the issuance of the Project building permit, the Project Applicant shall contribute funds to COSCA to enhance 25.55 acres of native scrub vegetation located within adjacent COSCA land. The 25.55 acres would mitigate impacts to 0.23 acres of chaparral communities and 25.31 acres of coastal scrub communities at a ratio of 1:1. The proposed enhancement shall include, at a minimum, the treatment of non-native and/or invasive plant species (Cal-IPC moderate or high rating or as determined by COSCA staff) present within existing native vegetation. The proposed methods and extent of the proposed enhancement activities shall be approved by the City and COSCA.	
3.3-6: 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?	None Required	No Impact
3.3-7: Concurrent construction and operation of the proposed project and related projects in the geographic scope could result in cumulative short-term and long-term impacts.	Implement Mitigation Measures BIO-1 through BIO-12.	Less than Significant Impact with Mitigation
Cultural Resources		
3.4-1: Would the Project cause a substantial adverse change in the significance of an historical resource pursuant to *State CEQA Guidelines* Section 15064.5?	**CUL-1 (Qualified Archaeologist Retained): Prior** to commencement of any grading activity on-site, the Applicant and/or subsequent responsible parties shall retain a qualified archaeologist, defined as an archaeologist meeting the Secretary of the Interior's Standards for professional archaeology (U.S. Department of the Interior, 2008), and with experience in California prehistoric and historic resources (experience within Project area preferred), to carry out all mitigation measures related to archaeological resources. **CUL-2 (Deed Restriction):** Prior to map recordation or issuance of the first grading permit, whichever comes first, and consistent with City of Thousand Oaks' General Plan, Conservation Element (2023) Policy 11.3, resource P-56-000449 shall be protected by a recorded deed restriction as permanent "open space", in order to prevent any future development or use that might otherwise adversely impact the resource. The recorded deed restriction shall contain stipulations to ensure the protection and maintenance of P-56-000449 in perpetuity. The recorded deed restriction shall outline the types of protective measure to be implemented (e.g., fencing, capping). The recorded deed restriction shall also include provisions for the preparation of an archaeological site maintenance plan that outlines roles and responsibilities, types of maintenance that are allowed and disallowed, as well as a maintenance schedule to ensure the site's protective measures are maintained. The draft language and contents included in the Deed Restriction and	Less than Significant Impact with Mitigation

Impacts	Mitigation Measures	Significance after Mitigation
	archaeological site maintenance plan shall be prepared by the developer and submitted to the City Attorney's Office and Community Development Department and a qualified archaeologist for review and approval prior to the recordation of the deed restriction. If significant new information related to the presence of a cultural resource emerges then the revaluation of the deed restriction and archaeological site maintenance plan shall occur to the satisfaction of the City Attorney's Office and Community Development Department and a qualified archaeologist. **CUL-3 (Annual Site Condition Verification Program):** An annual site condition verification program shall be undertaken to document the condition of P-56-000449. The site verification program shall be implemented by a City-approved qualified archaeologist hired by the Project Applicant, shall occur once every month during Project grading and construction of Building 1G and Building 2, and on an annual basis for the first three years after the completion of Project construction. The goal of the annual site condition verification program is to monitor whether P-56-000449 is being indirectly impacting as a result of an increased use of the surrounding area. The results of the annual site condition verification shall be documented in a brief memorandum prepared by the City-approved qualified archaeologist hired by the Project Applicant and shall include: California Department of Parks and Recreations (DPR) 523 form updates, following California Office of Historic Preservation's (OHP) Instructions for Recording Historical Resources; confirmation of resource boundaries with sub-meter GPS; general condition and disturbances observed; photography to document whether any change in resource condition has occurred, and the qualifications/resumes of the City-approved qualified archaeologist(s). A memorandum will be submitted to the City once every month during Project grading and construction of Building 1G and Building 2, and on an annual basis for the first three years after the completion of Project construction. The memorandum shall also be filed with the South Central Coastal Information Center for P-56-000449 if changes in setting or condition are observed. The Project Applicant shall be billed by the City pursuant to the adopted Fee Schedule in effect during the review period to review the initial memorandum and any revisions required to approve the memorandum. If no impacts to P-56-000449 are observed following the first three years, the annual site condition verification program may be discontinued. If the annual site condition verification program identifies impacts to P-56-000449 resulting from Project operations, or if, at any time, the City becomes aware of such impacts, additional protective measures shall be implemented immediately as recommended by the qualified archaeologist. If protective measures are implemented, annual verification of the measures' success shall be conducted for a period of three years. The Project Applicant shall be billed by the City pursuant to	

Impacts	Mitigation Measures	Significance after Mitigation
	the adopted Fee Schedule in effect during the review period to review the initial memorandum and any revisions required to approve the memorandum. **CUL-4 (Archaeological Resources Sensitivity Training for Construction Personnel):** Prior to the start of any ground disturbing activities associated with the Project, the qualified archaeologist shall compose a Cultural Resource Discovery Management Plan (Plan), conduct cultural resources sensitivity training for all construction personnel. The purpose of the Plan is to outline a program of treatment and mitigation in the case of an inadvertent discovery of cultural resources during ground-disturbing phases and to provide for the proper identification, evaluation, treatment, and protection of any cultural resources in accordance with CEQA throughout the duration of the Project. Existence and importance of adherence to this Plan shall be stated on all Project site plans intended for use by those conducting the ground disturbing activities. Construction personnel shall be informed of the types of archaeological resources that may be encountered, and of the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources or human remains. Construction personnel shall also be instructed to avoid P-56-000449. The Applicant shall ensure that construction personnel are made available for and attend the training and retain documentation demonstrating attendance. **CUL-5 (Unanticipated Archaeological Discovery):** In the event of the unanticipated discovery of archaeological materials during Project implementation, all work shall immediately cease in the area (within approximately 100 feet) of the discovery until it can be evaluated by the qualified archaeologist. Construction shall not resume until the qualified archaeologist has conferred with the City on the significance of the resource. If it is determined that the discovered archaeological resource constitutes a significant resource, avoidance and preservation in place is the preferred manner of mitigation. Preservation in place may be accomplished by, but is not limited to, avoidance, incorporating the resource into open space, capping, or deeding the site into a permanent conservation easement. In the event that preservation in place is demonstrated to be infeasible and data recovery through excavation is the only feasible mitigation available, a Cultural Resources Treatment Plan shall be prepared and implemented by the qualified archaeologist in consultation with the City that provides for the adequate recovery of the scientifically consequential information contained in the archaeological resource.	
3.4-2: Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	Implement Mitigation Measures CUL-1, CUL-4, and CUL-5.	Less than Significant Impact with Mitigation

Impacts	Mitigation Measures	Significance after Mitigation
3.4-3: Would the Project disturb any human remains, including those interred outside of dedicated cemeteries?	**CUL-6 (Human Remains Discovery):** If human remains are encountered, the contractor shall halt work in the vicinity (within 100 feet) of the find and contact the Ventura County Coroner in accordance with Public Resources Code (PRC) Section 5097.98 and Health and Safety Code Section 7050.5. If the County Coroner determines that the remains are Native American, the California Native American Heritage Commission (NAHC) shall be notified, in accordance with Health and Safety Code Section 7050.5, subdivision (c), and PRC Section 5097.98 (as amended by AB 2641). The NAHC shall designate a most likely descendant (MLD) for the remains per PRC Section 5097.98. The contractor shall ensure that the immediate vicinity where the Native American human remains are located is not damaged or disturbed by further development activity, according to generally accepted cultural or archaeological standards or practices, until the landowner has discussed and conferred with the MLD regarding their recommendations, as prescribed in PRC Section 5097.98, taking into account the possibility of multiple human remains.	Less than Significant Impact with Mitigation
3.4-4: Concurrent construction and operation of the proposed project and related projects in the geographic scope could result in cumulative short-term and long-term impacts.	Implement Mitigation Measures CUL-1 through CUL-6	Less than Significant Impact with Mitigation
Energy		
3.5-1: Would the Project result in the wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation, and the Project would result in less than significant and less than cumulatively considerable impacts on energy resources?	None Required	Less than Significant Impact
3.5-2: Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and therefore, the Project would result in less than significant and less than cumulatively considerable impacts on state and local energy plans?	None Required	Less than Significant Impact
3.5-3: Concurrent construction and operation of the proposed project and related projects in the geographic scope could result in cumulative short-term and long-term impacts.	None Required	Less than Significant Impact

Impacts	Mitigation Measures	Significance after Mitigation
Geology and Soils		
3.6-1: The proposed Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ii. Strong seismic ground shaking. iii. Seismic-related ground failure, including liquefaction. iv. Landslides.	None Required	Less than Significant Impact
3.6-2: Would the Project result in substantial soil erosion or the loss of topsoil?	None Required	Less than Significant Impact
3.6-3: Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	None Required	Less than Significant Impact
3.6-4: Would the proposed 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?	None Required	Less than Significant Impact
3.6-5: Would the Project have soils incapable of adequately supporting the use of onsite wastewater treatment systems where sewers are not available for the disposal of wastewater?	None Required	No Impact
3.6-6: Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	**GEO-1 (Qualified Paleontologist Retained):** Prior to the start of Project-related ground disturbing activities, the Applicant shall retain a Qualified Paleontologist that meets the standards of the Society of Vertebrate Paleontology (2010) to carry out all mitigation measures related to paleontological resources. **GEO-2 (Paleontological Resources Sensitivity Training for Construction Personnel):** Prior to the start of ground disturbing activities, all construction personnel shall be trained to identify the types of paleontological resources that may be encountered during Project implementation. The training may be provided during the archaeological sensitivity training conducted pursuant to Mitigation Measure CUL-4. Documentation shall be retained demonstrating that all construction personnel attended the training. **GEO-3 (Paleontological Monitoring):** The qualified paleontologist shall supervise a paleontological monitor meeting the Society for Vertebrate Paleontology standards (2010). The monitor shall be present during all ground-disturbing activities occurring within undisturbed native soils	Less than Significant Impact with Mitigation

Impacts	Mitigation Measures	Significance after Mitigation
	within areas mapped as Quaternary Terrace Deposits (Qt). Monitoring shall consist of visually inspecting fresh exposures of rock for larger fossil remains and, where appropriate, collecting wet or dry screened sediment samples of promising horizons for smaller fossil remains. Monitoring can be reduced to part-time inspections or ceased entirely if determined adequate by the qualified paleontologist in consultation with the City. Monitoring activities shall be documented in a Paleontological Resources Monitoring Report to be prepared by the qualified paleontologist at the completion of construction and shall be provided to the City and filed with the Natural History Museum of Los Angeles County within six (6) months of project completion. **GEO-4 (Discovery):** If a unique geologic feature or paleontological resource is discovered during construction, the paleontological monitor shall be empowered to temporarily divert or redirect grading and excavation activities in the area of the exposed fossil to facilitate evaluation of the discovery. An appropriate buffer area shall be established by the qualified paleontologist around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. At the qualified paleontologist's discretion and to reduce any construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing and evaluation of the find. All significant fossils shall be collected by the paleontological monitor and/or the qualified paleontologist. Collected fossils shall be prepared to the point of identification and catalogued before they are submitted to their final repository. Any fossils collected shall be curated at a public, non-profit institution with a research interest in the materials, such as the Los Angeles County Natural History Museum, if such an institution agrees to accept the fossils. If no institution accepts the fossil collection, they shall be donated to a local school in the area for educational purposes. Accompanying notes, maps, and photographs shall also be filed at the repository and/or school.	
3.6-7: Concurrent construction and operation of the proposed project and related projects in the geographic scope could result in cumulative short-term and long-term impacts.	Implement Mitigation Measures GEO-1 through GEO-4.	Less than Significant Impact with Mitigation

Impacts	Mitigation Measures	Significance after Mitigation
Greenhouse Gas Emissions		
3.7-1 and 3.7-2: Would the Project generate GHG emissions due to construction and operational activities. The Project's annual direct and indirect GHG emissions would be generated from development that is located and designed to not conflict with relevant goals and actions to reduce Project emissions as much as feasibly possible, as well as not conflicting with the HSC Division 25.5 goals and CARB guidelines for assessing GHG emissions. Therefore, the Project's GHG emissions would result in less than significant and less than cumulatively considerable impacts?	None Required	Less than Significant Impact
3.7-3: Concurrent construction and operation of the proposed project and related projects in the geographic scope could result in cumulative short-term and long-term impacts.	None Required	Less than Significant Impact
Hydrology and Water Quality		
3.8-1: Would the Project create a water quality impact when compared to water quality standards or waste discharge requirements and would not substantially degrade surface or groundwater quality?	None Required	Less than Significant Impact
3.8-2: Would the Project create groundwater impacts due to decreases in groundwater supplies or interfering with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?	None Required	Less than Significant Impact
3.8-3: Would the Project create drainage impacts due to potentially altering the existing drainage pattern of a site or area, including the alteration of the course of a stream or river, in a manner that would: – Result in substantial erosion or siltation on- or off-site – Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. – 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. – Impede or redirect flood flows.	None Required	Less than Significant Impact
3.8-4: Would the Project be in a flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	None Required	Less than Significant Impact
3.8-5: Would the Project create a conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	None Required	Less than Significant Impact

Impacts	Mitigation Measures	Significance after Mitigation
3.8-6: Concurrent construction and operation of the proposed project and related projects in the geographic scope could result in cumulative short-term and long-term impacts.	None Required	Less than Significant Impact
Land Use and Planning		
3.9-1: Would the Project result in physically dividing an established community?	None Required	No Impact
3.9-2: 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?	None Required	Less than Significant Impact
3.9-3: Concurrent construction and operation of the proposed project and related projects in the geographic scope could result in cumulative short-term and long-term impacts.	None Required	Less than Significant Impact
Noise		
3.10-1: Would the Project have significant and cumulatively considerable impacts from the generation of a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	None Required	Less than Significant Impact
3.10-2: Would the Project have a less than significant and less than cumulatively considerable impact from the generation of groundborne vibration or groundborne noise levels?	None Required	Less than Significant Impact
3.10.3: Would the Project expose people residing or working in the Project area to excessive noise levels (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)?	None Required	No Impact
3.10-4: Concurrent construction and operation of the proposed project and related projects in the geographic scope could result in cumulative short-term and long-term impacts.	None Required	Less than Significant Impact
Public Services		
3.11-1: 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 fire protection?	None Required	Less than Significant Impact

Impacts	Mitigation Measures	Significance after Mitigation
3.11-2: 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 police protection?	None Required	Less than Significant Impact
3.11-3: 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 schools?	None Required	Less than Significant Impact
3.11-4: 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 parks?	None Required	Less than Significant Impact
3.11-5: 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 libraries?	None Required	Less than Significant Impact
3.11-6: Concurrent construction and operation of the proposed project and related projects in the geographic scope could result in cumulative short-term and long-term impacts.	None Required	Less than Significant Impact
Transportation		
3.12-1: Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system including transit, roadway, bicycle and pedestrian facilities?	None Required	Less than Significant Impact
3.12-2: Would the Project conflict or be inconsistent with State CEQA Guidelines Section 15064.3, Subdivision (b)?	Prior to issuance of a building permit for each of the 15 buildings proposed as part of the Project, the Project Applicant shall include one or more of the VMT reduction measures identified in TRAF-1 through TRAF-5 within each building's construction plans to achieve a proportionate share of VMT reduction measures for the whole of the Project relative to the square footage of the individual building being constructed.	Less than Significant Impact with Mitigation

Impacts	Mitigation Measures	Significance after Mitigation
	Each construction plan set shall include one "VMT Reduction" sheet to clearly document which VMT reduction measure or measures are being utilized to implement achieve the proportionate VMT reduction, and the VMT Reduction sheet shall include a calculation documenting the individual building's proportionate VMT reduction relative to the entire Project's required VMT reduction. Individual buildings may exceed the proportional VMT reduction required for each individual building but shall not utilize any excess VMT reduction for one building to reduce VMT reduction for another building. Each selected VMT reduction measure is to be constructed prior to issuance of each individual building's Certificate of Occupancy. Each selected VMT reduction measure is to be operational and maintained for the life of the Project by the property owner. **TRAF-1 (Pedestrian Access Network):** The Project applicant shall close the gaps in the sidewalk system along the 1,500 feet of the west side of Rancho Conejo Boulevard from Conejo Center Drive to Conejo Spectrum Street and the 430 feet of the east side of Conejo Center Drive from Rancho Conejo Boulevard to approximately 500 feet south of Rancho Conejo Boulevard. **TRAF-2 (Electric Charging Infrastructure):** The Project applicant shall incorporate electrical charging stations for bicycles and scooters and encourage the use of bicycles and scooters as an alternative to vehicle travel for commute trips and trips within the site and to nearby destinations. A minimum of two bicycle or scooter chargers per building (30 total) are required to utilize this mitigation measure. **TRAF-3 (Multi-modal Facilities):** The Project applicant shall include development design to incorporate, showers, changing rooms, and lockers, for employees who bicycle, jog or walk to work, into each industrial building included in the Project. **TRAF-4 (Transportation Demand Management Facilities):** The Project applicant shall include development design to incorporate all of the following elements, with a minimum of one element per each industrial building, into the whole of the Project: cafeterias, eating establishments, ATMs, day care facilities, and gyms, or other facilities as determined by the Community Development Director and Public Works Director which demonstrate they will reduce the need for midday driving. The Project applicant shall enter into a written agreement between all Project properties to develop, maintain, and mutually share eating areas, cafeterias, eating establishments, ATMs, day care facilities, and gyms or other facilities as determined by the Community Development Director and Public Works Director. The written agreement is to be recorded to the title of all Project properties prior to the issuance of the Certificate of Occupancy for the first building to utilize this VMT reduction measure.	

Impacts	Mitigation Measures	Significance after Mitigation
	TRAF-5 (Electric Vehicle Charging Infrastructure): The Project applicant shall install onsite electric vehicle chargers in addition to what is required by the 2022 California Green Building Standards (84 EV chargers and 249 EV-capable parking spaces) at buildings within designated parking areas.	
3.12-3: Would the Project increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	None Required	Less than Significant Impact
3.12-4: Would the Project create impacts related to emergency access?	None Required	Less than Significant Impact
3.12-5: Concurrent construction and operation of the proposed project and related projects in the geographic scope could result in cumulative short-term and long-term impacts.	Implement Mitigation Measures TRAF-1 through TRAF-5.	Less than Significant Impact with Mitigation
Tribal Cultural Resources		
3.13-1: Would the Project have an impact on a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC subdivision 5020.1(k)?	Implement Mitigation Measures CUL-1 through CUL-6. (Refer to Cultural Resources Section above)	Less than Significant Impact with Mitigation
3.13-2: 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 PRC section 5024.1. In applying the criteria set forth in subdivision (c) of PRC section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	Implement Mitigation Measures CUL-1 through CUL-6. (Refer to Cultural Resources Section above)	Less than Significant Impact with Mitigation
3.13-3: Concurrent construction and operation of the proposed project and related projects in the geographic scope could result in cumulative short-term and long-term impacts.	Implement Mitigation Measures CUL-1 through CUL-6.	Less than Significant Impact with Mitigation
Utilities and Service Systems		
3.14-1: Would the proposed Project create physical environmental impacts from construction activities associated with the need for new or expanded water, wastewater treatment or stormwater drainage, electric power, or telecommunications facilities in order to maintain acceptable service?	None Required	Less than Significant Impact
3.14-2: Would the proposed Project create environmental effects related to providing sufficient water supplies during normal, dry and multiple dry years?	None Required	Less than Significant Impact
3.14-3: Would the proposed Project create environmental effects related to providing sufficient wastewater treatment capacity?	None Required	Less than Significant Impact

Impacts	Mitigation Measures	Significance after Mitigation
3.14-4: Would the proposed Project create impacts due to generation of solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or impairing attainment of solid waste reduction goals?	None Required	Less than Significant Impact
3.14-5: Would the proposed Project comply with federal, State, and local management and reduction statutes and regulations related to solid waste?	None Required	Less than Significant Impact
3.14-6: Concurrent construction and operation of the proposed project and related projects in the geographic scope could result in cumulative short-term and long-term impacts.	None Required	Less than Significant Impact
Wildfire		
3.15-1: Would the proposed Project substantially impair an adopted emergency response plan or emergency evacuation plan?	None Required	Less than Significant Impact
3.15-2: Would the proposed 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?	Implement Mitigation Measure BIO-4. (Refer to Biological Resources Section above) **WDF-1 (Construction Equipment Spark Arrestors):** During Project implementation, the contractor shall require all spark arrestors on construction equipment to be in good working order. Contractors shall require all vehicles and crews to have access to functional fire extinguishers at all times.	Less than Significant Impact with Mitigation
3.15-3: Would the proposed 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?	Implement Mitigation Measure BIO-4. (Refer to Biological Resources Section above)	Less than Significant Impact with Mitigation
3.15-4: Would the proposed 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?	None Required	Less than Significant Impact
3.15-5: Concurrent construction and operation of the proposed project and related projects in the geographic scope could result in cumulative short-term and long-term impacts.	Implement Mitigation Measures BIO-4 and WDF-1.	Less than Significant Impact with Mitigation

CHAPTER 1
Introduction

1.1 Purpose of the Draft EIR

This Draft Environmental Impact Report (EIR) has been prepared by the City of Thousand Oaks California to evaluate the potential direct and indirect physical impacts on the environment as a result of the Conejo Summit Project (proposed Project). This Draft EIR has been prepared pursuant to the applicable provisions of the California Environmental Quality Act (CEQA) (California Public Resources Code Section 21000 et seq.), its implementing guidelines, known as the State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Sections 15000–15387), and the applicable rules and regulations of regional and local entities. The City of Thousand Oaks (City) is the "public agency which has the principal responsibility for carrying out or approving the project" and is the "Lead Agency" for the Project and this EIR (State Clearinghouse No. 2023020425), pursuant to State CEQA Guidelines Section 15367, related to the potential construction of 15 industrial buildings (ranging between approximately 30,000 to 95,000 square feet with heights of up to 41 feet), totaling approximately 755,000 square feet, roadways, parking, infrastructure and installation of landscaping on approximately 50 acres (Please refer to Chapter 2, Project Description, for a more detailed discussion of the proposed development and location). The City, as Lead Agency, has caused this Draft EIR to be prepared and will review and consider this Draft EIR prior to the ultimate decision to approve, disapprove, or modify the Project.

This Draft EIR evaluates impacts that could result from the implementation of the Project as compared to the existing conditions. CEQA requires that before a decision can be made to approve a proposed project with potentially significant environmental impacts, a Draft EIR must be prepared that fully describes the environmental impacts of the proposed project and identifies feasible mitigation measures to reduce potentially significant effects of the proposed project. The Draft EIR is a public information document for use by governmental agencies and the public to identify and evaluate potential environmental consequences of a proposed project, to recommend mitigation measures to lessen or eliminate adverse impacts, and to examine feasible alternatives to the proposed project. The information contained in this EIR is to be reviewed and considered by the governing agency prior to the ultimate decision to approve, disapprove, or modify the proposed Project.

This Draft EIR is a Project EIR, prepared in accordance with CEQA Guidelines Section 15161. The Project EIR examines the environmental impacts of a specific development project and focuses primarily on the changes in the environment that would result from the development of the Project. This EIR examines the planning, construction, and operation activities associated with the Project.

In accordance with State CEQA Guidelines Section 15121(a), the purpose of a Draft EIR is to serve as an informational document that will generally inform public agency decision makers and the public of the significant environmental effects of a proposed project, and possible ways to minimize those significant effects. State CEQA Guidelines Section 15151 contains the following standards for Draft EIR adequacy:

> *An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.*

The purpose of this Draft EIR is to provide an objective, full-disclosure document to inform agency decision makers and the general public of the direct and indirect environmental impacts of the Project, and related actions. This Draft EIR is prepared in conformance with State CEQA Guidelines Sections 15151 and 15161 to adequately disclose and address Project impacts. The primary purpose of this Draft EIR is to:

- Establish baseline physical and regulatory conditions.
- Identify and evaluate potential environmental consequences of the Project.
- Assess cumulative impacts of the Project in conjunction with related past, present, and reasonably foreseeable future projects within the area.
- Indicate the manner in which those environmental consequences can be mitigated or avoided.
- Identify and evaluate a reasonable range of alternatives that have the potential to reduce or eliminate potentially significant impacts associated with the Project while feasibly accomplishing most of the Project's objectives.
- Identify impacts, if any, which even with the implementation of mitigation measures would be unavoidable and adverse.
- Provide documentation supporting these determinations.
- Describe reasonable alternatives of the Project.

1.1.1 Intended Use of the EIR

An EIR is an informational document that is intended to inform regulatory agency decision makers and the public of the significant adverse environmental effects of a proposed project and any feasible mitigation measures that may substantially reduce or avoid the significant impacts. It also discusses alternatives to the project that could accomplish most of the primary Project's objectives while substantially reducing or avoiding significant environmental impacts.

This Draft EIR is prepared under the direction of the City for the following purposes:

- To satisfy the requirements of CEQA (California Public Resources Code, Sections 21000–21178) and the State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 14, Sections 15000–15387).

- To inform the public, local community, and responsible or interested public agencies of the scope of the proposed Project and to describe the potentially significant environmental impacts; mitigation measures to avoid or reduce the effects; and alternatives to the Project.
- To enable the City to consider environmental impacts when deciding whether to approve, modify, or deny the Project.
- To serve as a source document for responsible agencies to issue permits and approvals, as required, for implementation of the Project.

As described in the State CEQA Guidelines, Lead Agencies are charged with the duty to avoid or substantially lessen the significant environmental impacts and also to consider project alternatives for their project(s). Where mitigation measures or project alternatives are not feasible, the impact is considered significant and unavoidable.

In accordance with Section 15125 of the State CEQA Guidelines, an EIR must include a description of the physical environmental conditions in the vicinity of the proposed Project. This environmental setting will normally constitute the baseline physical conditions against which a lead agency evaluates whether an impact is significant. The environmental analyses contained in Chapter 3 of this Draft EIR uses the Notice of Preparation (NOP) date (discussed below) as the baseline for the description of the physical conditions that might be affected by the Project.

The purpose of an EIR is not to recommend approval or denial of a proposed project. Rather, an EIR is required to identify the significant adverse environmental effects of a proposed project to the physical environment, and to identify measures that avoid or mitigate those impacts to the extent feasible. When environmental impacts are identified as significant and unavoidable in the sense that no feasible mitigation measures or alternatives have been identified that would reduce the impact to a less than significant level, the City may still approve the Project after adopting all feasible mitigation measures and alternatives if, through the adoption of a statement of overriding considerations, it finds that social, economic, legal, technological, or other benefits outweigh these impacts.

1.2 CEQA Process

1.2.1 Notice of Preparation

In accordance with State CEQA Guidelines Section 15082, on February 17, 2023, the City issued an NOP, which was sent to the State Clearinghouse, Office of Planning and Research, and responsible agencies, trustee agencies, and other interested parties in accordance with California Public Resources Code Section 21092.2. The NOP comment period began on February 17, 2023, and ended on March 20, 2023. The NOP was also available for review on the City website at https://www.toaks.org/departments/communitydevelopment/planning/environmental-impact. The circulated NOP requested those agencies with regulatory authority over any aspect of the Project to review the issues that would be addressed within the Draft EIR and to identify any additional relevant environmental issues that should be addressed. A copy of the NOP and comment letters received in response thereto are included in this EIR in **Appendix A**. A total of ten agencies and members of the public submitted written comment letters and/or verbal comments in response to the NOP and public scoping meeting. **Table 1-1,** *Summary of NOP Comments,* provides a list of commenters and a general

summary of comments raised during the public review period for the NOP and during the scoping meetings.

1.2.2 Scoping Meeting

A scoping meeting was held to provide additional opportunities for the public and various agencies to provide input on the scope and content of the EIR and to generally describe the Project and the CEQA process for the EIR. The public scoping meeting was held virtually on March 1, 2023, from 6 p.m. to 8 p.m. Four speakers submitted verbal comments during the scoping meeting. The comments included concerns about impacts on aesthetics (lighting), air quality/GHG, and transportation (VMT, traffic).

TABLE 1-1
SUMMARY OF NOP COMMENTS

Commenter/Date	Summary of Environmental Issues Raised in Comment Letter
Notice of Preparation – February 17, 2023, through March 10, 2023	
Agencies	
1. Erinn Wilson-Olgin-CDFW,3/20/2023	Sensitive habitats, California Gnatcatcher, Crotch's Bumblebee, Coastal Cactus Wren, rare plants, special status reptiles, special status birds, baseline assessment
2. Miya Edmonson-Caltrans,3/15/2023	VMT; TDM; traffic safety impact analysis
3. Cody Campagne-NAHC, 2/17/2023	Outreach, AB52, SB18
4. Christie Vosburg-DOJ, 3/1/2023	Air quality/GHG, noise, transportation
5. Nicole Collazo-VCAPCD, 3/20/2023	Air quality/GHG, consistency with guidelines
6. Roxy Cabral-VC Environmental Health, 3/9/2023	Hazardous material handling and storage
March 1, 2023, Scoping Meeting	
7. Manly McNinch	Air quality, VMT/transportation, skilled labor
8. Pedro Toscano	Local labor, job opportunities
9. Jonathan Duran	Air quality/GHG, lighting, traffic
10. Scott Zimmerman	Local labor, job opportunities

1.2.3 Organization of the Draft EIR

The Draft EIR is organized into 6 chapters as follows:

- **Executive Summary** – Provides a brief project description and summary of the environmental impacts and mitigation measures.
- **Chapter 1, Introduction** – Provides CEQA compliance information.
- **Chapter 2, Project Description** – Provides a detailed project description indicating project location, background, and history; project characteristics, phasing, and objectives; as well as associated discretionary actions required.
- **Chapter 3, Environmental Setting, Impacts, and Mitigation Measures** – Describes the approach and methodology of the direct and indirect, project and cumulative, environmental effects of the

proposed Project. Contains a detailed environmental analysis of the existing conditions, project impacts, recommended mitigation measures, and unavoidable adverse impacts for several environmental topic areas. Also provides an explanation of potential impacts that have been determined not to be significant.

This Draft EIR provides a description of the Project, environmental setting, Project impacts, and mitigation measures for impacts found to be significant as well as an analysis of Project alternatives.

The EIR addresses the following CEQA Sections:

3.1 Aesthetics	3.9 Land Use and Planning
3.2 Air Quality	3.10 Noise
3.3 Biological Resources	3.11 Public Services
3.4 Cultural Resources	3.12 Transportation
3.5 Energy	3.13 Tribal Cultural Resources
3.6 Geology and Soils	3.14 Utility and Service Systems
3.7 Greenhouse Gas Emissions	3.15 Wildfire
3.8 Hydrology and Water Quality	

Significance criteria have been developed for each environmental resource analyzed in this Draft EIR and are defined for each impact analysis section. Impacts are categorized as follows:

- Significant and unavoidable;
- Potentially significant, but can be mitigated to less than significant;
- Less than significant; or
- No impact.

CEQA requires that EIRs evaluate ways of avoiding or minimizing identified environmental impacts, where feasible, through the application of mitigation measures or Project alternatives.

- **Chapter 4, Other CEQA Considerations** – Discusses long-term implications of the proposed action. Irreversible environmental changes that would be involved in the proposed action, should it be implemented, are considered. The project's growth-inducing impacts are also discussed. In addition, this Section includes the Effects Found Not to be Significant discussion that provides an explanation of potential impacts that have been determined not to be significant. With the exception of the impact discussion in this Section of this EIR, these environmental resource areas are not discussed at further length in this EIR:
  - Agricultural and Forestry Resources
  - Hazards and Hazardous Materials
  - Mineral Resources

  - Population and Housing
  - Recreation

- **Chapter 5, Alternatives to the Proposed Project** – Describes a reasonable range of alternatives to the project or to the location of the project that could avoid or substantially lessen the significant impact of the project and still feasibly attain the basic project objectives.
- **Chapter 6, Report Preparers** – Identifies all individuals part of the lead agency and EIR authors and consultants that contributed to preparing the report.
- **Appendices** – Contains the NOP, public comments received on the NOP, and technical documentation for the Project.

Public Review of the Draft EIR

The Draft EIR will be circulated for review and comment by the public and other interested parties, agencies, and organizations for 45 days in accordance with State CEQA Guidelines Sections 15087 and 15105. The Draft EIR public review period will begin on November 26, 2024, and it will conclude at 5:00 p.m. on January 10, 2025. During the 45-day review period, the Draft EIR, as well as appendices and all supporting materials and references, can be found at the City of Thousand Oaks website at: https://www.toaks.org/departments/communitydevelopment/planning/environmental-impact, and the following locations during normal business hours.

City of Thousand Oaks
Community Development Department
2100 Thousand Oaks Boulevard
Thousand Oaks, CA 91362
Scott Kolwitz
805-449-2319
skolwitz@toaks.org
Open 7:30 a.m. to 5:00 p.m. (M–Th)

Thousand Oaks Libraries
Newbury Park Library
2331 Borchard Road
Newbury Park, CA 91320
805-498-2139
Open 10 a.m. to 8 p.m. (M-Th)
Open 10 a.m.to 6 p.m. (Fri)
Open 10 a.m.to 5 p.m. (Sat)
Closed (Sun)

Grant R. Brimhall Library
1401 E. Janss Road
Thousand Oaks, CA 91362
(805) 449-2660
Open 10 a.m. to 8 p.m. (M-Th)
Open 10 a.m. to 6 p.m. (Fri)
Open 10 a.m. to 5 p.m. (Sat)
Open 12 p.m. to 5 p.m. (Sun)

Interested parties may provide written comments on the Draft EIR and direct inquiries to:

Scott Kolwitz, Senior Planner
Community Development Department
2100 Thousand Oaks Boulevard
Thousand Oaks, CA 91362
Phone:805-449-2319
Email: skolwitz@toaks.org

Comments on the Draft EIR must be received by close of business on the last day of the 45-day review period. All substantive written and oral comments received on the Draft EIR will be responded to and included in the Final EIR. The Final EIR, Draft EIR and Appendices will be available at the City of Thousand Oaks at the address identified above.

1.2.4 Final EIR

Upon completion of the 45-day review period, written comments received during the Draft EIR's public review period and written responses to all comments on the environmental issues discussed in the Draft EIR will be prepared and incorporated into a Final EIR. These comments, and their responses, will be included in the Final EIR for consideration by the City, as well as other responsible agencies under CEQA (CEQA Guidelines Section 15088). The Final EIR may also contain corrections and additions to the Draft EIR and other information relevant to the environmental issues associated with the Project. Furthermore, written responses to comments received from any State agencies will be made available to those agencies at least ten days prior to the public hearing at which the certification of the Final EIR will be considered.

The City will then consider certification of the Final EIR (CEQA Guidelines Section 15090) and make the Final EIR available for public review. If the EIR is certified, the City may then consider approval of the Project. Prior to approving the Project, the City must make written findings with respect to each significant environmental impact that can be mitigated to less than significant as well as each environmental impacts that would be significant and unavoidable identified in the EIR in accordance with Section 15091 of the CEQA Guidelines.

1.2.5 Mitigation Monitoring and Reporting Program

CEQA requires lead agencies to adopt a Mitigation Monitoring and Reporting Program (MMRP) in order to ensure that the mitigation measures and project revisions identified in the EIR are implemented to mitigate or avoid significant effects on the environment (State CEQA Guidelines Section 21081.6, State CEQA Guidelines Section 15097). The Mitigation Monitoring and Reporting Program will be available to the public at the same time as the Final EIR.

1.2.6 Notice of Determination

The lead agency must file a Notice of Determination (NOD) after deciding to approve a project for which an EIR is prepared (CEQA Guidelines Section 15094). A local agency must file the NOD with the County Clerk. The NOD must be posted for 30 days and sent to anyone previously requesting notice. Posting of the NOD starts a 30-day statute of limitations on CEQA legal challenges (PRC Section 21167[c]).

1.2.7 Responsible and Trustee Agencies

Certain projects or actions undertaken by a Lead Agency require subsequent oversight, approvals, or permits from other public agencies in order to be implemented. Such other agencies are referred to as

Responsible Agencies and Trustee Agencies. Pursuant to Sections 15381 and 15386 of the CEQA Guidelines, as amended, Responsible Agencies and Trustee Agencies are respectively defined as follows:

> "Responsible Agency" means a public agency, which proposes to carry out or approve a project, for which [a] Lead Agency is preparing or has prepared an EIR or Negative Declaration. For the purposes of CEQA, the term "responsible agency" includes all public agencies other than the Lead Agency, which have discretionary approval power over the project. (Section 15381).
>
> "Trustee Agency" means a state agency having jurisdiction by law over natural resources affected by a project, which are held in trust for the people of the State of California. Trustee Agencies include; The California Department of Fish and Game, The State Lands Commission; The State Department of Parks and Recreation and The University of California with regard to sites within the Natural Land and Water Reserves System. (Section 15386).

Responsible and Trustee Agencies and other entities that may use this EIR in their decision-making process or for informational purposes include, but may not be limited to, the following:

Responsible Agencies:

- California Department of Forestry and Fire Protection;
- California Department of Transportation, District 7;
- California Department of Water Resources;
- California Energy Commission;
- California Natural Resources Agency;
- California Public Utilities Commission;
- California Regional Water Quality Control Board, Los Angeles Region 4;
- State Water Resources Control Board, Division of Drinking Water;
- California Native American Heritage Commission;
- Ventura County Resource Management Agency; and
- Ventura County Air Pollution Control District.

Trustee Agencies:

- California Department of Fish and Wildlife, South Coast Region 5;

1.2.8 Incorporation by Reference

Pertinent documents relating to this EIR have been cited in accordance with Section 15150 of the CEQA Guidelines, which encourages incorporation by reference as a means of reducing redundancy and length of environmental reports. The following documents are hereby incorporated by reference into this EIR. Information contained within these documents has been utilized for each section of this EIR. These documents are available for review at the City of Thousand Oaks Planning Department, located at 2100 Thousand Oaks Boulevard, Thousand Oaks, California 91362.

City of Thousand Oaks General Plan. The City of Thousand Oaks 2045 General Plan (General Plan) provides comprehensive planning for the future of the City. Estimates are made about future population, household types and employment base so that plans for land use and facilities can be made to meet changing needs. Each element of the General Plan covers a certain aspect of the City's growth and development. The elements are consistent with one another, and together provide a guide for all aspects of planning for the future. This 2045 General Plan contains the following elements:

- Vision and Guiding Principles;
- Land Use Element;
- Mobility Element;
- Parks and Open Space Element;
- Conservation Element;
- Community Facilities and Services Element;
- Arts and Culture Element;
- Safety Element;
- Housing Element.

The General Plan was utilized throughout this document as the fundamental planning document governing development on the project site. Background information and policy information from the General Plan is cited in several sections of this document.

City of Thousand Oaks Municipal Code (current through Ordinance 1723-NS, effective December 31, 2023). The City of Thousand Oaks Municipal Code (Municipal Code) consists of regulatory, penal, and administrative ordinances of the City. It is the method the City uses to implement control of land uses, in accordance with General Plan goals and policies. The City's Planning and Zoning Code (Title 9 of the Municipal Code) identifies land uses permitted and prohibited according to the zoning category of particular parcels and subdivision regulations. The Building Regulations Code (Title 8 of the Municipal Code) specifies rules and regulations for construction, alteration, and building for uses of human habitation.

Urban Water Management Plan. The California American Water – Ventura County District Urban Water Management Plan was completed in June 2021. The purpose of the Plan is for California American Water to evaluate long-term resource planning and establish management measures to ensure adequate water supplies are available to meet existing and future demands. The Plan also provides a framework to help water suppliers maintain efficient use of urban water supplies, continue to promote conservation programs and policies, ensure that sufficient water supplies are available for future beneficial use, and provide a mechanism for response during drought conditions or other water supply shortages.

The City of Thousand Oaks 2020 Urban Water Management Plan (UWMP) was completed on June 23, 2021. The UWMP is the City's planning tool that guides the actions of water management agencies that serve Thousand Oaks. The UWMP provides information on a number of water supply issues, including historical, current, and projected water use in the context of climate change, water use targets, water supply data and reliability from imported water, groundwater, wastewater, surface water,

and stormwater, and a drought risk assessment, and outlines demand management measures and a water shortage contingency plan. The UWMP is not a substitute for project-specific planning documents and is not intended to be mandated by the State, but it is meant to inform City managers and the public about water quality, demand, and supply, and to guide decision-making regarding water management. The UWMP assists the City in achieving its goal of providing high-quality water to its customers during dry periods by providing a conservative water supply and demand outlook through 2045.

1.2.9 Documents Prepared for the Project

The following technical studies and analyses were prepared for the Project and are incorporated into the technical appendices of this EIR:

- Air Quality and Greenhouse Gas Emission Assumptions and Modeling Data, prepared by ESA, March 2024 and October 2024.
- Biological Resources Assessment for the Conejo Summit Project (BTR), prepared by Dudek, March 2024.
- Focused California Gnatcatcher Survey Results for the Conejo Summit Project, prepared by Dudek, July 2023.
- Confidential Conejo Summit Project Phase I Cultural Resources Assessment Report, prepared by ESA, April 2020 and November 2024.
- Energy Assumptions and Modeling, prepared by ESA, March 2024 and October 2024.
- Traffic Study and Draft CEQA Transportation Analysis, prepared by Kimbley Horn March 2024 and September 2024 and Iteris December 2023 and September 2024.
- Geotechnical Site Evaluation Update Commercial Development of Tract 4823, Phases 1 and 3 Conejo Center Drive and Rancho Conejo Boulevard in the Newbury Park area of Thousand Oaks, California, prepared by Gorian & Associates, February 2019 and November 2024.
- Stormwater Calculations for Conejo Summit Project, prepared by Sikand Engineering Associates, February 2020 and October 2024.
- Noise Assumptions and Modeling, prepared by ESA, July 2024 and October 2024.
- Revised Water Supply Assessment-Proposed Conejo Summit Project prepared by Meridian Consultants, prepared by Meridian Consultants, March 2023.
- Regulatory Database Update to Phase 1 Environmental Site Assessment Report dated January 2022 for 1691-2000 Rancho Conejo Boulevard, Conejo Center Drive, Thousand Oaks, California 91320 prepared by Terrax Environmental Inc, November 2024.
- Soil Vapor Site Investigation for Vacant Land (50 acres) Intersection of Conejo Center Drive & Rancho Conejo Boulevard prepared by Terrax Environmental Inc, March 2021.

CHAPTER 2
Project Description

2.1 Introduction

Thousand Oaks Master LLC (Applicant) is proposing to implement the Conejo Summit Project (proposed Project), a multiple-phase business park development that would include 15 industrial buildings within the City of Thousand Oaks (City). The City of Thousand Oaks, as Lead Agency, has determined that the proposed Project is subject to the California Environmental Quality Act (CEQA), and that the preparation of an Environmental Impact Report (EIR) is required. This section describes the proposed Project's location and a description of the Project components, including a brief description of the proposed construction schedule.

2.2 Project Location and Surrounding Uses

The proposed Project site, which consists of approximately 51.34 gross acres / 49.57 net acres, is located in Ventura County, within the City of Thousand Oaks (**Figure 2-1,** *Regional Location*). More specifically, the Project site is located near the western boundary of the City within the northwestern portion of the Rancho Conejo Industrial Area, approximately 1-mile north of the 101 Freeway (**Figure 2-2,** *Project Site and Surrounding Area*).

The Project site is located entirely within the Rancho Conejo Specific Plan (SP No. 7) planning area, which is discussed below in more detail. Land that is owned and managed by the Conejo Open Space Conservation Agency (COSCA) is located to the north and west of the Project site. Industrial development is located northeast of the Project site as well as to the south and west of the parcels that would be developed, including the City's Municipal Service Center (MSC).

2.3 Background and Existing Site Characteristics

Specific Plan No. 7, which was originally adopted in 1983, covers approximately 1,862 acres of land.[1] Specific Plan No. 7 has been amended multiple times, most recently in January 2015 and again in October 2015. Specific Plan 7 Amendment 15 was adopted on January 12, 2015, predesignated property under Planning Unit Q as Employment Park, and evaluated the environmental impacts of the contemplated uses under that designation.[2] Specific Plan 7 Amendment 16 was adopted October 20, 2015, and changed

[1] City of Thousand Oaks Resolution No. 83-326; Final EIR for MGM Ranch Specific Plan 7 Annexation 96, Volumes I and II) (Amendment No. 16).

[2] City of Thousand Oaks Resolution No. 2015-006; Negative Declaration 2014-70252 (Amendment No. 15)

Planning Unit 5 from High Density to Employment Park. The City evaluated the environmental impacts of the contemplated uses under that designation[3].

Currently, the southern portions of the Rancho Conejo Industrial Area have been developed resulting in a biotech corridor with companies such as Amgen, Atara Biotherapeutics, Capsida Biotherapeutics, FUJIFILM Diosynth Biotechnologies, Latigo Biotherapeutics, Takeda Pharmaceuticals, Teledyne Technologies, and the Ventura BioCenter. These companies make up the majority of the industrial businesses in the City. As of April 2024, Rancho Conejo Industrial Area contains over 120 industrial buildings ranging from 5,000 SF to 127,000 SF, with a vacancy rate of 8.2 percent.[4, 5]

In 2000 the Project area was graded, and infrastructure such as streets, sidewalks and utilities were installed to prepare for future buildings. The proposed Project would be located within Planning Units B, 5, and Q identified in Specific Plan No. 7. The development standards provided in the Specific Plan are applicable to the Project. Specific Plan No.7 designates the parcels as Employment Park and is zoned Industrial Park (M-1).

2.4 Project Objectives

The Applicant seeks to develop a project that will be consistent with the goals in the City's planning documents, provide expanded economic opportunities for the growing Rancho Conejo Industrial area, and develop economically viable uses on the underutilized and vacant Project site. That is the "underlying purpose" of the Project within the meaning of CEQA Guideline 15124(b).

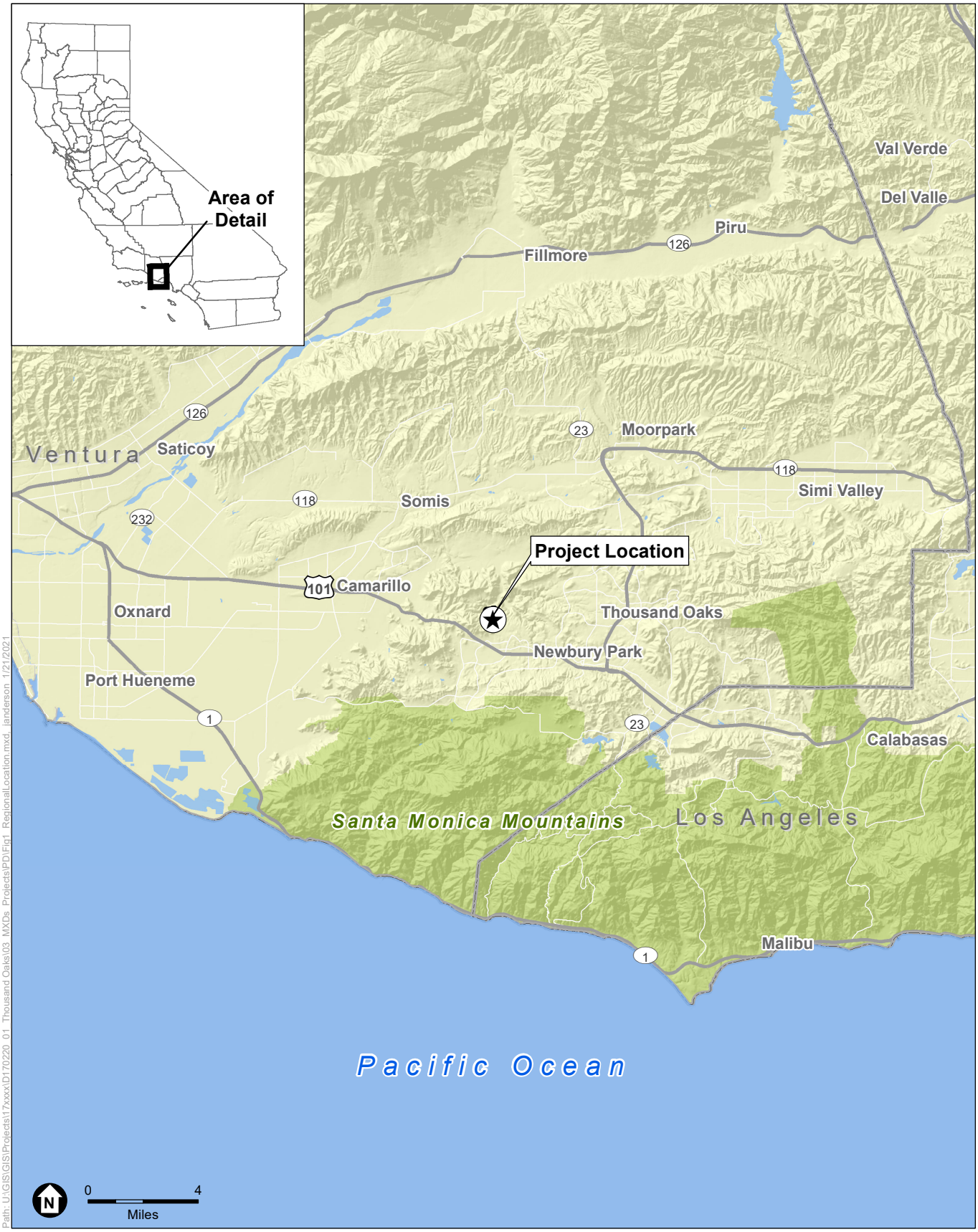
The Rancho Conejo Industrial Area has become a thriving biotech corridor, and currently has a vacancy rate of 8.2 percent. The Project's additional office, manufacturing, and industrial space would expand the area's existing industrial, office, and commercial character while supporting development of the area's growing industries and creating additional local employment opportunities. By developing a 15-building business park organized into a large cohesive campus (comprised of clustered buildings), the Project would enhance the area's existing character as a business hub.

The City of Thousand Oaks 2045 General Plan, adopted on December 5, 2023, provides the City with a policy framework to manage future projects and provide for capacity to accommodate the growth and development anticipated to occur in the city for the next 25 years. In addition, the Project Site is located entirely within the City's Specific Plan No. 7 planning area.

[3] City of Thousand Oaks Resolution No. 2015-067; Negative Declaration 2015-70251 (Amendment No. 16)

[4] Thousand Oaks Economic Development Strategic Plan. (November 2017). Retrieved April 15, 2020, from https://www.toaks.org/home/showdocument?id=16994

[5] Thousand Oaks Economic Development, CoStar. Retrieved May 2, 2024.

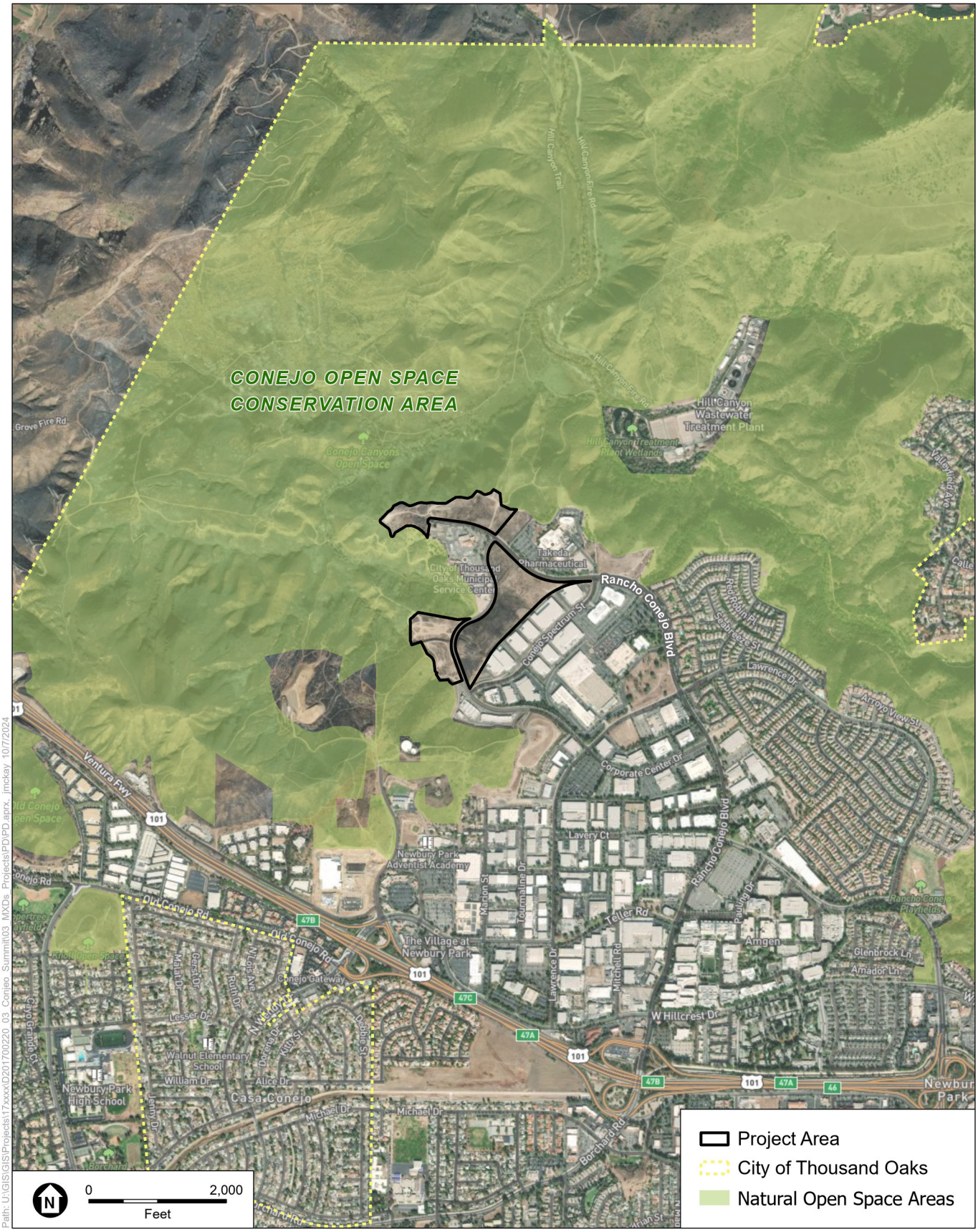


SOURCE: ESRI

Conejo Summit Project

Figure 2-1
Regional Location

ESA



Source: Mapbox, 2020.

Conejo Summit Project

Figure 2-2
Project Site and Surrounding Area

The City of Thousand Oaks also developed an Economic Development Strategic Plan ("EDSP") in November 2017 which provides goals and objectives to promote economic success in the face of shifting economic forces. The EDSP highlights the City's desire to maintain Thousand Oaks' vital entrepreneurial spirit and expansive development of high-tech and medical product industries; attract new technology businesses; create 24/7 live work environments in commercial clusters; support and attract investment that expands existing businesses; create new jobs that contribute to the fiscal health of Thousand Oaks; and reinforce Thousand Oak's key role in the regional economy among other goals.

Based on this information, the Project would be developed to accomplish the Applicant's Project objectives:

1. Support the goal in the 2045 General Plan to enhance the City's high-value economic sectors and diversify its job base to contribute to the City's long-term economic vitality.

2. Create additional commercial building stock in Thousand Oaks for business, industrial, and manufacturing space to expand economic development opportunities, following the recommendations outlined in the *Thousand Oaks Economic Development Strategic Plan* (November 2017).

3. Develop a critical mass of buildings and uses sufficient to create the environment and economic incentives needed to foster growth and attract new industries to the Rancho Conejo Industrial Area.

4. Develop a large format business park to attract quality tenants and that will be competitive with other similar facilities in the region.

5. Cluster development in the Rancho Conejo Industrial Area to promote and expand existing job centers.

6. Enhance and improve infrastructure and circulation in the Rancho Conejo Industrial Area to support commercial and industrial uses.

7. Develop uses that are consistent with the uses authorized in the Specific Plan.

8. Create adequate parking facilities to support the businesses and employees at the Project site.

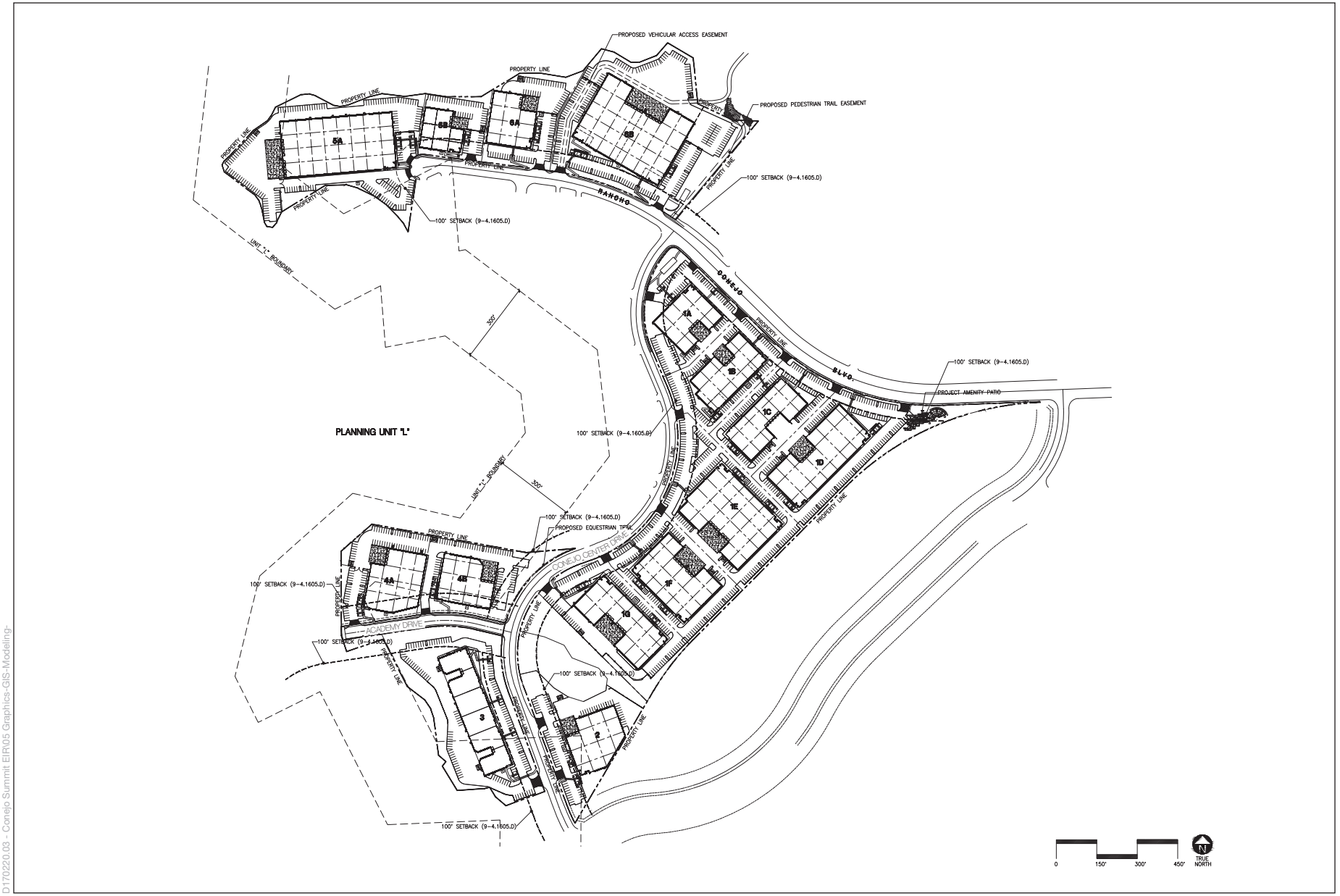
2.5 Project Characteristics

The proposed Project site, which encompasses approximately 51.34 gross acres (approximately 2,236,431 SF) / 49.57 net acres (approximately 2,159,269 SF) of land, would be developed with 15 industrial buildings as shown in **Figure 2-3,** *Site Plan*. The lots are in three separate clusters:

1. on the western side of Conejo Center Drive just northwest of the intersection of Conejo Center Drive and Conejo Spectrum Street;

2. along the eastern side of Conejo Center Drive from Conejo Spectrum Street up to Rancho Conejo Boulevard; and

3. north of the intersection of Conejo Center Drive and Rancho Conejo Boulevard, extending west to a parcel at the end of Rancho Conejo Boulevard.



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SOURCE: PK Architeture, 2021

Conejo Summit Project

Figure 2-3
Site Plan

ESA

The application includes two proposed Vesting Tentative Tract Maps (VTTM) that will reconfigure the existing lots. No new lots are proposed. VTTM 6021, which includes lots in Planning Units B and 5, and VTTM 6022, which includes lots in Planning Units B and Q. VTTM No. 6021 consists of approximately 35.8 gross acres that would be subdivided into 12 condominium lots for Buildings 1A, 1B, 1C, 1D, 1E, 1F, 1G, 2, 3, 4A, and 4B, and the future Academy Drive extension. VTTM 6022 consists of approximately 15.5 gross acres that would be subdivided into 4 condominium lots for Buildings 5A, 5B, 6A, and 6B.

Table 2-1, *Summary of Building Characteristics by Lot*, provides the characteristics of each building on the 15 lots to be developed. In addition, the complete site plan including but not limited to the floor plan, grading plan, detailed site plan, elevations of the proposed 15 buildings and photometric plans for the proposed Project can be found in **Appendix B**. The buildings would range in size from approximately 22,700 SF to 93,300 SF of floor area. Building heights would range from 37 to 41 feet above finished grade. The Rancho Conejo Specific Plan No. 7 applies the M-1 (Light Industrial) zoning standards, which has a maximum average height of 35 feet. As part of the Development Plan permit, the Municipal Code Section 9-4.1605 allows waivers requests to be considered by the decision-making body. The Project includes waivers for the increase height as identified in Table 2-1 and reduction of the 100-foot setback from centerline of adjacent streets down to a minimum of 52 feet for four properties (Building 1A (59 feet from the centerline of Conejo Summit; Building 5B (54 feet from the centerline of Rancho Conejo Boulevard); Building 4A (52 feet from the centerline of the future Academy Drive extension); 4B (63 feet from the centerline of from the future Academy Drive extension). Typically, each building would have office space at the front of the building with warehouse/light manufacturing space in the rear. Primary access to the proposed buildings would be from Rancho Conejo Boulevard and Conejo Center Drive.

In addition, the proposed Project would include site improvements for each lot as shown on Figure 2-3. Vehicular access, circulation and parking would be provided. The required fire lanes would be provided and are shown on Figure 2-3. Sufficient parking would be provided in surface lots, generally located around each building, for the ancillary office and industrial uses. In addition, utility hookups would be installed from existing lines within the streets to the proposed buildings. Loading docks and refuse areas would be developed. Landscaping would be installed on each lot.

The proposed Project would include the dedication of and development of Academy Drive, which would extend to the north from Conejo Center Drive, and would provide access to Lots 4A and 4B (see **Figure 2-3**). The right-of-way for Academy Drive would be 50 feet in width and approximately 500 feet in length terminating at the western end of the Specific Plan area. In addition, the proposed Project would provide an 8-foot-wide multi-use trail easement along the north side of the Academy Drive. The proposed Project would also provide an additional 3-foot-wide easement along the west side of Conejo Center Drive. These easements would allow for a connection to the proposed multi-use trail intended to be used by hikers, bikers, and equestrians, along Academy Drive west of the Project, which would be built by others, and the COSCA Western Plateau Trail. In addition, a 25-foot-wide fire access easement is proposed within the 30-foot-wide drive aisle of Lot 6B with access via Rancho Conejo Boulevard.

TABLE 2-1
SUMMARY OF BUILDING CHARACTERISTICS BY LOT

7.5	Lot Size	Building SF*	Use (SF)		Building Height	Lot Coverage	Parking
VTTM No. 6021			**Office**	**Mfg.**			
1A (1)	2.36 ac (102,802 SF)	33,552 SF	5,000 SF (15%)	28,552 SF (85%)	40 feet	32.6%	78 stalls
1B (2)	2.27 ac (98,694 SF)	39,896 SF	6,500 SF (16%)	33,396 SF (84%)	39 feet	40.4%	93 stalls
1C (3)	2.22 ac (98,906 SF)	39,900 SF	7,500 SF (19%)	32,400 SF (81%)	39 feet	41.2%	95 stalls
1D (4)	3.98 ac (173,542 SF)	62,568 SF	4,500 SF (7%)	58,068 SF (93%)	40 feet	36.1%	135 stalls
1E (5)	3.86 ac (168,275 SF)	74,101 SF	5,000 SF (7%)	69,101 SF (93%)	40 feet	44.0%	144 stalls
1F (6)	2.81 ac (122,285 SF)	52,924 SF	5,000 SF (9%)	47,924 SF (91%)	41 feet	43.3%	106 stalls
1G (7)	4.07 ac (177,212 SF)	50,460 SF	5,000 SF (10%)	45,460 SF (90%)	41 feet	28.5%	96 stalls
(8) N/A**	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2 (9)	2.67 ac (116,490 SF)	38,748 SF	5,000 SF (13%)	33,748 SF (87%)	39 feet	33.3%	88 stalls
3 (10)	5.11 ac (222,592 SF)	49,368 SF	14,000 SF (29%)	35,368 SF (71%)	37 feet	21.9%	128 stalls
4A (11)	2.30 ac (100,047 SF)	41,967 SF	1,800 SF (4%)	40,167 SF (96%)	38 feet	41.9%	88 stalls
4B (12)	2.42 ac (105,362 SF)	32,570 SF	1,800 SF (6%)	30,770 SF (94%)	38 feet	30.9%	69 stalls
VTTM No. 6021 Sub-Total:	**34.15 ac (1,488,671 SF)**	**516,054 SF**	**61,100 SF**	**454,954 SF**	**N/A**	**N/A**	**1,120 stalls**
VTTM No. 6022			**Office**	**Mfg.**			
5A (1)	5.51 ac (240,016 SF)	90,080 SF	3,500 SF (4%)	86,580 SF (96%)	40 feet	37.6%	189 stalls
5B (2)	1.29 ac (56,315 SF)	22,765 SF	3,500 SF (15%)	19,265 SF (85%)	40 feet	40.4%	53 stalls
6A (3)	2.09 ac (90,871 SF)	32,015 SF	6,500 SF (20%)	25,515 SF (80%)	40 feet	35.2%	78 stalls
6B (4)	6.61 ac (268,104 SF)	93,308 SF	8,500 SF (9%)	84,808 SF (91%)	40 feet	32.4%	223 stalls
VTTM No. 6022 Sub-Total:	**15.50 ac (675,180 SF)**	**238,168 SF**	**22,000 SF**	**216,168 SF**	**N/A**	**N/A**	**543 stalls**
VTTM No. 6021 and 6022 Total:	**49.57 ac (2,159,269 SF)**	**754,222 SF**	**83,100 SF**	**671,122 SF**	**N/A**	**N/A**	**1663 Stalls**

SOURCES: Thousand Oaks Master, LLC. (April 2019). Conejo Summit Project Site Plan.; ESA 2020

NOTES:

* VTTM = Vesting Tentative Tract Map, ac = gross acre(s), SF= gross square feet.
** VTTM No. 6021 Lot 8 is within the Project area; however, the lot would not be developed as part of the Project.

The fire access easement would be within the drive aisle along the western side of Lot 6B and would connect in the northeastern portion of the lot to the Hill Canyon Fire Road. A multi-use trail and City maintenance vehicular access easement, at a minimum of 12 feet, is proposed to connect to the Hill Canyon Fire Trail. The pedestrian trail and City maintenance vehicular access would be on the eastern lot line of Lot 6B to provide connectivity to the Hill Canyon Fire Road for open space visitors and government vehicles.

2.5.1 Building Site Plans

This section provides a summary of the 15 proposed industrial buildings (see Appendix B of this Draft EIR).

Building 1A

Building 1A would be constructed on approximately 2.36 gross acres (102,802 SF) lot (VTTM No. 6021 Lot 1) (see Appendix B of this Draft EIR). The building would contain a total of approximately 33,552 SF, with approximately 5,000 SF of office (ground floor and mezzanine) and approximately 28,552 SF of manufacturing floor area. The building would be approximately 40-feet in height. The building would cover approximately 31 percent of the lot and approximately 26 percent (26,537 SF) of the lot would be landscaped. Vehicular access to the lot would be from Rancho Conejo Boulevard and Conejo Center Drive. Surface parking would be provided, with a total of 78 parking stalls.

Building 1B

Building 1B would be constructed on approximately 2.27 gross acres (98,694 SF) lot (VTTM No. 6021 Lot 2) (see Appendix B of this Draft EIR). The building would contain a total of approximately 39,896 SF, with approximately 6,500 SF of office (ground floor and mezzanine) and approximately 33,396 SF of manufacturing floor area. The building would be approximately 39-feet in height. The building would cover approximately 40 percent of the lot and approximately 10 percent (10,553 SF) of the lot would be landscaped. Vehicular access to the lot would be from Rancho Conejo Boulevard and Conejo Center Drive. Surface parking would be provided, with a total of 93 parking stalls.

Building 1C

Building 1C would be constructed on approximately 2.22 gross acres (96,906 SF) lot (VTTM No. 6021 Lot 3) (see Appendix B of this Draft EIR). The building would contain a total of approximately 39,900 SF, with approximately 7,500 SF of office (ground floor and mezzanine) and approximately 32,400 SF of manufacturing floor area. The building would be approximately 39-feet in height. The building would cover approximately 41 percent of the lot and approximately 10 percent (9,684 SF) of the lot would be landscaped. Vehicular access to the lot would be from Rancho Conejo Boulevard and Conejo Center Drive. Surface parking would be provided, with a total of 95 parking stalls.

Building 1D

Building 1D would be constructed on approximately 3.98 gross acres (173,542 SF) lot (VTTM No. 6021 Lot 4) (see Appendix B of this Draft EIR). The building would contain a total of approximately 62,568 SF, with approximately 4,500 SF of office (ground floor and mezzanine) and approximately 58,068 SF of manufacturing floor area. The building would be approximately 40-feet in height. The building would

cover approximately 36 percent of the lot and approximately 20 percent (33,838 SF) of the lot would be landscaped. Vehicular access to the lot would be from Rancho Conejo Boulevard and Conejo Center Drive. Surface parking would be provided, with a total of 135 parking stalls.

Building 1E

Building 1E would be constructed on approximately 3.86 gross acres (168,275 SF) lot (VTTM No. 6021 Lot 5) (see Appendix B of this Draft EIR). The building would contain a total of approximately 74,101 SF, with approximately 5,000 SF of office (ground floor and mezzanine) and approximately 69,101 SF of manufacturing floor area. The building would be approximately 40-feet in height. The building would cover approximately 44 percent of the lot and approximately 10 percent (16,900 SF) of the lot would be landscaped. Vehicular access to the lot would be from Conejo Center Drive and Rancho Conejo Boulevard. Surface parking would be provided, with a total of 144 parking stalls.

Building 1F

Building 1A would be constructed on approximately 2.81 gross acres (122,285 SF) lot (VTTM No. 6021 Lot 6) (see Appendix B of this Draft EIR). The building would contain a total of approximately 52,924 SF, with approximately 5,000 SF of office (ground floor and mezzanine) and approximately 47,924 SF of manufacturing floor area. The building would be approximately 41-feet in height. The building would cover approximately 43 percent of the lot and approximately 10 percent (12,200 SF) of the lot would be landscaped. Vehicular access to the lot would be from Conejo Center Drive and Conejo Boulevard. Surface parking would be provided, with a total of 106 parking stalls.

Building 1G

Building 1G would be constructed on approximately 4.07 gross acres (177,212 SF) lot (VTTM No. 6021 Lot 7) (see Appendix B of this Draft EIR). The building would contain a total of approximately 50,460 SF, with approximately 5,000 SF of office (ground floor and mezzanine) and approximately 45,460 SF of manufacturing floor area. The building would be approximately 41-feet in height. The building would cover approximately 29 percent of the lot and approximately 13 percent (22,170 SF) of the lot would be landscaped. Vehicular access to the lot would be from Conejo Center Drive and Rancho Conejo Boulevard. Surface parking would be provided, with a total of 96 parking stalls.

Vacant Lot (VTTM No. 6021 Lot 8)

VTTM No. 6021 Lot 8 is located between Lot 7, where Building 1G is proposed to be constructed, and Lot 9, where Building 2 is proposed to be constructed. No development will occur on Lot 8, as Tract 4823 Condition 47 required the parcel to be offered for dedication with an intent to remain in its current natural state.

Building 2

Building 2 would be constructed on approximately 2.67 gross acres (116,490 SF) lot (VTTM No. 6021 Lot 9) (see Appendix B of this Draft EIR). The building would contain a total of approximately 38,748 SF, with approximately 5,000 SF of office (ground floor and mezzanine) and approximately 33,748 SF of manufacturing floor area. The building would be approximately 39-feet in height. The building would cover approximately 33 percent of the lot and approximately 23 percent (26,749 SF) of the lot would be

landscaped. Vehicular access to the lot would be from Conejo Center Drive. Surface parking would be provided, with a total of 88 parking stalls.

Building 3

Building 3 would be constructed on approximately 5.11 gross acres (222,592 SF) lot (VTTM No. 6021 Lot 10) (see Appendix B of this Draft EIR). The building would contain a total of approximately 49,368 SF, with approximately 14,000 SF of office (ground floor and mezzanine) and approximately 35,368 SF of manufacturing floor area. The building would be approximately 37-feet in height. The building would cover approximately 22 percent of the lot and approximately 34 percent (76,916 SF) of the lot would be landscaped. Vehicular access to the lot would be from Conejo Center Drive and potentially from Academy Drive. Surface parking would be provided, with a total of 128 parking stalls.

Building 4A

Building 4A would be constructed on approximately 2.3 gross acres (100,047 SF) lot (VTTM No. 6021 Lot 11) (see Appendix B of this Draft EIR). The building would contain a total of approximately 41,967 SF, with approximately 1,800 SF of office (ground floor and mezzanine) and approximately 40,167 SF of manufacturing floor area. The building would be approximately 38-feet in height. The building would cover approximately 42 percent of the lot and approximately 14 percent (14,245 SF) of the lot would be landscaped. Vehicular access to the lot would be from Conejo Center Drive and Academy Drive. Surface parking would be provided, with a total of 88 parking stalls.

Building 4B

Building 4B would be constructed on approximately 2.42 gross acres (105,3620 SF) lot (VTTM No. 6021 Lot 12) (see Appendix B of this Draft EIR). The building would contain a total of approximately 32,570 SF, with approximately 1,800 SF of office (ground floor and mezzanine) and approximately 30,770 SF of manufacturing floor area. The building would be approximately 38-feet in height. The building would cover approximately 31 percent of the lot and approximately 26 percent (26,906 SF) of the lot would be landscaped. Vehicular access to the lot would be from Conejo Center Drive and Academy Drive. Surface parking would be provided, with a total of 69 parking stalls.

Building 5A

Building 5A would be constructed on approximately 5.51 gross acres (239,665 SF) lot (VTTM No. 6022 Lot 1) (see Appendix B of this Draft EIR). The building would contain a total of approximately 90,080 SF, with approximately 3,500 SF of office (ground floor and mezzanine) and approximately 86,580 SF of manufacturing floor area. The building would be approximately 40-feet in height. The building would cover approximately 38 percent of the lot and approximately 13 percent (31,745 SF) of the lot would be landscaped. Vehicular access to the lot would be from Rancho Conejo Boulevard. Surface parking would be provided, with a total of 189 parking stalls.

Building 5B

Building 5B would be constructed on approximately 1.29 gross acres (56,315 SF) lot (VTTM No. 6022 Lot 2) (see Appendix B of this Draft EIR). The building would contain a total of approximately 22,765 SF, with approximately 3,500 SF of office (ground floor and mezzanine) and approximately 19,265 SF of

manufacturing floor area. The building would be approximately 40-feet in height. The building would cover approximately 40 percent of the lot and approximately 17 percent (9,566 SF) of the lot would be landscaped. Vehicular access to the lot would be from Rancho Conejo Boulevard. Surface parking would be provided, with a total of 53 parking stalls.

Building 6A

Building 6A would be constructed on approximately 2.09 gross acres (90,871 SF) lot (VTTM No. 6022 Lot 3) (see Appendix B of this Draft EIR). The building would contain a total of approximately 32,015 SF, with approximately 6,500 SF of office (ground floor and mezzanine) and approximately 25,515 SF of manufacturing floor area. The building would be approximately 40-feet in height. The building would cover approximately 35 percent of the lot and approximately 19 percent (16,933 SF) of the lot would be landscaped. Vehicular access to the lot would be from Rancho Conejo Boulevard. Surface parking would be provided, with a total of 78 parking stalls.

Building 6B

Building 6B would be constructed on approximately 6.61 gross acres (288,104 SF) lot (VTTM No. 6022 Lot 4) (see Appendix B of this Draft EIR). The building would contain a total of approximately 93,308 SF, with approximately 8,500 SF of office (ground floor and mezzanine) and approximately 84,808 SF of manufacturing floor area. The building would be approximately 40-feet in height. The building would cover approximately 32 percent of the lot and approximately 20 percent (56,889 SF) of the lot would be landscaped. Vehicular access to the lot would be from Rancho Conejo Boulevard. Surface parking would be provided, with a total of 223 parking stalls.

2.5.2 Photometric Plans

The proposed Project would introduce new lighting to illuminate parking areas, driveways, doorways, walkways, and signs. All light sources associated with the Project would be shielded and directed downward. Lighting would be designed to improve safety and to add visual interest to the Project site, including accentuating key landscape and architectural features and incorporated into business signage (see Appendix B of this Draft EIR).

2.5.3 Grading Plans

The buildings are anticipated to be conventional tilt-up panel construction with concrete interior slabs on grade. Grading would consist of minor cuts and fills to provide level previously graded building pads and parking and circulation areas, and to remove the upper weathered desiccated soils. The proposed Project would require approximately 156,186 cubic yards of cut and fill, which would be balanced on the site. As such, no import or export of materials is anticipated to occur (**Figure 2-4 and Figure 2-5**, *Cut and Fill Grading Plan*).

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SOURCE: SIKAND, 2021

Conejo Summit Project

Figure 2-4
Cut and Fill Grading Plan

ESA

SOURCE: SIKAND, 2021

Conejo Summit Project

Figure 2-5
Cut and Fill Grading Plan

ESA

D170220.03 - Conejo Summit EIR\05 Graphics-GIS-Modeling-

2.5.4 Utilities and Public Services

The Project area currently contains existing utility lines within the existing streets. On-site infrastructure (sewer, water, natural gas, power, and communication systems) utility hookups would be installed from existing lines within the streets to the proposed buildings during the construction of the buildings. Utilities are to be provided by the following entities:

- Water – State Water Project, Metropolitan Water District, Calleguas Municipal Water District, California American Water
- Sewer – City of Thousand Oaks
- Stormwater – City of Thousand Oaks
- Solid Waste – Athens Services
- Electricity – Southern California Edison
- Natural Gas – Southern California Gas
- Telephone – Verizon Communications
- Cable TV – Spectrum

New waste enclosures would be built to the City's current standards. Security measures including, but not limited to, exterior video surveillance cameras and fire alarms would be installed.

2.5.5 Landscaping Plans

The Project site is highly disturbed and common plant species found on site include many non-native species and a single Toyon tree meeting the City's definition of a landmark tree. The vast majority of the existing vegetation communities and land cover types would be removed. The Project includes the provision of replacement landmark trees at a 3:1 ratio in accordance with City of Thousand Oaks Municipal Code.

Landscaping would be provided primarily along the public right-of-way and in landscape planters throughout the parking lot and near the buildings. The proposed planting plan for the Project includes both native and climate-adapted trees (i.e. Coast Live Oak, Desert Museum Palo Verde, Chitalpa, Wilson Fruitless Olive, Catawba Crape Myrtle), shrubs (i.e. Blue Glow Agave, Curve Leaf Yucca, Red Yucca, Century Plant), and groundcover (i.e. Berkeley Sedge, Prostrate Myoporum, Blue Chalksticks).

The proposed plant species will minimize water consumption and require modest maintenance to ensure success. Shrubs and groundcover will be planted to ensure they share similar water requirements and common hydrozones with the existing and replanted trees. All landscaping will be watered with an automatic, high-efficiency irrigation system that includes weather and flow sensors. Drip tubing and/or micro spray will be used to minimize over spray and evaporation.

All landscaping and irrigation improvements for the Project will be designed and installed in accordance with the City of Thousand Oaks' Guidelines and Standards for Landscape Planting and Irrigation (Resolution No. 2007-116 and 2023-061), the 2017 Forestry Master Plan Newbury Park Regional Character Design Guidelines, the Ventura County Fire Department's Prohibit Plant List and associated standards and guidelines, the Ventura County Fire Department's Ordinance 32 Chapter 49 Requirements

for Wildland-Urban Interface Fire Areas. All landscape plans for the Project will demonstrate compliance with the State of California Model Water Efficiency Landscape Ordinance.

2.6 Construction Activities/Schedule

The proposed Project would consist of a maximum of seven phases, with an anticipated construction period of 12 to 18 months for each phase, beginning in 2025 and ending in 2035. Phases are generally associated with building individual buildings or groups of buildings. The initial phase will include grading activity which may require either import from land in future phases, or export from such land to the immediate area involved in the initial phase or to land in future phases. Following the initial grading, construction activities for each phase generally consist of underground/utility work, the construction of buildings and foundations themselves, site and finish work such as landscaping and paving, and finally the internal construction related to the use of the building (generally referred to as tenant improvements).

The first phase is anticipated to be completed within approximately 18 months from the commencement of construction, commencing with the grading of the site and ending with completed site improvements, shell buildings and tenant improvements related to that phase. It is anticipated that phases may overlap up to six months, or that one or more of the projected seven phases may be completed together if market conditions or leasing activity warrant the compression or combination of the phases. While tenant build-out portion of each phase of construction may be part of the 15-to-18-month phase, the individual construction activity related to tenant improvements may extend beyond the anticipated timeline for the phase and create additional overlap between phases. In the absence of an acceleration of the phases, it is anticipated that each phase of construction will include between 6 and 12 months of a gap between the end of the construction within the prior phase in order to accommodate the planning and permitting activity specific to the subsequent phase. In addition, if market conditions do not support the activity related to a subsequent phase, there may be a more prolonged lapse in time between the individual phases.

The first phase is anticipated to commence approximately one year following obtaining the Project entitlements, and to include five (5) buildings containing approximately 250,000 square feet (approximately 33 percent of the Project). However, the first phase may be as large as seven (7) buildings containing approximately 350,000 square feet (approximately 45% of the Project). The remaining phases may be as small as a single building, and each may represent an average of approximately 10% of the total Project. It is anticipated that the entire Project phasing will be completed within approximately 10 years from the commencement of the first phase.

2.7 Review and Approvals

2.7.1 City of Thousand Oaks

The Project would require the following approvals are required from the City of Thousand Oaks.

Certification

- Environmental Impact Report [2022-70771 (EIR)]

Discretionary

- Vesting Tentative Tract Maps [2019-70440 (VTTM); 2019-70441 (VTTM)]
- Development Permit, including modifications to maximum building height and setback from centerline of street [2019-70439 (DP)]
- Protected Tree Permit (encroachment) [2021-71158 (PTP)]
- Uniform Sign Program [2019-70442 (USP)]

Ministerial

- Landscape Plan Review [2019-70443 (LPC)]
- Construction Permits, including building, grading, foundation, and associated permits
- Encroachment and Haul Route Permit, as may be required by the City of Thousand Oaks

2.7.2 Other Agencies Whose Approval May Be Required

The following governmental agencies may have some level of approval for one or more aspects of the Project:

- **U.S. Army Corps of Engineers.** The U.S. Army Corps of Engineers may require approval of a Section 404 permit under the Clean Water Act related to the unnamed drainage north to west of the Project.
- **California Department of Fish and Wildlife.** The California Department of Fish and Wildlife may require approval of a Lake or Streambed Alteration Agreement under Section 1600 of the California Department of Fish and Game Code related to the unnamed drainage north to west of the Project.
- **Regional Water Quality Control Board.** The Regional Water Quality Control Board may require a Stormwater NPDES for construction and operation of an industrial facility and Clean Water Act 401 Water Quality Certification related to the unnamed drainage north to west of the Project.

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CHAPTER 3
Environmental Setting, Impacts, and Mitigation Measures

3.0 Introduction to the Analysis

This Draft Environmental Impact Report (EIR) has been prepared in accordance with CEQA (California Public Resources Code, Section 21000 et seq.), the *CEQA Guidelines* (California Code of Regulations, Title 14, Section 15000 et seq.), and the applicable rules and regulations of regional and local entities[1]. This Draft EIR evaluates the potential environmental impacts associated with the construction and operation of the proposed Project. This Draft EIR is intended to serve as an informational document for the public agency decision-makers and the public regarding the proposed Project.

3.0.1 Scope of the Environmental Impact Analysis

In accordance with Section 15126 of the *CEQA Guidelines*, Chapter 3 provides an analysis of the direct and indirect, project and cumulative, environmental effects of the proposed Project with respect to existing conditions at the time the Notice of Preparation (NOP) was published (Appendix A) on February 17, 2023. The NOP was transmitted to the State Clearinghouse, responsible agencies, other affected agencies, and other public and private potential stakeholders to solicit feedback regarding the scope of the environmental analysis to be addressed in the Project's EIR. The determination of whether an impact is significant has been made based on the physical conditions established at the time the NOP was published (*CEQA Guidelines*, Section 15125(a)).

The following environmental resources are assessed in this chapter in accordance with Appendix G of the *CEQA Guidelines:*

- 3.1 Aesthetics
- 3.2 Air Quality
- 3.3 Biological Resources
- 3.4 Cultural Resources
- 3.5 Energy
- 3.6 Geology and Soils
- 3.7 Greenhouse Gas Emissions
- 3.8 Hydrology and Water Quality
- 3.9 Land Use and Planning
- 3.10 Noise
- 3.11 Public Services
- 3.12 Transportation
- 3.13 Tribal Cultural Resources
- 3.14 Utilities and Service Systems
- 3.15 Wildfire

[1] The City has adopted local Level of Service Thresholds (City Council Resolution No. 2019-011), Vehicle Miles Traveled (Administrative Policy No. 12-14.009), and Noise standards (2045 General Plan Noise Element) to be used in CEQA documents. However, the City has not adopted any other local thresholds to be used in CEQA documents. Consequently, the City uses the above referenced Resolution and Administrative policy and Appendix G of the CEQA Guidelines when evaluating a Project's impact on the environment.

Although the above environmental resources are assessed in this chapter, there are five additional environmental resources— Agricultural and Forestry Resources, Hazards and Hazardous Materials, Mineral Resources, Population and Housing, and Recreation —that were found to be not significant and are addressed in Chapter 5, Other CEQA Considerations, Section 5.1 of the EIR.

3.0.2 Approach to Environmental Analysis

Sections 3.1 through 3.15 of this Draft EIR contain discussions of the environmental setting, regulatory framework, and potential impacts related to construction and operation of the proposed Project. These EIR Sections provide citations to data sources, including plans and studies. A comprehensive list of sources is also provided in Chapter 7, References. All of the Project plans and technical studies, most of which are included as Appendices to this Draft EIR are otherwise cited and are hereby incorporated by reference.

The Project and cumulative analyses will estimate the impacts to each resource category before the implementation of mitigation measures. The analyses will then estimate the impacts to each resource category after the implementation of mitigation measures.

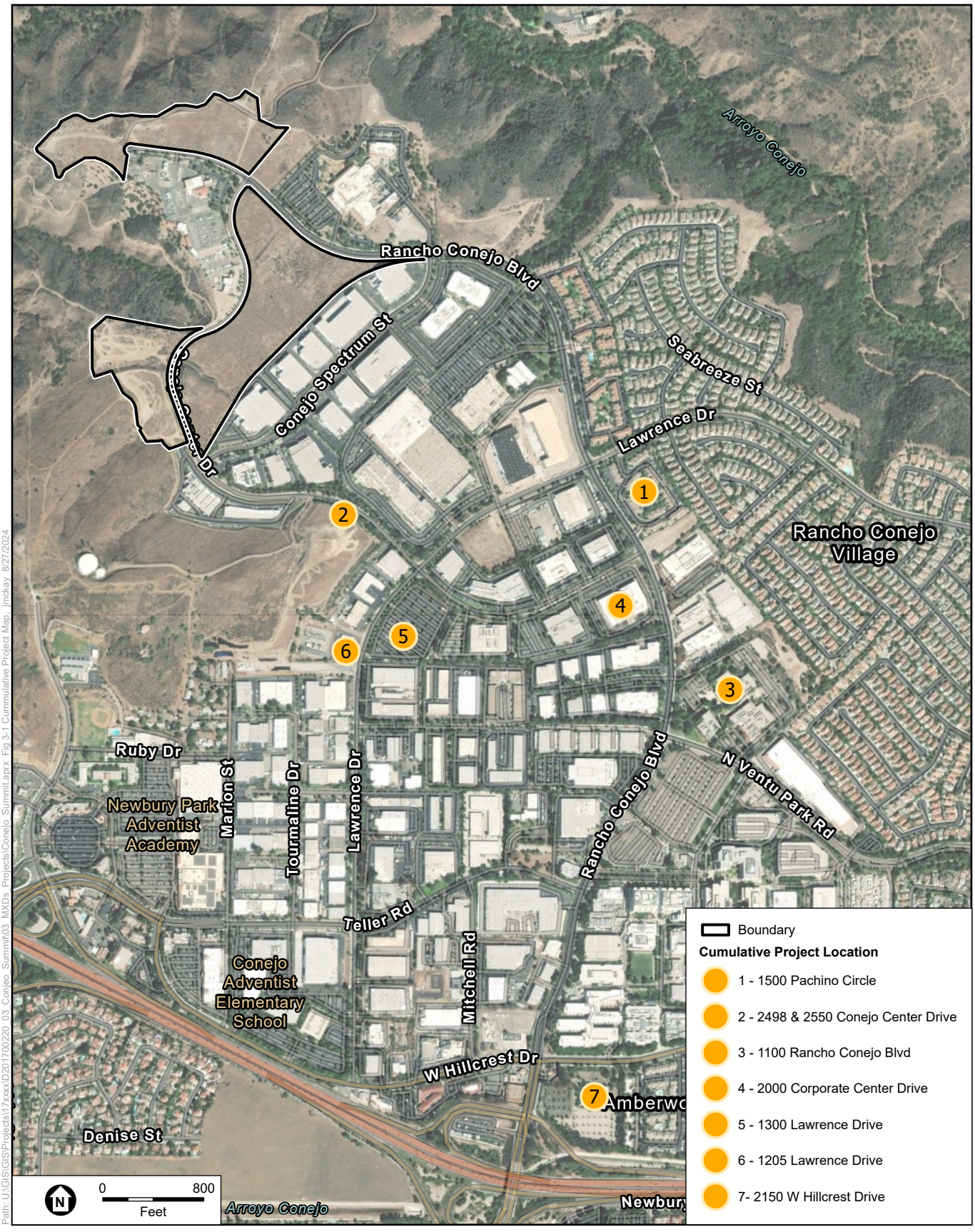
The cumulative analyses were prepared in accordance with Section 15130 of the State CEQA Guidelines that requires an EIR to discuss cumulative impacts of a project when the incremental effects of a project are cumulatively considerable. “Cumulative impacts” are defined as two or more individual effects which, when considered together, are considerable or which compound or increase environmental impacts (*CEQA Guidelines* § 15355). “Cumulatively considerable” means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects (*CEQA Guidelines* § 15065). According to Section 15130(b) of the CEQA Guidelines, elements considered necessary to provide an adequate discussion of cumulative impacts of a project include either: (1) list of past, present, and probable future projects producing related or cumulative impacts; or (2) a summary of projections contained in an adopted local, regional or statewide plan, or related planning document which is designed to evaluate regional or area-wide conditions.

The cumulative analyses for this Draft EIR includes a list of cumulative projects that is provided in **Table 3-1** and illustrated in **Figure 3-1,** *Cumulative Projects Locations*. The list of cumulative projects includes projects that were being processed when the Notice of Preparation was released.

TABLE 3-1
CUMULATIVE PROJECTS LIST

No.	Project Name/Location	Description	Non-Industrial (DU)	Industrial (SF)
1.	1500 Pachino Circle	General Plan Amendment to change the land use from "Industrial" to "High Density Residential" and a Specific Plan Amendment to change the zoning from "Employment Center" to "Residential Apartments", and a Residential Planned Development Permit to construct a 27-unit multi-family residential apartment project (inclusion of 4 affordable units) with 54 parking spaces, landscaping, hardscape, and grading activities.	27 DU	—
2	2498 & 2550 Conejo Center Drive	To allow construction of a 21,440 square-foot waste-collection truck dispatch center with outdoor vehicle storage, maintenance facilities, associated parking, retaining walls, and a compressed natural gas fueling station.		21,440 SF
3	1100 Rancho Conejo Blvd	To allow the construction of a new life science campus of approximately 350,000 feet (a net increase of approximately 183,000 square feet) consisting of 4 one- and two-story industrial buildings (ranging between approximately 26,000 to 130,000 square feet with heights of up to 40.5 feet plus parapets up to 13 feet), parking, infrastructure, and installation of landscaping on approximately 19 acres. 77 protected trees are located on site, and 21 are to be retained in place or relocated on site, 87 oaks to be planted on site and up to 75 planted off site.		183,000 net SF
4	2000 Corporate Center Drive	To allow the use of sales, service, and delivery of electric vehicles in approximately 50,000 square feet of an existing 106,560 square-foot industrial building located within the Rancho Conejo Industrial Park (SP-15)	-	-
5	1300 Lawrence Drive	Develop a new approximately 120,000 square foot, two-story industrial warehouse building with approximately 190 surface parking spaces, associated hardscape, landscape, and infrastructure improvements on a 6.6-acre site, removal of two (2) oak trees, modifications to Tentative Parcel Map 4013 conditions, and to allow the merger of three parcels.		120,000 SF
6	1205 Lawrence Drive	Construction of a Navigation Center with up to 50 total units and support facilities developed in two phases (phase 1 = 30 units and phase 2 = 20 units) on a portion of a 6.46-acre property in the Rancho Conejo Specific Plan (SP-7) area and Industrial Park (M-1) zone.	50 DU	
7	2150 W Hillcrest Drive	Demolition of existing office building and construction of 333 unit mixed-use residential/commercial development (includes 8 affordable units)	333 DU	

NOTES: du = dwelling units; sf = square feet.



SOURCE: ESA, 2024

Conejo Summit

Figure 3-1
Cumulative Project Map

ESA

3.0.3 Organization of Environmental Issue Area

Implementation of the proposed Project would result in construction and operational activities. The potential environmental issues associated with each environmental analysis that are addressed in Chapter 3 contain the following components.

Environmental Setting

This section identifies and describes the existing physical environmental conditions of the Project area and vicinity associated with each of the impact sections. According to Section 15125(a) of the *CEQA Guidelines*, an EIR must include a description of the existing physical environmental conditions in the vicinity of the proposed Project to provide the "baseline condition" against which Project-related impacts are compared. Normally, the baseline condition is the physical condition that exists when the NOP is published.

Regulatory Setting

The Regulatory Framework provides an understanding of the regulatory environment that exists prior to the implementation of the proposed Project. The regulatory framework that was used in this EIR included federal, state, regional, and local regulations and policies applicable to the Project area.

Thresholds of Significance

In accordance with State CEQA Guidelines Appendix G, thresholds of significance have been developed for each environmental issue and are defined at the beginning of each impact analysis section.

Methodology

This section describes the methodology and approach used to evaluate the potential environmental effects associated with the implementation of the Project.

Impacts Analysis

This section describes environmental changes to the existing physical conditions that may occur if the proposed Project is implemented, and evaluates these changes with respect to the significance criteria. This section also includes a Project impact analysis and corresponding cumulative impact analysis. Mitigation measures are identified, if determined feasible, for significant Project impacts and cumulative impacts where the Project's contribution was determined to be cumulatively considerable. The mitigation measures are those measures that could avoid, minimize, or reduce an environmental impact. This section also includes a significance determination after mitigation that describes the level of impact significance remaining after mitigation measures are implemented.

Significance Criteria

Significance criteria have been developed for each environmental resource in accordance with Appendix G of the *CEQA Guidelines*. Impacts are categorized as follows:

- **Significant:** Mitigation measures, if feasible, shall be recommended to reduce potential impacts.
- **Less than Significant:** Mitigation measures are not required under CEQA but may be recommended.
- **No Impact**: Mitigation measures are not required.

References

Sources relied upon for each environmental topic analyzed in this document are provided at the end of each section.

3.1 Aesthetics

This section addresses the potential impacts to aesthetics and visual resources associated with the implementation of the Project. The section includes a description of the environmental setting to establish baseline conditions for aesthetic resources; a summary of the regulations related to aesthetic resources; and an evaluation of the Project's potential effects on scenic vistas, scenic resources, and visual character.

3.1.1 Environmental Setting

Definitions Related to Visual Resources

Visual or aesthetic resources are generally defined as both the natural and built features of the landscape that contribute to the public viewer's experience and appreciation of the environment.[1] Depending on the extent to which a project's presence would alter the perceived visual character and quality of the environment, a visual or aesthetic impact may occur. Key terms that are used to describe aesthetic views include:

Visual character is a general description of the visual attributes of a particular land use setting as defined by local municipalities and other land use agencies. The purpose of defining the visual character of an area is to provide the context within which the visual quality of a particular site or locale is most likely to be perceived by the viewing public. For urban areas, visual character is typically described on the neighborhood level or in terms of areas with common land use, intensity of development, socioeconomic conditions, and/or landscaping and urban design features. For natural and open space settings, visual character is most commonly described in terms of areas with common landscape attributes (e.g., landform, vegetation, water features).

Visual quality is defined as the overall visual impression or attractiveness of a site or locale as determined by its aesthetic qualities (such as color, variety, vividness, coherence, uniqueness, harmony, and pattern). For the aesthetic analysis, the visual quality of a site or locale is defined according to three levels:

- **Low**. The location is lacking in natural or cultural visual resource amenities typical of the region. A site with low visual quality will have aesthetic elements that are perceptibly uncharacteristic of the surrounding area.
- **Moderate**. The location is typical or characteristic of the region's natural or cultural visual amenities. A site with moderate visual quality maintains the visual character of the surrounding area, with aesthetic elements that do not stand out as either contributing to or detracting from the visual character of an area.
- **High**. The location has visual resources that are unique or exemplary of the region's natural or cultural scenic amenities. A site with high visual quality is likely to stand out as particularly appealing and makes a notable positive contribution to the visual character of an area.

Viewer Exposure addresses the variables that affect the viewing conditions of a site. Viewer exposure considers some or all of the following factors: landscape visibility (the ability to see the landscape);

[1] CEQA Guidelines, Appendix G, Environmental Checklist Form defines public views as those that are experienced from a publicly accessible vantage point.

viewing distance (i.e., the proximity of viewers to the project); viewing angle (whether the project would be viewed from a superior, inferior, or level line of sight); extent of visibility (whether the line of sight is open and panoramic to the project area or restricted by terrain, vegetation, and/or structures); and duration of view.

Visual Sensitivity is the overall measure of a site's susceptibility to adverse visual changes. Visual sensitivity is rated as high, moderate, or low and is determined based on the combined factors of visual quality, viewer types, how many viewers, and viewer exposure to the project. Higher visual sensitivity is associated with sites with a higher visual quality and with a greater potential for changes to degrade or detract from the visual character of a public view.

Light originates from human activity from the following two primary sources): light emanating from building interiors that passes through windows, and light originating from exterior sources (e.g., street lighting, building illumination, security lighting, parking lot lighting, landscape lighting, and signage). These sources of light can be a nuisance to adjacent residential areas, diminish the view of the clear night sky, and if uncontrolled, can cause disturbances for motorists traveling in the area, and can cause disturbances to fauna traveling in the area (see Section 3.3, Biological Resource). Land uses such as residences and hotels are considered light sensitive, since occupants have expectations of privacy during evening hours and may be subject to disturbances by bright light sources. Light spill is typically defined as the presence of unwanted light on properties adjacent to the property being illuminated.

Glare is caused by the reflection of sunlight or artificial light by highly polished surfaces such as window glass or reflective materials and, to a lesser degree, from broad expanses of light-colored surfaces or vehicle headlights. Perceived glare is the unwanted and potentially objectionable sensation as observed by a person as they look directly into the light source of a luminaire. Daytime glare generation in urban areas is typically associated with buildings with exterior facades largely or entirely consisting of highly reflective glass. Glare can also be produced during evening and nighttime hours by the reflection of artificial light sources, such as unshielded light fixtures and automobile headlights. Glare generation is typically related to either moving vehicles or sun angles, although glare resulting from reflected sunlight can occur regularly at certain times of the year. Glare-sensitive uses include residences and transportation corridors.

Regional Setting

Visual resources within Ventura County consist of natural landscapes and scenic views, including landforms, vegetation, and water features, as well as unique elements of the built environment. The proposed projects would be located in Ventura County, which is situated along the Pacific Ocean south of Santa Barbara County and north/northwest of Los Angeles County. The county contains varied topography, exposed geological formations, vegetation, built communities, beaches, and waterways. Scenic resources within the county include lakes, beaches, dunes, rivers, creeks, bluffs, mountains, ridgelines, hillsides, native habitat (e.g., wetlands, oak woodlands, and coastal sage chaparral habitat), and rock outcroppings. Further, scenic resources along designated and Eligible State and County Scenic Highways and the coastline are highly valued within the county. The U.S. 101 Freeway (U.S. 101 or freeway) and State Route-23 (SR-23) are both eligible County Scenic Highways in the vicinity of the Project site (Ventura County General Plan 2019). Within Thousand Oaks, development within 1,000 feet

of the centerline of the U.S. 101 and SR-23 view corridors is subject to the Freeway Corridor Design Guidelines (Resolution 91-172[2]).

Project Area Setting

The proposed Project encompasses approximately 51.34 gross acres / 49.57 net acres of business park space and is located in the western portion of the City of Thousand Oaks in Ventura County. The City of Thousand Oaks is located approximately 12 miles east of the Pacific Ocean and 39 miles west of Los Angeles within the Conejo Valley, a mountain-rimmed plateau ranging from 600 to 900 feet above sea level. The Conejo Valley is approximately nine miles long and seven miles wide and is bordered by Mountclef Ridge and the Simi Hills to the north and east, the Santa Monica Mountains to the south, and Conejo Mountain to the west. Thousand Oaks is a suburban community with a semi-rural character surrounded by broad open vistas of natural open space, traversed by creeks, and dotted with prominent knolls and oak woodlands. The developed portions of the City are located primarily on the Conejo Valley floor and on slopes of less than 25 percent gradient, while the hills and mountains surrounding the community are set aside in a ring of natural open space.

Specifically, the Project site is located near the western boundary of the City within the northwestern portion of the Rancho Conejo Industrial Area, approximately 1-mile north of the 101 Freeway, as shown in Figure 2-2, along Rancho Conejo Boulevard and Conejo Center Drive. The existing uses surrounding the Project site include land that is owned and managed by COSCA to the north and west of the Project site. Industrial development, with cohesive styles of contemporary/utilitarian architecture, surface parking and ornamental landscaping, is located northeast of the Project site as well as to the south, and west of the parcels that would be developed, including the City's Municipal Service Center (MSC).

The Project site is currently rough graded with building pads, is plumbed with utilities, and is accessed by public roads.

Views of the Project Site

Existing views of the Project site are predominately screened by grass, mature trees, and hills. The site is mostly visible from Rancho Conejo Boulevard and Conejo Center Drive. However, the site is partially visible from the Hawk Canyon trail located to the north. **Figure 3.1-1**, *Conejo Summit Visual Sims,* depicts an aerial photograph of the Project and identifies views of the Project from the Hawk Canyon trail. The following are descriptions of the views:

- View A is looking southwest from the eastern portion of the Hawk Canyon trail. The current view is of the mature trees, grasses, and hill that the buildings would be constructed on. Although buildings 5A, 5B, 6A, and 6B will be constructed on the hill, views of the Project site from this vantage point are partially obstructed by trees and the topography. (**Figure 3.1-2,** *Location A*).
- View B is looking southeast from the western portion of the Hawk Canyon trail. The current view is of the mature trees, grasses, and hill that the buildings would be constructed on. Views of the Project site from this vantage point would be partially obstructed by the topography (**Figure 3.1-3,** *Location B*).

[2] City of Thousand Oaks: https://www.toaks.org/home/showpublisheddocument/364/636022051467300000.

- View C is looking south from the middle of the Hawk Canyon trail. The current view is of grass, shrubs, mature trees, and hills. Views of the Project site from this vantage point would be partially obstructed by the topography (**Figure 3.1-4,** *Location C*).

3.1.2 Regulatory Setting

Federal

There are no federal regulations that apply to aesthetics on or in the vicinity of the proposed project site.

State

California Environmental Quality Act

CEQA is the principal statute governing environmental review of projects occurring in the state and is codified at *Public Resources Code (PRC) Section 21000 et seq.* CEQA requires lead agencies to determine if a proposed project would have a significant effect on the environment.

State Scenic Highway Program

The State Scenic Highway Program, created by the California Legislature in 1963, was established to preserve and protect scenic highway corridors from change that would diminish the aesthetic value of lands adjacent to highways[3]. A scenic highway is designated under this program when a local jurisdiction adopts a scenic corridor protection program, applies to Caltrans for scenic highway approval, and receives notification from Caltrans that the highway has been designated as a Scenic Highway. When a city or county nominates an eligible scenic highway for official designation, it defines the scenic corridor, which is land generally adjacent and visible to a motorist on the highway.

Regional

There are no regional regulations that apply to aesthetics on or in the vicinity of the proposed project site.

Local

City of Thousand Oaks General Plan

The Thousand Oaks General Plan provides a long-range comprehensive guide for the physical development of the City's Planning Area. The General Plan 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 are relevant policies in respect to aesthetic resources.

[3] Caltrans Scenic Highways: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways

Source: Nearmap, 2020.

Conejo Summit Project

Figure 3.1-1
Photo location Map

ESA

Existing View

Proposed View

SOURCE: VisionScape Imagery

Conejo Summit Project

Figure 3.1-2
View from Location A

ESA

Existing View

Proposed View

SOURCE: VisionScape Imagery

Conejo Summit Project

Figure 3.1-3
View from Location B

ESA

Existing View

Proposed View

SOURCE: VisionScape Imagery

Conejo Summit Project

Figure 3.1-4
View from Location C

ESA

Open Space Element

Goal POS-5: Manage open spaces to reduce risk of natural hazards and promote the safety of the public.

Policy 5.4 New developments: Plan new developments to avoid direct and secondary impacts on valuable open space resources, including visual impacts from the trail system, appropriate access control, location, and maintenance of fuel modification areas.

Conservation Element

Goal C-1: Conserve Thousand Oaks' physical setting and natural scenic resources.

Policy 1.1 Scenic resources: Protect and preserve public viewsheds of the mountains and hillsides along roadways, open space, and other key locations.

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 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.

Goal C-2: Minimize and mitigate the visual effects of new urban development on hillsides.

Policy 2.1 Hillside areas: Employ site and architectural design techniques to blend development into the hillside terrain.

Goal C-3: Maintain and expand a healthy community forest in Thousand Oaks.

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.

Goal C-4: Protect oak and landmark trees to maintain Thousand Oak's unique environmental character.

Policy 4.1 Continue to implement the City's Oak Tree and Landmark Tree Ordinances per the municipal code and the Oak Tree Preservation and Protection Guidelines.

City of Thousand Oaks Municipal Code

Rancho Conejo Specific Plan (SP No. 7) / Industrial Park Zones Development Standards

The Thousand Oaks Municipal Code (TOMC) contains the City's zoning code and zoning map. The zoning code provides a description for each type of building zone, including regulations on height, setbacks, permitted uses and other standards to provide continuity within the City. The proposed project site is currently in SP 7's Planning Units B, Q, and 5 and the applicable zoning standards are equivalent to the Industrial Park (M-1) zone, with provisions for development outlined in TOMC Section 9-4.1601 through 9-4.1606, and allow for "the development of planned manufacturing, technology, and life science uses" (TOMC 9-4.1601). Development in the M-1 zone is limited to a 100-foot minimum front yard

setback from the center line of an abutting street (TOMC 9-4.1605(d)) and is limited to 35 feet in height (TOMC 9-4.2501).

Exterior Signage

To protect life, health, property, and public welfare, TOMC Title 9, Chapter 4, Article 2 provides requirements for a uniform sign code in keeping with that published by the International Conference of Building Officials and amended to include limits on design, quality of materials, construction, location, electrification, and maintenance of signs outside of buildings. Specifically, TOMC Section 9-4.2308(2) provides building sign requirements for buildings within the commercial and industrial zones in shopping centers.

Outdoor Lighting

Outdoor lighting can present a negative visual and/or psychological effect on individuals, especially in areas where residential uses abut or are near commercial, office, or industrial areas. TOMC Sections 9-4.2405(b) regarding off-street parking, and 9-4.2308(b) regarding signage, outline the provisions for the installation and operation of outdoor lighting. The California Building Code, Chapter 10, Section 1008.2.3 provides mandatory illumination requirements from a building's exit to the public way[4]. Additionally, the Green Building Code, Chapter 5, Section 106.8, provides mandatory nonresidential light pollution reduction requirements[5]related to backlight, uplight and glare.

Sec. 9-4.2405. General design standards of parking areas.

(b) Lighting.

(1) All on-site parking areas, maneuvering areas, and turnaround areas shall comply with the following provisions:

(i) Parking lot lights shall be designed and arranged in such a manner so that light is reflected away from adjoining residential properties and streets.

(ii) All light poles, standards and fixtures shall be of a low-profile decorative variety and shall be compatible with the architectural theme of the building and/or facility they intend to service.

(iii) All light poles, standards and fixtures shall not exceed a height of twenty (20') feet above grade level. Light poles, standards and fixtures determined by the Community Development Director to be illuminating parking areas which abut residential properties and streets shall observe a maximum height of fourteen (14') feet above grade level.

(iv) All light sources used to illuminate parking areas shall achieve a color rendition which is compatible and in harmony with the existing development pattern of the surrounding area.

(v) All levels of illumination shall comply with the Building Security Ordinance.

(vi) All parking lot lighting installations shall comply with applicable Uniform Building Code requirements.

[4] https://codes.iccsafe.org/s/CABC2022P1/chapter-10-means-of-egress/CABC2022P1-Ch10-Sec1008.2.3

[5] https://codes.iccsafe.org/content/CAGBC2022P3/chapter-5-nonresidential-mandatory-measures

Architectural Design Review

To maintain architectural design continuity throughout the City, TOMC Title 9, Chapter 4, Article 18 "Design Review: Requirements and Procedure" provides requirements for architectural design review and approval based on the City's adopted architectural design guidelines.

On November 7, 2023, the City Council adopted Resolution No. 2023-061, "A Resolution of the City Council of Thousand Oaks Amending the Precise Plan of Design Guidelines for Construction and Development of Residential, Industrial, and Institutional Projects within the City of Thousand Oaks and Rescinding City Council Resolution No. 2006-108." These guidelines have been prepared to assist applicants in understanding the objectives of the City and in upholding the intent and purpose of the Architectural Design Review Ordinance. Specifically, the guidelines focus on allowing industrial development that is not monotonous, carefully screens loading areas and equipment, arranges lighting to reflect away from adjoining properties, incorporates landscaping to provide a handsome work environment while reducing a building's massiveness, softening the building elevations, and shading parking spaces.

Guidelines for Development within the Corridors of the Route 101 and Route 23 Freeways

In July 1991, the City of Thousand Oaks adopted Resolution No. 91-172, "A Resolution of the City Council of Thousand Oaks Establishing Guidelines for Development within the Corridors of the Route 101 and 23 Freeways". The Guidelines for Development within the Corridors of the U.S. 101 and State Route 23 ("Guidelines") apply "to all property which is located wholly or partially within 1,000 feet of the centerlines of the 101 and 23 Freeways". The Guidelines do NOT pertain to the Project site, as no portions of the Project site are within 1,000 feet of the centerline of the 101 or 23 Freeways.

3.1.3 Thresholds of Significance

According to CEQA Guidelines Appendix G, the proposed Project could have a potentially significant impact with respect to aesthetics if it would:

- Have a substantial adverse effect on a scenic vista (see Impact 3.1-1, below).
- Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway (see Impact 3.1-2, below).
- 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 in an urbanized area, conflict with applicable zoning and other regulations governing scenic quality (see Impact 3.1-3, below).
- Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area (see Impact 3.1-4, below).

3.1.4 Methodology

Visual Quality

Impacts to visual quality in non-urbanized areas such as the area in the vicinity of a project site are generally assessed by estimating the amount of visual change introduced by project components, the degree to which visual changes may be visible to surrounding viewer groups, and the general sensitivity

of viewer groups to landscape alterations. Visual changes are usually measured by three factors: (1) the amount of visual contrast that project components create (changes to form, line, color, texture, and scale in the landscape), (2) the amount of view obstruction that occurs (loss of view, duration/timing), and (3) the degradation of specific natural resources (e.g., removal of scenic trees):

- (1) Visual contrast could be significant if project activities involve regraded landforms, alteration or elimination of ridgelines, and changes introduced by the project that result in landscape colors, textures, and scale of visual components that are inconsistent with a project site's surroundings.
- (2) View obstruction could be considered significant if the project would obstruct foreground (0 to 0.25 mile) or mid-ground (0.25 to 3 miles) views of the viewed area as seen from sensitive public viewpoints[6]. View obstruction is contextualized in the temporal framework, for instance how long the view of the development would be visible by motorists, pedestrians and bicyclists traveling on the surrounding public roadways.
- (3) The project's impacts could be considered significant if the project severely alters or displaces specific natural resources composed of striking landform features, aesthetic water bodies, mature stands of native/cultural trees, or historic structures.

Visual impacts would be considered significant overall if any one of the three measures of significance is identified. These criteria were used to assist in estimating the extent and scale of landscape alterations due to Project implementation.

Visual Assessment

This visual assessment is based on field observations of the Project site and surroundings in addition to a review of topographic maps, aerial, and ground-level photographs of the Project area. Additionally, visual simulations were prepared for the Project that document the "before and after" visual conditions of implementing the Project.

3.1.5 Impact Analysis

Impact 3.1-1: Would the proposed Project have a substantial adverse effect on a scenic vista? (Less than Significant with Mitigation)

A scenic vista is defined as a long, expansive view of a highly valued landscape from a publicly accessible vantage point. "Highly valued landscapes" can include natural open spaces; topographic formations, including mountains or hills; or, more generally, areas that contribute to a high level of visual quality. Although the City's General Plan does not specifically identify protected scenic vistas within Thousand Oaks, the General Plan Chapter 7 Conservation identifies scenic resources within the Conejo Valley, including protecting views of mountains and hillsides along roadways and open space (City of Thousand Oaks 2023).

Protection of natural viewshed features in Thousand Oaks has been formally embodied in the City's General Plan, including its Open Space Element, and Conservation Element and in ordinances and resolutions concerning the preservation and enhancement of the Conejo Valley's unique scenic attributes (City of Thousand Oaks 2023).

[6] Public views are those that are experienced from publicly accessible vantage points.

The proposed Project includes the development of 15 industrial buildings within an adopted Specific Plan area. The Project site consists of approximately 50 acres of the previously approved 1,862 acres Specific Plan No.7. Currently the proposed Project site includes graded lots for the future industrial buildings (anticipating development which would be consistent with policies and design guidelines described in Section 3.1.2, Regulatory Setting), sidewalks and streets. Conejo Open Space Conservation Agency (COSCA) open space land is located to the north and west of the Project site and industrial development is located northeast, south and west of the Project site. COSCA open space areas are open to the public from sunrise to sunset[7], which means members of the public would only be anticipated to see the project site from COSCA's lands during the day.

To the north and west of the proposed buildings 5A, 5B and 6A within COSCA land, there are several trails including the Hill Canyon Trail that have potential views of the Project site. The trails within COSCA land would be considered a scenic vista and therefore views could be impacted as a result of the development of the proposed Project. As a result, visual simulations were prepared to illustrate the visual effect the proposed Project would have to the scenic quality in the area. Photos were taken from the surrounding public trails within COSCA land that potentially had views of the proposed Project (see Figure 3.1-1). From each of these photo locations a visual simulation of the proposed buildings was prepared (see Figures 3.1-2 through 3.1-4). Building heights would range from 37 to 41 feet, exceeding the 35-foot maximum height, which requires a waiver under the Municipal Code Section 9-4.1605 for the increase height for each building. As shown in the simulations, in the distance portions of the buildings would be visible from the trails. The simulations show that the top portion of the buildings would be visible with the lower portions of the buildings being screened by existing topography and vegetation/landscaping. As shown in simulations the buildings would not substantially change the view from the trails or scenic vista. Per City policy, the buildings would be painted with earth tones to blend in with the surrounding area and reflective materials are to be avoided per City policy, where feasible. Building colors which do not blend into environment space as seen from COSCA's open space have the potential to create a substantial adverse effect on a scenic vista. Implementation of **Mitigation Measure AES-1** would require the Project applicant to submit a colors/materials board to the City for review and approval demonstrating the buildings that border COSCA open space (Buildings 3, 4A, 4B, 5A, 5B, 6A, and 6B) are to be painted with earth tones that are found within COSCA's open space immediately surrounding the Conejo Summit project site with the intention of blending the buildings into environment space as seen from COSCA's open space. Therefore, with compliance with Mitigation Measure AES-1, the Project would not result in substantial adverse effect on a scenic vista. Impacts would be less than significant with mitigation incorporated. Furthermore, the buildings' architecture would be similar in style, mass and height as the existing surrounding industrial buildings. Perimeter landscaping will also be required to soften the views of the buildings. As a result, the proposed Project would not have an adverse effect on scenic vistas and impacts would be less than significant with mitigation.

Significance Determination: Less than Significant with Mitigation.

[7] COSCA Rules & Regulations Section 219 – Hours of Use: https://conejo-openspace.org/wp-content/uploads/2023/11/COSCA-Ordinance-Manual-20231115.pdf

Mitigation Measures:

AES-1 (Building Colors and Materials): The Project applicant shall submit a colors/materials board to the City for review and approval prior to issuance of building permits demonstrating the buildings that border COSCA open space (Buildings 3, 4A, 4B, 5A, 5B, 6A, and 6B) are to be painted with earth tones that are predominantly found within COSCA's open space immediately surrounding the Conejo Summit project site with the intention of blending the buildings into the environment as seen from COSCA's open space. The body of the buildings are to be painted tans, browns, natural greens and architectural features may be painted subdued ochre, sienna, umber, yellows, golds, and terracotta. All colors shall be comprised of applied pigments in material. All color blocking is to follow the building's architectural forms. Darker trim colors are to be subordinate in surface application to main colors and provide adequate relief with a more dominant hue to highlight design features. The lighting colors/materials board shall document the location of each color on the proposed elevation and include the manufacture's name, paint name, and color codes.

Impact 3.1-2: Would the proposed Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (No Impact)

There are no officially designated state scenic highways in the Project area; however, there is one eligible state scenic highway, U.S. Highway 101, which runs east/west approximately a mile south of the Project site (Caltrans 2019 [8]). Additionally, the site is located approximately four miles west of SR-23. As no portions of the Project site are within 1,000 feet of the centerline of U.S. Highway 101 or SR-23, the project is not subject to the City's Guidelines for Development within the Corridors of the U.S. 101 and State Route 23. The Project site is not visible from U.S. Highway 101 due to intervening development, vegetation, and topography. Therefore, the Project would not substantially damage scenic resources within a state scenic highway and would result in no impact to state scenic highways.

Significance Determination: No Impact.

Mitigation Measures: No mitigation measures are required.

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[8] Caltrans California State Scenic Highway System Map: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa

Impact 3.1-3: Would the proposed Project substantially degrade the existing visual character or quality of public views of the site and its surroundings because of height, bulk, pattern, scale, character, or other features or conflict with applicable zoning and other regulations governing scenic quality. (Public views are those that are experienced from publicly accessible vantage point)? (Less than Significant)

The proposed Project would not conflict with regulations detailed in the City of Thousand Oaks General Plan, but would conflict with Specific Plan 7's/M-1's setback restrictions on four properties and height restrictions if the decision-making body does not grant a waiver to development standards.

> *Front yard setbacks would range between 52 to 128 feet from the center line of abutting streets instead of the minimum front yard setback of 100 feet from the center line of abutting streets. Four of the 16 proposed parcels require approval of reduced front yard setbacks of 52 (Building 4A), 53 (Building 5B), 59 (Building 1A), and 65 (Building 4B) feet from the center line of abutting streets.*
>
> *Building heights would range from 37 to 41 feet. The Rancho Conejo Specific Plan No. 7 applies the M-1 zoning standards, which has a maximum height of 35 feet.*

As part of the Development Plan permit, Municipal Code Section 9-4.1605 allows waiver requests to be considered by the decision-making body. The Project includes waivers for the decreased front yard setbacks and increased building height. As a result, with a waiver for the front yard setback and building heights, the implementation of the proposed Project in its proposed location would be consistent with current zoning and regulation regarding scenic quality. The waiver is a procedural requirement that allows one or more deviations from the Thousand Oaks Municipal Code (TOMC) at the discretion of the decisionmakers. If the decisionmakers do not approve the waiver, the project cannot be approved as it would conflict with the TOMC. The decisionmakers may elect to grant a waiver, even if an impact was determined to be "significant and unavoidable" and appropriate findings can be made in the Statement of Overriding Considerations. However, granting a waiver, which is a procedural requirement, is not equivalent to determining if there is an impact.

As discussed above, the City's General Plan addresses scenic resources within the City in the Open Space and Conservation Elements. **Table 3.1-1** analyzes the Project's consistency with General Plan Policies addressing scenic quality in the City. As shown in Table 3.1.-1, the Project would be consistent with goals and policies of the General Plan. As discussed above under Impact 3.1-1, building heights would range from 37 to 41 feet, exceeding the 35-foot maximum height, which requires a waiver under the Municipal Code Section 9-4.1605 for the increase height for each building. As shown in simulations the buildings would not substantially change the view from the trails or scenic vista. Per City policy, the buildings would be painted with earth tones to blend in with the surrounding area and reflective materials are to be avoided per City policy, where feasible. Building colors which do not blend into environment space as seen from COSCA's open space have the potential to create a substantial adverse effect on a scenic vista. The buildings' height, bulk, pattern, scale, character, or other features (such as setbacks), do not substantially degrade the existing visual character or quality of public views of the site and its surroundings as viewed from COSCA lands. Public vantage points in the immediate area of the project include public rights-of-way within and surrounding the project site. However, contrasting features in the

visual landscape would be minimized, and impacts to established visual character and quality would be less than significant.

Significance Determination: Less than Significant.

Mitigation Measures: No mitigation measures are required.

TABLE 3.1-1
GENERAL PLAN CONSISTENCY ANALYSIS

General Plan Goals and Policies	Consistency Analysis
Open Space Element	
Goal POS-5: Manage open spaces to reduce risk of natural hazards and promote the safety of the public.	
5.4 New developments. Plan new developments to avoid direct and secondary impacts on valuable open space resources, including visual impacts from the trail system, appropriate access control, location, and maintenance of fuel modification areas.	**Consistent:** The Project would be located within the Rancho Conejo Industrial Area Specific Plan Area No. 7. The Project is a planned development that would provide additional office, manufacturing, and industrial space and would expand the area's existing industrial, office, and commercial character while supporting development of the area's growing industries and creating additional local employment opportunities. As discussed in Impact 3.1.1 above, the buildings would be partially visible from local trails as shown in the visual simulations. The buildings would be painted with earth tones to blend in with the surrounding area and would avoid reflective material, where feasible. Perimeter landscaping will also be required to soften the views of the buildings, and all landscaping shall be designed and installed in accordance with the City's Guidelines and Standards for Landscape Planting and Irrigation Plans (Resolution Nos. 2007-116 and 2023-061), the Forestry Master Plan Newbury Park Regional Character Design Guidelines, the Ventura County Fire Department's Prohibit Plant List and associated standards and guidelines, the Ventura County Fire Department's Ordinance 32 Chapter 49 Requirements for Wildland-Urban Interface Fire Areas. Furthermore, the buildings' architecture would be similar in style, mass and height as the existing surrounding industrial buildings. The Project would include an active fuel management program to maintain landscaping consistent with VCFD and City policies. All building activities must comply with fire protection and prevention requirements specified by the CCR and Cal/OSHA and VCFD.
Conservation Element	
Goal C-1: Conserve Thousand Oaks' physical setting and natural scenic resources.	
1.1 Scenic resources. Protect and preserve public viewsheds of the mountains and hillsides along roadways, open space, and other key locations.	Consistent: See response to Goal POS 5, 5.4 New Development, above.
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.	Consistent: The Project is a planned development that would be constructed within Specific Plan Area No. 7. The Project site has been previously graded and utilities have been plumbed throughout the site. Further, the Project has been designed to avoid all oak trees and their drip lines. The Project would not alter ridge lines, outcroppings and natural drainage course.
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.	Consistent: See response to Goal C-1, 1.2 Preservation of natural features, above.

General Plan Goals and Policies	Consistency Analysis
Goal C-2: Minimize and mitigate the visual effects of new urban development on hillsides.	
2.1 Hillside areas. Employ site and architectural design techniques to blend development into the hillside terrain.	Consistent: The Project would be located within the Rancho Conejo Industrial Area Specific Plan Area No. 7. The Project is a planned development that would provide additional office, manufacturing, and industrial space and would expand the area's existing industrial, office, and commercial character while supporting development of the area's growing industries and creating additional local employment opportunities. As discussed in Impact 3.1-1 above, the buildings would be partially visible from local trails as shown in the visual. The proposed industrial buildings would be similar in scale and style to the existing industrial buildings located to south and west of the project site. The buildings would be painted with earth tones to blend in with the surrounding area and would avoid reflective material, where feasible. Perimeter landscaping will also be required to soften the views of the buildings. Furthermore, the buildings' architecture would be similar in style, mass and height as the existing surrounding industrial buildings.
Goal C-3: Maintain and expand a healthy community forest in Thousand Oaks.	
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.	Consistent: The Project would include perimeter and internal landscaping to soften and screen views of the buildings. The proposed planting plan for the Project includes both native and climate-adapted trees (i.e. Coast Live Oak, Desert Museum Palo Verde, Chitalpa, Wilson Fruitless Olive, Catawba Crape Myrtle). The landscape Plan would be reviewed and approved by the City and VCFD.
Goal C-4: Protect oak and landmark trees to maintain Thousand Oak's unique environmental character.	
4.1 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 would not impact any oak trees. Several coast live oak trees and toyon trees are located around the perimeter of the Project site and the protected zones of these trees (i.e., 5 feet beyond the dripline, but no less than 15 feet from the trunk) may extend into the Project site. The Project will be designed to avoid the protected zone of City- protected oak and landmark trees. Nevertheless, inadvertent impacts outside of the designated impact footprint during construction could result in the trimming, pruning, removal, or encroachment into the protected zones of protected oak and landmark trees. The Project includes the provision of replacement landmark trees at a 3:1 ratio in accordance with City of Thousand Oaks Municipal Code.

Impact 3.1-4: Would the proposed Project create a new source of substantial light, or glare which would adversely affect day or nighttime views in the area? (Less Than Significant with Mitigation)

The proposed Project once completed would introduce new light sources to the Project area. These include lighting to illuminate parking areas, driveways, doorways, walkways, and signs, as well as light emitted from windows and vehicle headlights. Surrounding sources of light and glare are typical of an area developed with commercial and industrial uses, including streetlights on surface streets, internal and external building lights, landscape lighting and safety lighting, building windows, and illuminated signage. Sensitive receptors to light and glare in the Project vicinity include the surrounding COSCA land to the west and north of the site; however, as COSCA open space areas are only open to the public from sunrise to sunset, members of the public would only be anticipated to see the project site from COSCA's lands during the day and would be unaffected by any and all lighting from sunrise to sunset.

Construction activities would occur during the day between 7:00 a.m. and 7:00 p.m., Monday through Saturday, in accordance with TOMC Chapter 11. Nighttime lighting would not be needed for the majority of the year. However, exterior nighttime lighting could be required for a portion of the year when dusk occurs before 7:00 p.m. and construction crews are still working during dusk up to 7:00 p.m.]In addition, temporary safety or security lighting may be required, but all lighting would be shielded and downcast. Temporary construction activities would not result in substantial new sources of light or glare.

All light sources associated with the Project would be shielded and/or aimed to minimize direct illumination and to preclude light pollution or trespass onto adjacent properties. Lighting would be designed to improve safety and to add visual interest to the Project site, including accentuating key landscape and architectural features. The project would not include blinking, flashing, or lighting of unusually high intensity or brightness. As identified in the project's Photometric Plan, (see Appendix B of this Draft EIR) all lighting within the Project site would comply with TOMC Sections 9-4.2405 regarding off-street parking and 9-4.2308 regarding signage, the California Building Code, Chapter 10, Section 1008.2.3 regarding mandatory illumination requirements from a building's exit to the public way, and the Green Building Code, Chapter 5, Section 106.8 regarding mandatory nonresidential light pollution reduction requirements related to backlight, uplight and glare. These standards collectively specify that lighting should be downcast and shielded to reduce or avoid light trespass and glare while providing the minimum required lighting to meet safety standards. Nevertheless, nighttime lighting has the potential to impact the adjacent open space. Implementation of **Mitigation Measure AES-2** would require the Project applicant to submit a lighting schedule to the City for review and approval demonstrating minimized light spillover to the adjacent open space in compliance with the Thousand Oaks Municipal Code. The street lighting would be shielded to illuminate the streets, promote dark skies, and inhibit any unnecessary nighttime lighting or glare.

Windows on the proposed buildings, and associated cars, have the potential to create new sources of glare. However, these glare sources would be consistent with the surrounding land uses. Also, the proposed Project would not use highly reflective building materials. The proposed buildings would use neutral tones, and non-reflective materials, such as wood, stucco and concrete. Therefore, with compliance with applicable lighting regulations, visual consistency with surrounding development and implementation of Mitigation Measure AES-2, the Project would not result in substantial new sources of light or glare on the Project site that would adversely affect day or nighttime views in the area. Impacts would be less than significant with mitigation incorporated.

Significance Determination: Less than Significant with Mitigation.

Mitigation Measures:

AES-2 (Lighting Schedule and Photometric Plan): The Project applicant shall submit a lighting schedule plan and photometric plans to the City of Thousand Oaks for review and approval prior to issuance of building permits demonstrating compliance with Thousand Oaks Municipal Code Sections and 9-4.2405 and 9-4.2308, the California Building Code, Chapter 10, Section 1008.2.3, and the Green Building Code, Chapter 5, Section 106.8. The lighting schedule shall document the location, quantity, type, and luminance of all fixtures proposed on the Project site. With the exception of bollard and similar ground-level lighting, all exterior lighting shall be shielded and downcast to minimize light

trespass and glare on adjacent open space and properties while providing the minimum required lighting to meet safety standards. During non-occupied hours, exterior building mounted/canopy lighting and exterior parking lighting would be dimmed to 20 percent and 30 percent, respectively.

3.1.6 Cumulative Impacts

This section presents an analysis of the cumulative effects of the proposed Project in combination with other past, present, and reasonably foreseeable future projects that could cause cumulatively considerable impacts. As people can roughly see out to 1 mile from their position, the cumulative effects on aesthetics are considered for cumulative projects generally within a 1-mile radius.

As previously discussed, the proposed Project would have no impact with respect to scenic highways and resources. Accordingly, the proposed Project could not contribute to cumulative impacts related to this topic and is not discussed further.

The geographic area affected by the proposed Project and its potential to contribute to cumulative impacts encompasses the Project Site and its adjacent areas. The aesthetic impacts are generally specific to the Project site and the nearby land uses that would be visible from the Project site. For the purpose of evaluating aesthetics, cumulative projects are projects near enough to the Project site to share the same field of view so that viewers along a street or sidewalk could experience the cumulative visual experience of the Project combined with cumulative projects. The closes cumulative projects to the proposed Project are cumulative projects 1 and 2 as identified on Figure 3-1.

Construction

Construction activities associated with cumulative development would occur primarily during daylight hours, and any construction-related illumination would be used for safety and security purposes only. Although night construction and the use of lighting for construction lighting are not anticipated, any lighting needed during construction of cumulative development would be short term in nature. In addition, due to the distance and topography, any potential light and glare associated with construction of any cumulative project would not result in considerable cumulative impacts in conjunction with the proposed Project. Therefore, cumulative development, including the Project, would have a less than significant temporary cumulative impact with respect to light and glare during construction. (Less than Significant)

Operation

Scenic Vista and Visual Character

In regard to degrading the existing quality of public views or visual character of the site and its surroundings because of height, bulk, pattern, scale, character, or other features or conflicting with applicable zoning and other regulations governing scenic quality, the cumulative projects listed in Chapter 3, *Environmental Setting, Impacts, and Mitigation Measures*, are largely separated by intervening topography, existing development, and landscaping, and have differing visual characters. Even though the cumulative projects are located within the vicinity of the Project site, they may not have the same visual characteristics and are distinct from one another; however, all the projects would be required to comply

with the General Plan and TOMC similar to what is required by the Project. The cumulative projects, when considered together, would not change the scenic vistas or visual character of their respective existing conditions since the Project would be in compliance with applicable zoning and regulations governing scenic quality. The Project site's visual character would be entirely internal and would not affect the visual character of any off-site cumulative projects. (Less than Significant)

Light and Glare

The area surrounding the Project site and cumulative projects is urbanized and generates ambient light. Similar to the Project, the cumulative projects would be required to minimize excessive light and glare that would be inappropriate for the setting. Each cumulative project would respectively be required to comply with TOMC, if applicable, to reduce light or glare generated by each project. Light sources would be shielded and/or aimed downwards to minimize direct illumination and to preclude light pollution or trespass onto adjacent properties. Materials would also be required to include low-reflectivity glass and/or materials with low-reflective coating to reduce impacts from glare onto surrounding areas. Due to the distance and topography, any potential light and glare associated with any cumulative project would not result in considerable cumulative impacts in conjunction with the proposed Project. Thus, the incremental impact of the Project, when evaluated in relation to the cumulative projects, would not be expected to cause significant impacts to aesthetics during Project construction, demolition, and operation. (Less than Significant)

Cumulative Significance Determination: Less than Significant with Mitigation.

Mitigation Measures: Implement Mitigation Measures AES-1 through AES-2

3.2 Air Quality

This section evaluates the potential for air quality impacts to result from the implementation of the overall construction and operation of the proposed 15-building business park within the City of Thousand Oaks (City). The existing air quality setting is described along with the relevant regulatory background. Project impacts and mitigation measures, as necessary, are presented.

3.2.1 Environmental Setting

The Project site is located in the South Central Coast Air Basin (SCCAB), which comprises Ventura County, Santa Barbara County, and San Luis Obispo County. The Project site is under the jurisdiction of the Ventura County Air Pollution Control District (VCAPCD). The ambient concentrations of air pollutants are determined by the amount of emissions released by sources and the atmosphere's ability to transport and dilute such emissions. Natural factors that affect transport and dilution include terrain, wind, atmospheric stability, and sunlight. Therefore, existing air quality conditions in the area are determined by such natural factors as topography, meteorology, and climate, in addition to the amount of emissions released by existing air pollutant sources.

Regional Climate and Meteorological Conditions

South Central Coast Air Basin

The topography and climate of Southern California combine to make the SCCAB an area of high air pollution potential. Limited dispersion of emissions and increases in ambient air pollution levels result from the weak vertical and horizontal dispersion characteristics within Ventura County. Temperature inversions persist and prevent pollutants from rising and dispersing. The mountain ranges within Southern California inhibit horizontal dispersion of pollutants. Air is recirculated in Ventura County as a result of the diurnal land and sea breeze pattern. In the early mornings, the land breeze pushes air pollutants toward the ocean, and in the afternoon, pollutants are pushed east by the sea breeze. This causes pollutants to remain in the SCCAB for several days. Ambient air pollution levels of ozone (a secondary pollutant formed in the atmosphere when oxides of nitrogen and reactive organic gases react in the presence of sunlight) increase due to emissions from the previous days reacting with new emissions and in the presence of sunlight. This effect is mostly observed from May through October, when air temperatures are higher and sunlight is more intense. Most of Ventura County's ozone standard exceedances occur during this 6-month period (VCAPCD 2003).

Project Vicinity

The average annual temperatures in the study area range from a low of 46°F to a high of 81°F (Weather Spark 2024). Summer (August) high and low temperatures 80°F and 61°F, respectively, while temperatures are rarely above 80°F (Weather Spark 2024). The average winter (December) high and low temperatures were 63°F and 47°F, respectively, while temperatures rarely drop below 40.0°F (Weather Spark 2024). Rainfall varies widely from year to year, with an annual average of 14 inches (Weather Spark 2024).

Wind patterns in the study area arise primarily from the west, with seasonal and diurnal variations, and is highly dependent on local topography and other factors (Weather Spark 2024). The windiest part of the

year is from October through May, with average wind speed of more than 7.1 miles per hour (mph), but the windiest month is December where with average hourly wind speeds of 9.1 mph (Weather Spark 2024).

Criteria Air Pollutants

To protect human health and the environment, the USEPA has set "primary" and "secondary" maximum ambient limits for each of the criteria pollutants. Primary standards were set to protect human health, particularly with sensitive population, such as children, the elderly, and individuals suffering from chronic lung conditions, such as asthma and emphysema. Secondary standards were set to protect the natural environment and prevent damage to animals, crops, vegetation, and buildings. Ozone (O_3) and nitrogen dioxide (NO_2) are considered regional pollutants because they (and their precursors) affect air quality on a regional scale. Pollutants such as carbon monoxide (CO), sulfur dioxide (SO_2), and lead (Pb) are considered local pollutants that tend to accumulate in the air locally. Particulate matter (PM) is both a local and regional pollutant (USEPA 2016).

The pollutants of concern within the SCCAB, including the Project area, are O_3 (including oxides of nitrogen [NO_X] and reactive organic gases [ROG]), and particulate matter. The VCAPCD has not established quantitative thresholds for particulate matter for either construction or operations. However, VCAPCD indicates that a project that may be reasonably expected to generate fugitive dust emissions in such quantities as to cause injury, detriment, nuisance, or annoyance to any considerable number of people or to the public, or that may endanger the comfort, repose, health, or safety of any such person or the public, or which may cause, or have a natural tendency to cause, injury or damage to business or property, would have a significant adverse air quality impact (VCAPCD 2003). Therefore, particulate matter is considered a pollutant of concern for the proposed Project. In the analysis, ROGs are used as a surrogate for reactive organic compounds (ROCs) regulated by VCAPCD. Principal characteristics surrounding these pollutants are discussed below.

Ozone

Ozone, or smog, is photochemical oxidant that is formed when ROG and NO_X (both by-products of the internal combustion engine) react with sunlight. Ozone is a health threat and has been tied to crop damage, typically in the form of stunted growth and premature death. Ozone also can act as a corrosive, resulting in property damage such as the degradation of rubber products and is a respiratory irritant that can cause severe ear, nose, and throat irritation and increased susceptibility to respiratory infections. It is also an oxidant that causes extensive damage to plants through leaf discoloration and cell damage (CDC 2021). Those who are most susceptible to the harmful effects of ozone are children, the elderly, and people of all ages who have respiratory issues such as asthma (USEPA 2021a).

Reactive Organic Gases

ROG are organic chemical compounds of carbon and are not "criteria" pollutants themselves; however, ROG are a prime component (along with NO_X) of the photochemical processes by which such criteria pollutants as O_3, NO_2, and certain fine particles are formed. ROG are compounds made up primarily of hydrogen and carbon atoms. Internal combustion associated with motor vehicle usage is the major source of hydrocarbons. Other sources of ROG are emissions associated with the use of paints and solvents, the application of asphalt paving, and the use of household consumer products such as aerosols. Adverse

effects on human health are not caused directly by ROG but rather by reactions of ROG that form secondary pollutants such as ozone (CDC 2021).

Nitrogen Oxides

Nitrogen oxides are a family of highly reactive gases that are a primary precursor to the formation of ground-level ozone and react in the atmosphere to form acid rain. The two major forms of NO_X are nitric oxide (NO) and NO_2. NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high temperature and/or high pressure. Health-based ambient air quality standards have been promulgated for NO_2, which is a reddish-brown gas formed by the combination of NO and oxygen. NO_X acts as an acute respiratory irritant and increases susceptibility to respiratory pathogens (CDC 2021). NO_2 can potentially irritate the nose and throat, aggravate lung and heart problems, and may increase susceptibility to respiratory infections, especially in people with asthma.

Carbon Monoxide

Carbon monoxide is a colorless, odorless, toxic gas produced by incomplete combustion of carbon substances, such as gasoline or diesel fuel. In the study area, high CO levels are of greatest concern during the winter, when periods of light winds combine with the formation of ground-level temperature inversions from evening through early morning. These conditions trap pollutants near the ground, reducing the dispersion of vehicle emissions. Moreover, motor vehicles exhibit increased CO emission rates at low air temperatures. The primary adverse health effect associated with CO is interference with normal oxygen transfer to the blood, which may result in tissue oxygen deprivation (CDC 2021).

Sulfur Dioxide

Sulfur oxides (SO_X) are compounds of sulfur and oxygen molecules. SO_2 is the predominant form found in the lower atmosphere and is a product of burning sulfur or burning materials that contain sulfur. Major sources of SO_2 include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. Generally, the highest levels of SO_2 are found near large industrial complexes. In recent years, SO_2 concentrations have been reduced by the increasingly stringent controls placed on stationary source emissions of SO_2 and limits on the sulfur content of fuels. Emissions of SO_2 aggravate lung diseases, especially bronchitis. It also constricts the breathing passages, especially in asthmatics and people involved in moderate to heavy exercise. SO_2 potentially causes wheezing, shortness of breath, and coughing. High levels of particulates appear to worsen the effect of SO_2, and long-term exposures to both pollutants leads to higher rates of respiratory illness.

Particulate Matter

Particulate matter consists of finely divided solids or liquids such as soot, dust, aerosols, fumes, and mists. Two forms of fine particulates now are recognized: inhalable course particles of 10 microns or smaller (PM_{10}), and inhalable fine particles of 2.5 microns or less ($PM_{2.5}$). Particulate discharge into the atmosphere results primarily from industrial, agricultural, construction, and transportation activities. However, wind on arid landscapes also contributes substantially to local particulate loading. Activities such as crushing or grinding operations and driving vehicles on paved and unpaved roads result in fugitive dust, including $PM_{10,}$ pollen and mold. As described above, fine particles, $PM_{2.5,}$ are produced from all types of combustion, including motor vehicles, power plants, wood burning, agricultural burning

and some industrial processes. Both PM_{10} and $PM_{2.5}$ may adversely affect the human respiratory system, especially in people who are naturally sensitive or susceptible to breathing problems (CDC 2021).

Lead

Lead is a metal found naturally in the environment as well as in manufactured products. The highest levels of lead in air are usually found near lead smelters. The major sources of lead emissions to the air are ore and metals processing and piston-engine aircraft operating on leaded aviation gasoline. Lead is also emitted from the sanding or removal of old lead-based paint. Lead emissions are primarily a regional pollutant. Lead affects the brain and other parts of the body's nervous system. Exposure to lead in very young children impairs the development of the nervous system, kidneys, and blood forming processes in the body.

Additional Criteria Pollutants (California Only)

In addition to the national standards, the State of California regulates State-identified criteria pollutants, including sulfates (SO_4^{2-}), hydrogen sulfide (H_2S), visibility-reducing particles, and vinyl chloride. With respect to the State-identified criteria pollutants, most land use development projects either do not emit them (i.e., H_2S [nuisance odor] and vinyl chloride), or otherwise account for these pollutants (i.e., SO_4^{2-} and visibility reducing particles) through other criteria pollutants. For example, SO_4^{2-} are associated with SO_X emissions, and visibility-reducing particles are associated with particulate matter emissions. A description of the health effects of the State-identified criteria air pollutants is provided below.

Sulfates

SO_4^{2-} are the fully oxidized ionic form of sulfur. SO_4^{2-} occur in combination with metal and/or hydrogen ions. In California, emissions of sulfur compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. This sulfur is oxidized during the combustion process and subsequently converted to SO_4^{2} in the atmosphere. Effects of sulfate exposure at levels above the standard include a decrease in ventilatory function, aggravation of asthmatic symptoms, and an increased risk of cardio-pulmonary disease. SO_4^{2-} are particularly effective in degrading visibility, and, due to the fact that they are usually acidic, can harm ecosystems and damage materials and property (CARB 2022a).

Hydrogen Sulfide

H_2S is a colorless gas with the odor of rotten eggs. The most common sources of H_2S emissions are oil and natural gas extraction and processing, and natural emissions from geothermal fields. Industrial sources of H_2S include petrochemical plants and kraft paper mills. H_2S is also formed during bacterial decomposition of human and animal wastes, and H_2S is present in emissions from sewage treatment facilities and landfills. Exposure to H_2S can induce tearing of the eyes and symptoms related to overstimulation of the sense of smell, including headache, nausea, or vomiting; additional health effects of eye irritation have only been reported with exposures greater than 50 parts per million (ppm), which is considerably higher than the odor threshold. H_2S is regulated as a nuisance based on its odor detection level; if the standard were based on adverse health effects, it would be set at a much higher level (CARB 2022b).

Visibility-Reducing Particles

Visibility-reducing particles come from a variety of natural and manufactured sources and can vary greatly in shape, size and chemical composition. Visibility reduction is caused by the absorption and scattering of light by the particles in the atmosphere before it reaches the observer. Certain visibility-reducing particles are directly emitted to the air, such as windblown dust and soot, while others are formed in the atmosphere through chemical transformations of gaseous pollutants (e.g., SO_4^2, nitrates, organic carbon particles) which are the major constituents of particulate matter. As the number of visibility-reducing particles increases, more light is absorbed and scattered, resulting in less clarity, color, and visual range. Exposure to some haze-causing pollutants have been linked to adverse health impacts similar to PM_{10} and $PM_{2.5}$, as discussed above (CARB 2022c).

Vinyl Chloride

Vinyl chloride is a colorless gas with a mild, sweet odor. Most vinyl chloride is used to make polyvinyl chloride (PVC) plastic and vinyl products and is generally emitted from industrial processes. Other major sources of vinyl chloride have been detected near landfills, sewage plants, and hazardous waste sites, due to microbial breakdown of chlorinated solvents. Short-term health effects of exposure to high levels of vinyl chloride in the air include central nervous system effects, such as dizziness, drowsiness, and headaches while long-term exposure to vinyl chloride through inhalation and oral exposure causes liver damage and has been shown to increase the risk of angiosarcoma, a rare form of liver cancer in humans. Most health data on vinyl chloride relate to carcinogenicity; thus, the people most at risk are those who have long-term exposure to elevated levels, which is more likely to occur in occupational or industrial settings; however, control methodologies applied to industrial facilities generally prevent emissions to the ambient air (CARB 2022d).

Toxic Air Contaminants

In addition to criteria air pollutants, plans and individual projects may directly or indirectly emit toxic air contaminants (TACs). TACs are airborne substances that can cause short-term (acute) and/or long-term (chronic and/or carcinogenic, i.e., cancer causing) adverse human health effects (i.e., injury or illness). Human health effects of TACs can include birth defects, neurological damage, cancer, and death. There are hundreds of different types of TACs with varying degrees of toxicity that may be emitted from a variety of common sources including gasoline stations, automobiles, diesel engines, dry cleaners, industrial operations, and painting operations. Thus, individual TACs vary greatly in the health risk they present; and at a given level of exposure, one TAC may pose a hazard that is many times greater than another.

Unlike criteria air pollutants, TACs do not have ambient air quality standards but instead are regulated by the air district using a risk-based approach to determine which sources and pollutants to control as well as the degree of control. A health risk assessment is an analysis in which human health exposure to toxic substances is estimated and considered together with information regarding the toxic potency of the substances to provide quantitative estimates of the risks. In general, a health risk assessment is required if the air district concludes that projected emissions of a specific air toxic compound from a proposed new or modified source suggest a potential public health risk. The applicant of a project that would emit TACs is required to conduct a health risk assessment for the source in question. Such an assessment generally

evaluates chronic, long-term effects, estimating the increased risk of cancer as a result of exposure to one or more TACs.

Diesel particulate matter (DPM) is also a pollutant of concern. CARB identified DPM as a TAC in 1998, primarily based on evidence demonstrating cancer effects in humans (CARB 1998). The estimated cancer risk from exposure to diesel exhaust is much higher than the risk associated with any other TAC routinely measured in the region.

Despite notable emission reductions since CARB's 2000 Diesel Risk Reduction Plan (CARB 2000), CARB recommends that proximity to sources of DPM emissions (e.g., a freeway) be considered in the siting of new sensitive land uses. CARB notes that these recommendations are advisory and should not be interpreted as defined "buffer zones," and that local agencies must balance other considerations, including transportation needs, the benefits of urban infill, community economic development priorities, and other quality of life issues. With careful evaluation of exposure, health risks, and affirmative steps to reduce risk where necessary, CARB's position is that infill development, mixed use, higher density, transit-oriented development, and other concepts that benefit regional air quality can be compatible with protecting the health of individuals at the neighborhood level (CARB 2005).

Odorous Compounds

Odors are generally regarded as an annoyance rather than a health hazard. Manifestations of a person's reaction to odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). The ability to detect odors varies considerably among the population and overall is subjective. People may have different reactions to the same odor. An odor that is offensive to one person may be perfectly acceptable to another (e.g., coffee roaster). An unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. Known as odor fatigue, a person can become desensitized to almost any odor, and recognition may only occur with an alteration in the intensity. The occurrence and severity of odor impacts depend on the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of receptors.

Valley Fever

Coccidioidomycosis, more commonly known as valley fever, is an infection caused by inhalation of the spores of the Coccidioides immitis fungus, which grows in the soils of the southwestern United States. When fungal spores are present, any activity that disturbs the soil, such as digging, grading, or other earth-moving operations, can cause the spores to become airborne and thereby increase the risk of exposure. The ecologic factors that appear to be most conducive to survival and replication of the spores are high summer temperatures, mild winters, sparse rainfall, and alkaline sandy soils.

Per the California Department of Public Health, the range over 8 years (2012–2020) for coccidioidomycosis cases in Ventura County is 4.6–43.9 cases per 100,000 people per year. Statewide incidences in 2020 were 18.1 per 100,000 people (CDPH 2020). As such, it is considered endemic to Ventura County.

Existing Conditions

The Project site consists of approximately 51.34 gross acres / 49.57 net acres of vacant land. The Project site is located near the western boundary of the City within the northwestern portion of the Rancho Conejo Industrial Area, approximately 1 mile north of the 101 Freeway. Land that is owned and managed by the Conejo Open Space Conservation Area (COSCA) is located to the north and west of the Project site. Industrial development is located north and east of the Project site as well as to the south of the parcels that would be developed. The Project site surrounds the City's Municipal Service Center (MSC).

Ambient Air Quality

The VCAPCD currently operates six monitoring stations throughout the SCCAB. The closest monitoring station to the Project is the Thousand Oaks Monitoring Station located at 2323 Moorpark Road in Thousand Oaks, California, approximately 3.3 miles east of the Project site. The Thousand Oaks Monitoring Station only monitors ozone and $PM_{2.5}$. Another monitoring station close to the Project site is the Simi Valley Monitoring Station located at 5400 Cochran Street in Simi Valley, California, approximately 15 miles northeast of the Project site. This station provides data on PM_{10} and NO_2. Currently, CO, SO_2, and lead are not monitored in Ventura County. The ambient air data for monitored criteria pollutants from this vicinity is shown in **Table 3.2-1,** *VCAPCD Air Quality Data Summary***,** for the five most recent years (2018 through 2022). Pollutant concentrations vary from year to year based on weather conditions and the changes to land use patterns.

Both CARB and USEPA use this type of monitoring data to designate areas according to their attainment status for criteria air pollutants. The purpose of these designations is to identify the areas with air quality problems and thereby initiate planning efforts for improvement. The three basic designation categories are nonattainment, attainment, and unclassified. Nonattainment designation refers to an area considered to have concentration of one or more criteria pollutants that exceed the National Ambient Air Quality Standards (NAAQS) and/or the California Ambient Air Quality Standards (CAAQS). The attainment designation refers to an area with concentrations of criteria pollutants that are below the levels established by the NAAQS and/or CAAQS. Unclassified is used in an area that cannot be classified on the basis of available information as meeting or not meeting the standards. In addition, the California designations include a subcategory of nonattainment-transitional, which is given to nonattainment areas that are progressing and nearing attainment. The SCCAB (Ventura County) is currently classified as a federal nonattainment area for ozone and currently classified as a state nonattainment area for ozone and PM_{10}. The SCCAB is in attainment for all other criteria pollutants. The current attainment status for the SCCAB is provided in **Table 3.2-2,** *Air Basin Attainment Status*.

Sensitive Land Uses

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. People most likely to be affected by air pollution include children, the elderly, athletes, and people with cardiovascular and chronic respiratory diseases. Facilities and structures where these air pollution-sensitive people live or spend considerable amounts of time are known as sensitive receptors.

TABLE 3.2-1
VCAPCD AIR QUALITY DATA SUMMARY

Pollutant	Standard[a]	Monitoring Data by Year				
		2018	2019	2020	2021	2022
Ozone – Thousand Oaks Monitoring Station						
Highest 1-Hour Average (ppm)[b]		0.080	0.82	0.097	0.077	0.084
Days over State Standard	0.09 ppm	0	0	1	0	0
Highest 8-Hour Average (ppm)[b]		0.073	0.074	0.084	0.073	0.068
Days over National Standard	0.070 ppm	1	1	7	1	0
Days over State Standard	0.070 ppm	1	2	7	1	0
Nitrogen Dioxide – Simi Valley Monitoring Station						
Highest 1-Hour Average (ppm)[b]		43.0	45.0	42.0	35.0	46.0
Days over National Standard	0.10 ppm	0	0	0	0	0
Days over State Standard	0.18 ppm	0	0	0	0	0
Annual Average (ppm)[b]		8	7	7	7	6
Days over National Standard	0.053 ppm	0	0	0	0	0
Days over State Standard	0.03 ppm	0	0	0	0	0
Particulate Matter (PM_{10}) – Simi Valley Monitoring Station						
Highest 24-Hour Average ($\mu g/m^3$)[c]		110.5	127.9	90.5	103.7	45.8
Days over National Standard (measured)	150 $\mu g/m^3$	0	0	0	0	0
Days over State Standard (measured)	50 $\mu g/m^3$	6	4	6	3	0
Annual Average ($\mu g/m^3$)	20 $\mu g/m^3$	23.5	19.5	20.8	22.7	21.4
Particulate Matter ($PM_{2.5}$) – Thousand Oaks Monitoring Station						
Highest 24-Hour Average ($\mu g/m^3$)[d]		41.5	24.5	36.3	29.1	20.6
Days over National Standard (measured)	35 $\mu g/m^3$	1	0	1	0	0
Annual Average ($\mu g/m^3$)	12 $\mu g/m^3$	9.2	7.2	7.4	7.6	8.2

SOURCE: CARB 2022e and 2024

NOTES: ppm = parts per million; μg/m3 = micrograms per cubic meter.

a. Generally, state standards and national standards are not to be exceeded more than once per year.
b. The highest average reported is the 1st highest average for State and National. The days over standard for national and state are based on different criteria and therefore may be different even though the standards are the same.
c. Concentrations and averages represent federal statistics. State and federal statistics may differ because of different sampling methods.
d. Concentrations and averages represent state statistics. State and federal statistics may differ because of different sampling methods.

Individuals present at land uses such as schools, children's daycare centers, hospitals, and convalescent homes are considered to be more sensitive to poor air quality than the general public because they have increased susceptibility to respiratory distress. In addition, residential uses are considered more sensitive to air quality conditions than commercial and industrial uses because people generally spend longer periods of time at their residences, resulting in greater exposure to ambient air quality conditions. Recreational land uses are considered moderately sensitive to air pollution. Exercise places a high demand on respiratory functions, which can be impaired by air pollution, even though exposure periods during exercise are generally short. In addition, noticeable air pollution can detract from the enjoyment of recreation (CARB 2005).

TABLE 3.2-2
AIR BASIN ATTAINMENT STATUS

Pollutant	Attainment Status	
	California Standards	Federal Standards
SCCAB (Ventura County)		
Ozone	Nonattainment	Serious Nonattainment
NO_2	Attainment	Attainment/Unclassifiable
CO	Attainment	Attainment/Unclassifiable
SO_2	Attainment	Attainment/Unclassifiable
PM_{10}	Nonattainment	Unclassifiable
$PM_{2.5}$	Attainment	Attainment/Unclassifiable
Lead	Attainment	Attainment/Unclassifiable
SO_4^{2-}	Attainment	Not Applicable
H_2S	Unclassified	Not Applicable
Visibility Reducing Particles	Unclassified	Not Applicable
Vinyl Chloride [a]	Not Applicable	Not Applicable

SOURCES: CARB 2022; USEPA 2024a

NOTE:

a. In 1990, the California Air Resources Board identified vinyl chloride as a toxic air contaminant and determined that it does not have an identifiable threshold. Therefore, the California Air Resources Board does not monitor or make status designations for this pollutant.

Sensitive receptors in the Project vicinity include residential units located approximately 1,200 feet to the east of the Project site along Rancho Conejo Boulevard and Conejo Adventist Elementary School located approximately 1,700 feet south of the Project site along Academy Drive.

3.2.2 Regulatory Setting

Federal

Clean Air Act

The Federal Clean Air Act (CAA) was enacted in 1955 and has been amended numerous times in subsequent years, with the most recent amendments occurring in 1990 (42 U.S.C. 7401 et seq.). The CAA is the comprehensive federal law that regulates air emissions in order to protect public health and welfare. The CAA establishes NAAQS and specifies future dates for achieving compliance. The CAA also mandates that the state submit and implement a State Implementation Plan (SIP) for local areas not meeting those standards. The plans must include pollution control measures that demonstrate how the standards would be met. The sections of the CAA most applicable to the Project include Title I (Nonattainment Provisions) and Title II (Mobile Source Provisions) (USEPA 2023)[1]

[1] Mobile sources include on-road vehicles (e.g. cars, buses, motorcycles) and non-road vehicles e.g. aircraft, trains, construction equipment). Stationary sources are comprised of both point and area sources. Point sources are stationary facilities that emit large amount of pollutants (e.g. municipal waste incinerators, power plants). Area sources are smaller stationary sources that alone are not large emitters but combined can account for large amounts of pollutants (e.g. consumer products, residential heating, dry cleaners).

Title I requirements are implemented for the purpose of attaining NAAQS for criteria air pollutants. The NAAQS were amended in July 1997 to include an 8-hour standard for ozone and to adopt a NAAQS for $PM_{2.5}$. The NAAQS were also amended in September 2006 to include an established methodology for calculating $PM_{2.5}$, as well as to revoke the annual PM_{10} threshold. **Table 3.2-3** shows the NAAQS currently in effect for each criteria pollutant. The NAAQS and the CAAQS for the California criteria air pollutants (discussed below) have been set at levels considered safe to protect public health, including the health of sensitive populations such as asthmatics, children, and the elderly with a margin of safety; and to protect public welfare, including against decreased visibility and damage to animals, crops, vegetation, and buildings (USEPA 2024b). In addition to criteria pollutants, Title I also includes air toxics provisions which require USEPA to develop and enforce regulations to protect the public from exposure to airborne contaminants that are known to be hazardous to human health. In accordance with Section 112, USEPA establishes National Emission Standards for Hazardous Air Pollutants. The list of hazardous air pollutants (HAPs), or air toxics, includes specific compounds that are known or suspected to cause cancer or other serious health effects.

State

California Air Resources Board

The California Clean Air Act (CCAA), signed into law in 1988, requires all areas of California to achieve and maintain the CAAQS. CARB, a board under the California Environmental Protection Agency, oversees air quality planning and control throughout California. CARB is responsible for coordination and oversight of state and local air pollution control programs in California and for implementation of the CCAA. CARB has established CAAQS for the above-mentioned criteria air pollutants. Applicable CAAQS are shown in Table 3.2-3.

CARB's other responsibilities include overseeing compliance by local air districts with California and federal laws; approving local air quality plans; submitting SIPs to USEPA; monitoring air quality; determining and updating area designations and maps; adopting measures and regulations for control of emissions of toxic air contaminants and portable equipment operated within the state, and setting emissions standards for new mobile sources, consumer products, small utility engines, off-road vehicles, and fuels. CARB is also responsible for implementation of AB 32 *California Global Warming Solutions Act of 2006* and for state emissions reductions. See Section 3.7 *Greenhouse Gas,* for more information regarding CARB's responsibility with respect to climate change and greenhouse gas emissions.

California Clean Air Act

The CCAA requires all air districts in the state to endeavor to meet the CAAQS by the earliest practical date. Unlike the federal CAA, the CCAA does not set precise attainment deadlines. Instead, the CCAA establishes increasingly stringent requirements for areas that will require more time to achieve the standards. CAAQS are generally more stringent than the NAAQS and are listed together in Table 3.2-3.

TABLE 3.2-3
AMBIENT AIR QUALITY STANDARDS FOR CRITERIA POLLUTANTS

Pollutant	Averaging Time[a]	State Standard	National Standard	Pollutant Health and Atmospheric Effects	Major Pollutant Sources
Ozone	1 hour	0.09 ppm	---	High concentrations can directly affect lungs, causing irritation. Long-term exposure may cause damage to lung tissue.	Formed when ROG and NO_X react in the presence of sunlight. Major sources include on-road motor vehicles, solvent evaporation, and commercial/industrial mobile equipment.
	8 hours	0.07 ppm	0.070 ppm		
Nitrogen Dioxide (NO_2) [b]	1 hour	0.18 ppm	0.100 ppm	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown.	Motor vehicles, petroleum refining operations, industrial sources, aircraft, ships, and railroads.
	Annual Arithmetic Mean	0.030 ppm	0.053 ppm		
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Classified as a chemical asphyxiant, carbon monoxide interferes with the transfer of fresh oxygen to the blood and deprives sensitive tissues of oxygen.	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9.0 ppm	9.0 ppm		
Sulfur Dioxide (SO_2)	1 hour	0.25 ppm	75 ppb	Irritates upper respiratory tract; injurious to lung tissue. Can yellow the leaves of plants, destructive to marble, iron, and steel. Limits visibility and reduces sunlight.	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	3 hours	---	0.50 ppm		
	24 hours	0.04 ppm	0.14 ppm		
	Annual Arithmetic Mean	---	0.03 ppm		
Respirable Particulate Matter (PM_{10})	24 hours	50 µg/m3	150 µg/m3	May irritate eyes and respiratory tract, decreases in lung capacity, cancer and increased mortality. Produces haze and limits visibility.	Dust and fume-producing industrial and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	Annual Arithmetic Mean	20 µg/m3	---		
Fine Particulate Matter ($PM_{2.5}$)	24 hours	---	35 µg/m3	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and results in surface soiling.	Fuel combustion in motor vehicles, equipment, and industrial sources; residential and agricultural burning; Also, formed from photochemical reactions of other pollutants, including NO_X, sulfur oxides, and organics.
	Annual Arithmetic Mean	12 µg/m3	12 µg/m3		
Lead (Pb)	30 Day Average	1.5 µg/m3	---	Disturbs gastrointestinal system, and causes anemia, kidney disease, and neuromuscular and neurological dysfunction (in severe cases).	*Present source:* lead smelters, battery manufacturing and recycling facilities. Past source: combustion of leaded gasoline.
	Rolling 3-Month Average	---	0.15 µg/m3		
Sulfates (SO_4^{2-})	24 hour	25 µg/m3	No National Standard	Decrease in ventilatory functions; aggravation of asthmatic symptoms; aggravation of cardio-pulmonary disease; vegetation damage; degradation of visibility; property damage.	Industrial processes.
Hydrogen Sulfide	1 hour	0.03 ppm	No National Standard	Nuisance odor (rotten egg smell), headache and breathing difficulties (higher concentrations)	Geothermal power plants, petroleum production and refining

Pollutant	Averaging Time[a]	State Standard	National Standard	Pollutant Health and Atmospheric Effects	Major Pollutant Sources
Visibility Reducing Particles	8 hour	Extinction of 0.23/km; visibility of 10 miles or more	No National Standard	Reduces visibility, reduced airport safety, lower real estate value, and discourages tourism.	See PM_{10} and $PM_{2.5}$.
Vinyl Chloride [c]	24 hour	0.01 ppm	No National Standard	Short-term exposure to high levels of vinyl chloride in the air can cause dizziness, drowsiness, and headaches. Long-term exposure through inhalation and oral exposure can cause liver damage. Cancer is a major concern from exposure to vinyl chloride via inhalation. Vinyl chloride exposure has been shown to increase the risk of angiosarcoma, a rare form of liver cancer in humans.	Polyvinyl chloride (PVC) plastic and vinyl products.

SOURCE: CARB 2016

NOTES: ppm = parts per million; ppb = parts per billion; µg/m3 = micrograms per cubic meter.

a. The averaging time is the interval of time over which the sample results are reported.
b. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
c. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

CARB and local air districts are responsible for achieving California's air quality standards, which are to be achieved through district-level air quality management plans that would be incorporated into the SIP. In California, USEPA has delegated authority to prepare SIPs to CARB, which in turn has delegated that authority to individual air districts. CARB traditionally has established state air quality standards, maintaining oversight authority in air quality planning, developing programs for reducing emissions from motor vehicles and toxic sources, developing air emission inventories, collecting air quality and meteorological data, and approving SIPs.

The CCAA substantially adds to the authority and responsibilities of air districts. The CCAA designates air districts as lead air quality planning agencies, requires air districts to prepare air quality plans, and grants air districts authority to implement transportation control measures. The CCAA also emphasizes the control of "indirect and area-wide sources" of air pollutant emissions. The CCAA gives local air pollution control districts explicit authority to regulate indirect sources of air pollution and to establish traffic control measures (TCMs).

Light-Duty Vehicle Greenhouse Gas and Corporate Average Fuel Economy Standards

Because the transportation sector accounts for a large percentage of California's CO_2 emissions, Assembly Bill (AB) 1493 (Health and Safety Code Sections 42823 and 43018.5) (also referred to as the "Pavley standards"), enacted on July 22, 2002, required CARB to set GHG emissions standards for passenger vehicles, light-duty trucks, and other vehicles manufactured in and after 2009 whose primary use is non-commercial personal transportation. The federal CAA ordinarily preempts state regulation of

motor vehicle emissions standards; however, California is allowed to set its own standards with a federal CAA waiver from the USEPA. In June 2009, the USEPA granted California the waiver.

President George W. Bush issued Executive Order 13432 in 2007, directing the USEPA, the U.S. Department of Transportation (USDOT), and the U.S. Department of Energy (USDOE) to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. The National Highway Traffic Safety Administration (NHTSA) subsequently issued multiple final rules, known as the Corporate Average Fuel Economy (CAFE) [2] standards, regulating fuel efficiency for, and GHG emissions from, cars and light-duty trucks for model year 2011 and later for model years 2012–2016 and 2017–2021 (49 CFR Part 531 and 49 CFR part 533). In 2020, the USDOT and the USEPA issued the final Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule, which amends existing CAFE standards and tailpipe carbon dioxide emissions standards for passenger cars and light trucks and establishes new standards covering model years 2021 through 2026 (NHTSA 2020). These standards set a combined fleet wide average of 33.2 to 37.1 for the model years affected (NHTSA 2020).

In February 2022, the USEPA issued the Revised 2023 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions Standards (USEPA 2021c). This final rule revises current GHG standards beginning for vehicles in model year 2023 and through model year 2026 and establishes the most stringent GHG standards ever set for the light-duty vehicle sector that are expected to result in average fuel economy label values of 40 mpg, while the standards they replace (the SAFE rule standards) would achieve only 32 mpg in model year 2026 vehicles (USEPA 2021c).

On July 28, 2023, the NHTSA proposed new CAFE standards for passenger cars and light trucks for model years 2027 through 2032, and new fuel efficiency standards for heavy-duty pickup trucks and vans for model years 2030 through 2035. The proposed rule would require an industry fleet-wide average of approximately 58 mpg for passenger cars and light trucks in model year 2032, by increasing fuel economy by two percent year over year for passenger cars and four percent year over year for light trucks (NHTSA 2023). For heavy-duty pickup trucks and vans, the proposed rule would increase fuel efficiency by 10 percent year over year (NHTSA 2023).

Toxic Air Containments

The Health and Safety Code defines TACs as air pollutants that may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health. The State Air Toxics Program was established in 1983 under AB 1807 (Tanner). A total of 243 substances have been designated TACs under California law, including the 189 (federal) Hazardous Air Pollutants.

The greatest potential for TAC emissions during construction would be related to DPM emissions associated with heavy-duty equipment during demolition, excavation and grading activities. Construction activities associated with the proposed Project would be sporadic, transitory, and short term in nature. The OEHHA is responsible for developing and revising guidelines for performing health risk assessments (HRAs) under the State's Air Toxics "Hot Spots" Program Risk Assessment regulation. In March 2015, OEHHA adopted revised guidelines that update the previous guidance by incorporating advances in risk

[2] The Corporate Average Fuel Economy standards are regulations in the United States, first enacted by Congress in 1975, to improve the average fuel economy of cars and light trucks. The U.S Department of Transportation has delegated the National Highway Traffic Safety Administration as the regulatory agency for the Corporate Average Fuel Economy standards.

assessment with consideration of infants and children using age-sensitivity factors (ASF) (OEHHA 2015). The analysis of potential construction TAC impacts considers the OEHHA revised guidelines as well as the duration of construction, level of construction activity, scale of the proposed Project, and compliance with regulations that would minimize construction TAC emissions. In the risk management step, CARB reviews emission sources of an identified TAC to determine whether regulatory action is needed to reduce risk. Based on the results of that review, CARB has promulgated a number of ATCMs, both for mobile and stationary sources (see discussion of On-road and Off-Road Vehicle Rules, above).

The AB 1807 program is supplemented by the AB 2588 Air Toxics "Hot Spots" program, which was established by the California Legislature in 1987. Under this program, facilities are required to report their air toxics emissions, assess health risks, and notify nearby residents and workers of significant risks if present. In 1992, the AB 2588 program was amended by Senate Bill (SB) 1731 to require facilities that pose a significant health risk to the community to reduce their risk through implementation of a risk management plan.

California Green Building Standard Code

Part 11 of the Title 24 Building Energy Efficiency Standards is referred to as the California Green Building Standards (CALGreen) Code. The CALGreen Code is intended to encourage more sustainable and environmentally friendly building practices, require low-pollution emitting substances that cause less harm to the environment, conserve natural resources, and promote the use of energy-efficient materials and equipment.

Since 2011, the CALGreen Code has been mandatory for all new residential and non-residential buildings constructed in the state. 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 2022 and requires the design of building shells and building components to conserve energy. The new measures took effect on January 1, 2023.

On-Road and Off-Road Vehicle Rules

CARB has adopted numerous regulations to reduce emissions from on-road and off-road vehicles. These include the Airborne Toxic Control Measure (ATCM) which limits heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel PM and other TACs (Title 13 California Code of Regulations [CCR], Section 2485); the Truck and Bus regulation which reduces NO_X, PM_{10}, and $PM_{2.5}$ emissions from existing diesel vehicles operating in California (13 CCR, Section 2025); and the Advanced Clean Trucks (ACT) regulation which mandates zero-emission vehicle (ZEV) sales requirements for truck manufacturers and a one-time reporting requirement for large entities and fleets (CARB 2024k). The ACT regulation is designed to accelerate widespread adoption of ZEVs in the medium- and heavy-duty truck sector to reduce on-road mobile source emissions on the path to carbon neutrality by 2045 (EO B-55-18). Starting in 2024, zero-emission powertrain certification will be required. Most recently, in September 2020, Governor Gavin Newsom announced Executive Order N-79-20 stating that 100 percent of new passenger cars and 100 percent of operations for drayage trucks and off-road vehicles and equipment shall be ZE by 2035. By 2045, 100 percent of operations of medium- and heavy-duty vehicles shall be ZE (JD Supra 2020).

In addition to limiting exhaust from idling trucks, CARB promulgated emission standards for off-road diesel construction equipment of greater than 25 horsepower such as bulldozers, loaders, backhoes and forklifts, as well as many other self-propelled off-road diesel vehicles, which aims to reduce emissions by the installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission-controlled models (13 CCR, Section 2449).

Off-Road Diesel Fleet Regulation

CARB also promulgated emission standards for off-road diesel construction equipment of greater than 25 horsepower (hp) such as bulldozers, loaders, backhoes and forklifts, as well as many other self-propelled off-road diesel vehicles. The regulation adopted by the CARB on July 26, 2007, aims to reduce emissions by the installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission-controlled models (13 CCR, Section 2449). The compliance schedule requires that best available control technology (BACT) turn overs or retrofits (VDECS installation) be fully implemented by 2023 in all equipment for large and medium fleets and by 2028 for small fleets.

California Health and Safety Code Section 41700

Section 41700 of the California Health and Safety Code states that a person shall not discharge from any source whatsoever quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public; or that endanger the comfort, repose, health, or safety of any of those persons or the public; or that cause, or have a natural tendency to cause, injury or damage to business or property. This section also applies to sources of objectionable odors.

Safety Training on Valley Fever Assembly Bill 203

AB 203 adds Section 6709 to the Labor Code and requires employers to provide effective valley fever awareness and prevention training for all construction employees at risk of prolonged exposure to dust in Fresno, Kern, Kings, Madera, Merced, Monterey, San Joaquin, San Luis Obispo, Santa Barbara, Tulare, and Ventura Counties by May 1, 2020, annually by that date thereafter, and again before an employee begins work that is reasonably anticipated to cause exposure to substantial dust disturbance.

Regional

Ventura County Air Pollution Control District

VCAPCD attains and maintains air quality conditions in the SCCAB through a comprehensive program of planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues. The clean air strategy of VCAPCD includes preparation of plans for attainment of ambient air quality standards, adoption and enforcement of rules and regulations concerning sources of air pollution, and issuance of permits for stationary sources of air pollution. VCAPCD also inspects stationary sources of air pollution and responds to citizen complaints; monitors ambient air quality and meteorological conditions; and implements programs and regulations required by the CAA, Clean Air Act Amendments (CAAA), and CCAA. Air quality plans applicable to the proposed Project are discussed below.

Air Quality Management Plan

The VCAPCD and Southern California Association of Governments (SCAG) are responsible for preparing the air quality management plan (AQMP), which addresses federal and state CAA requirements. The AQMP details goals, policies, and programs for improving air quality in the SCCAB. The VCAPCD prepared its first AQMP in 1982 in response to the CCAA, and the AQMP has been updated regularly since.

The VCAPCD adopted the 2022 Ventura County AQMP on December 13, 2022, which is the most recent AQMP. The 2022 AQMP presents a combined state and County strategy (including related mandated elements) to attain the 2015 federal 8-hour ozone standard by 2027, as required by the federal Clean Air Act Amendments of 1990 and applicable USEPA clean air regulations. Ventura County is anticipated to attain the 2015 federal 8-hour ozone standard, using local, state, and federal clean air programs (VCAPCD 2022).

VCAPCD Rules and Regulations

Rule 50 – Opacity: Originally adopted in 1968 and revised most recently in April of 2005, Rule 50 prohibits the discharge into the atmosphere from a single source any air contaminants for a period or periods aggregating more than 3 minutes in 1 hour: (1) as dark or darker in shades as that is designated as No.1 on the Ringelmann Chart, as published by the United States Bureau of Mines; or (2) of such opacity as to obscure an observer's view to a degree equal to or greater than does smoke as described previously in requirement 1 (VCAPCD 2004a).

Rule 51 – Nuisance: Originally adopted in 1968 and revised most recently in April 2004, Rule 51 prohibits the discharge of air contaminants from any source in quantities that could cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public; or that endangers the comfort, repose, health or safety of any such persons or the public; or that cause or have a natural tendency to cause injury or damage to business or property (VCAPCD 2004b).

Rule 55 – Fugitive Dust: Adopted on June 10, 2008, Rule 55 applies to any operation, disturbed surface area, or manufactured condition capable of generating fugitive dust, including demolition, construction, storage piles, unpaved roads, track-out, and earth-moving. The key provisions of Rule 55 include: (1) visible dust from an applicable source is prohibited or limited; (2) measures must be taken to reduce or prevent track-out onto paved public roadways from an applicable source; (3) track-out must be removed from roadways; (4) visible dust exceeding 100 feet in length from earth-moving activities is prohibited; (5) bulk material handling facilities with a monthly import or export of 2,150 cubic yards or more of bulk materials must take measures to reduce or prevent track-out onto a paved public road: and (6) outbound trucks with bulk materials or soil must either be tarped, have a 6-inch freeboard below the rim of the truck bed, or be wetted or treated to minimize the loss of materials to wind or spillage (VCAPCD 2008). The following fugitive dust reduction measures are required for all construction projects (VCAPCD 2003):

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

- Fugitive dust produced during grading, excavation, and construction activities shall be controlled by the following activities:
  - All trucks shall be required to cover their loads as required by California Vehicle Code Section 23114
  - All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible.
  - Graded and/or excavated inactive areas of the construction site shall be monitored by the construction manager at least weekly for dust stabilization. Soil stabilization methods, such as water and roll-compaction, and environmentally-safe dust control materials, shall be periodically applied to portions of the construction site that are inactive for over 4 days. If no further grading or excavation operations are planned for the area, the area should be seeded and watered until grass growth is evident, or periodically treated with environmentally safe dust suppressants, to prevent excessive fugitive dust.
  - Signs shall be posted on-site to limit traffic to 15 miles per hour or less.
  - During periods of high winds (i.e., wind speeds sufficient to cause fugitive dust to impact adjacent properties), all clearing, grading, earth moving, and excavation operations shall be curtailed to the degree necessary to prevent fugitive dust created by on-site activities and operations from being a nuisance or hazard, either off-site or on-site. The site superintendent/supervisor shall use his/her discretion in conjunction with the APCD in determining when winds are excessive.
  - Adjacent streets and roads shall be swept at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.
  - Personnel involved in grading operations, including contractors and subcontractors, should be advised to wear respiratory protection in accordance with California Division of Safety and Health regulations.

Rule 55.1 – Paved Roads and Public Unpaved Roads: Adopted on September 15, 2010, Rule 55.1 requires fugitive dust generators to removal any visible roadway accumulation within 72 hours of any written notification from the APCD and completely remove such material as soon as feasible but no later than 10 calendar days after notification. The use of blowers for removal of visible roadway accumulation is expressly prohibited under any circumstances.

Rule 74.2 – Architectural Coatings: Originally adopted in 1979 and revised most recently in November 2020, Rule 74.2 sets VOC content limits on architectural coatings.

ROG and NO_X Construction Reduction Measures: Ozone precursor emissions from construction vehicles can be substantial. However, there are few feasible measures available to reduce these emissions. VCAPCD requires the following measures to mitigate ozone precursor emissions from construction motor vehicles when emissions exceed 25 pounds per day (VCAPCD 2003):

- Minimize equipment idling time.
- Maintain equipment engines in good condition and in proper tune as per manufacturer's specifications.

- Lengthen the construction period during smog season (May through October), to minimize the number of vehicles and equipment operating at the same time.
- Use alternatively fueled construction equipment, such as compressed natural gas (CNG), liquefied natural gas (LNG), or electric, if feasible.

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. SCAG serves as the federally designated metropolitan planning organization for the Southern California region and is the largest metropolitan planning organization in the United States. Pursuant to California Health and Safety Code Section 40460, SCAG has the responsibility of preparing and approving the portions of the AQMP relating to the regional demographic projections and integrated regional land use, housing, employment, and transportation programs, measures, and strategies. SCAG is required by law to ensure that transportation activities "conform" to, and are supportive of, the goals of regional and state air quality plans to attain the NAAQS.

With respect to air quality planning and other regional issues, SCAG has prepared the 2008 Regional Comprehensive Plan: Helping Communities Achieve a Sustainable Future (2008 RCP) for the region (SCAG 2008). The 2008 RCP sets the policy context in which SCAG participates in and responds to the VCAPCD air quality plans and builds off the VCAPCD AQMP processes that are designed to meet health-based criteria pollutant standards in several ways (SCAG 2008). First, it complements AQMPs by providing guidance and incentives for public agencies to consider best practices that support the technology-based control measures in AQMPs. Second, the 2008 RCP emphasizes the need for local initiatives that can reduce the region's GHG emissions that contribute to climate change, an issue that is largely outside the focus of local attainment plans. Third, the 2008 RCP emphasizes the need for better coordination of land use and transportation planning, which heavily influences the emissions inventory from the transportation sectors of the economy. This also minimizes land use conflicts, such as residential development near freeways, industrial areas, or other sources of air pollution.

On April 7, 2016, SCAG's Regional Council adopted the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). The 2016 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The 2016 RTP/SCS charts a course for closely integrating land use and transportation so that the region can grow smartly and sustainably. The 2016 RTP/SCS was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders within the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. In June 2016, SCAG received its conformity determination from the Federal Highway Administration and the Federal Transit Administration indicating that all air quality conformity requirements for the 2016 RTP/SCS and associated 2015 Federal Transportation Improvement Program Consistency Amendment through Amendment 15-12 have been met (SCAG 2016). The VCAPCD 2016 AQMP applies the SCAG growth forecasts assumed in the 2016 RTP/SCS (VCAPCD 2017).

On September 3, 2020, SCAG adopted Connect SoCal, the 2020–2045 RTP/SCS, which is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. Connect SoCal charts a path toward a more mobile, sustainable, and prosperous region by making connections between transportation networks, planning strategies, and the people whose collaboration can improve the quality of life for Southern Californians. Connect SoCal embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses, and local stakeholders within the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The Connect SoCal includes transportation programs, measures, and strategies generally designed to reduce vehicle miles traveled (VMT), which are contained in the AQMP. The updated growth projections from the adopted 2020–2045 RTP/SCS have been incorporated into the VCAPCD 2022 AQMP (SCAG 2020; VCAPCD 2022).

On April 4, 2024, the SCAG's Regional Council formally adopted the 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) also known as Connect SoCal 2024 (SCAG 2024a), which is an update to the previous 2020–2045 RTP/SCS (SCAG 2020). Connect SoCal 2024 describes how the region can attain the GHG emission-reduction targets set by CARB by achieving reductions in per-capita transportation GHG emissions of 8 percent by 2020 and 19 percent by 2035, compared to the 2005 level (SCAG 2024a). Compliance with and implementation of the Connect SoCal policies and strategies would have the co-benefit of reducing per capita criteria air pollutant emissions (e.g., nitrogen dioxide, carbon monoxide, etc.) associated with reduced per capita vehicle miles traveled and corresponding decreases in per capita transportation-related fuel consumption. In addition, refer to Section 3.7, *Greenhouse Gas Emissions*, of this Draft EIR, for additional details regarding these policies and strategies.

Local

The Project site is located within the City of Thousand Oaks. Accordingly, the plans, policies, and standards from the City have also been taken into consideration in this analysis.

City of Thousand Oaks General Plan

The City of Thousand adopted the City of Thousand Oaks 2045 General Plan (General Plan) on December 5, 2023, which is the first comprehensive update since the City prepared its original General Plan in 1970. The updated General Plan 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. It comprises of statement goals and policies related to the community's development, and various elements which provide more detailed policies and standards in certain topic areas. The following goals and Policies from the Conservation Element pertain 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 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-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 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 Assessment 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.

3.2.3 Thresholds of Significance

According to Appendix G of the State CEQA Guidelines, the proposed Project could have a potentially significant impact with respect to air quality if it would:

- Conflict with or obstruct implementation of an applicable air quality plan (see Impact 3.2-1, below).
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors) (see Impact 3.2-2, below).
- Expose sensitive receptors to substantial pollutant concentrations (see Impact 3.2-3, below).
- Result in other emissions (such as those leading odors) adversely affecting a substantial number of people (see Impact 3.2-4, below).

The VCAPCD has developed significance thresholds to help lead agencies determine whether a project may have a significant air quality impact. Projects whose emissions are expected to produce or exceed the emissions amounts of the recommended significance criteria would have a potentially significant adverse impact on air quality. **Table 3.2-4,** *VCAPCD Thresholds of Significance,* presents the applicable VCAPCD thresholds of significance.

TABLE 3.2-4
VCAPCD THRESHOLDS OF SIGNIFICANCE

Pollutant	Construction Phase	Operational Phase
Oxides of nitrogen (NO_X)	25 lbs./day	25 lbs./day
ROG (VOC)	25 lbs./day	25 lbs./day

SOURCE: VCAPCD 2003

Specifically, the proposed Project would have a potentially significant adverse impact on air quality if emissions:

- Result in maximum daily NO_X or ROG emissions above 25 pounds per day; or
- Create objectionable odors affecting a substantial number of people.

The emissions thresholds above are not applicable to equipment or operations required to have VCAPCD permits (Authority to Construct or Permit to Operate) that are generally required for stationary and portable (non-vehicular) equipment or operations that may emit air pollutants (VCAPCD 2003). The VCAPCD permit system is separate from CEQA and involves reviewing equipment design, followed by inspections, to ensure that the equipment will be built and operated in compliance with applicable VCAPCD regulations.

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. The VCAPCD Guidelines recommends minimizing fugitive dust rather than quantifying fugitive dust emissions 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 to 15 miles per hour or less. Additionally, the proposed Project would be required to comply with VCAPCD Rule 55. Although, the VCAPCD does not require quantifying fugitive dust emissions, particulate matter emissions will be calculated during construction and all earth moving activities and presented for disclosure purposes only. Neither CO or SO_x have established quantitative thresholds but will also be presented for disclosure purposes only.

Impacts from TACs may be estimated by conducting a HRA. The HRA procedure involves the use of an air quality model and a protocol approved by the VCAPCD. The proposed Project would have a potentially significant adverse impact on air quality if the HRA finds:

- Lifetime probability of contracting cancer is greater than 10 in one million.
- Ground-level concentrations of non-carcinogenic toxic air pollutants would result in a Hazard Index of greater than 1.

3.2.4 Methodology

Project-related air quality impacts fall into two categories: short-term impacts due to construction, and long-term impacts due to Project operation. First, during Project construction (short-term), the proposed Project would generate ozone precursors and affect local particulate concentrations primarily due to fugitive dust sources and diesel exhaust. Under operations (long-term), the proposed Project would result in an increase in emissions primarily due to motor vehicle trips and on-site stationary sources (such as the emergency backup generators). Other sources include minor area sources such as use of landscaping equipment and use of consumer products.

Construction Emissions

Proposed construction activities associated with the Project would generate pollutant emissions from the following construction activities: (1) grading and site preparation; (2) building construction; (3) paving; and (4) architectural coating activities.[3] These construction activities would temporarily create emissions of dust, fumes, equipment exhaust, and other air contaminants. The amount of emissions generated on a daily basis would vary, depending on the intensity and types of construction activities occurring simultaneously. Construction emissions were estimated using the California Emissions Estimator Model (CalEEMod) version 2022. The CalEEMod model (Version 2022) contains updated vehicle fleet data based on vehicle registration data from the California Department of Transportation (Caltrans) and uses the EMFAC model. CalEEMod also contains updated construction equipment data from the OFFROAD model to reflect newer, more efficient equipment and better emissions control technology. Inputs to the model include square footage of the buildings and parking on-site, and the estimated Project schedule. Reasonable Project assumptions obtained from the Applicant and CalEEMod default settings were used to estimate criteria air pollutant and ozone precursor emissions, which can be found in **Appendix C,** *Air Quality and Greenhouse Gas Emission Assumptions and Modeling Data*. On-road mobile exhaust emissions were estimated using emissions factors obtained from the latest version of the CARB on-road emission model, EMFAC, released in 2021. The emissions generated from construction activities include:

- Exhaust emissions from fuel combustion for mobile heavy-duty diesel and gasoline-powered equipment (including construction equipment and employee vehicles);
- Particulate matter from soil disturbance and site preparation and grading activity (also known as fugitive dust); and
- Evaporative emissions of ROG from paving activity and the application of architectural coatings.

Operational Emissions

Operation of the proposed Project would increase emissions of ozone precursors (ROG and NO_X), PM_{10}, and $PM_{2.5}$ from vehicle trips, area sources (e.g., landscape maintenance and consumer products such as cleaning products), and energy sources. Operational emissions for initial Project buildout in 2027 and final buildout expected in 2035[4] were also estimated using CalEEMod version 2022 based on the proposed land uses (for area and energy source emissions. On-road, mobile source emissions were using

[3] Project construction is estimated to start in 2025 with final buildout expected in 2035. For emissions modeling purposes, an earlier construction completion end year of 2031 was used only as a conservative assessment, which assumes no gaps in construction activities or phases. The conservative schedule used in the emissions modeling analyses assumes the phases would be built sequentially rather than include between 6 and 12 months of a gap between the end of the construction within the prior phase in order to accommodate the planning and permitting activity specific to the subsequent phase as potentially described in Section 2.6 of the Project Description of this Draft EIR. Further, construction could commence at a later date due to unforeseen delays, changing market conditions, or other unforeseeable reasons. If this occurs, construction impacts would be lower than those analyzed below due to the use of a more energy-efficient and cleaner burning construction vehicle fleet mix, pursuant to State regulations that require vehicle fleet operators to phase-in less polluting heavy-duty equipment.

[4] Project buildout is expected in 2035. For emissions modeling purposes, an earlier operational year of 2031 was used only as a conservative assessment, which assumes no gaps in construction activities or phases. In reality, buildout of the Project would include between 6 and 12 months of a gap between the end of the construction within the prior phase in order to accommodate the planning and permitting activity specific to the subsequent phase as potentially described in Section 2.6 of the Project Description of this Draft EIR. Therefore, the operational emissions modeling is conservative and may slightly overestimate operational emissions.

EMFAC2021, trip generation rates, and VMT values provided in the Traffic Study and CEQA Transportation Analysis prepared for the proposed Project (Kimley Horn 2024; Iteris 2024).[5,6,]

Toxic Air Contaminants

The primary TAC emitted during construction of the proposed Project would be DPM from construction equipment exhaust. DPM exhaust is a complex mixture of gases and fine particles and is considered a carcinogen. The health risk resulting from exposure to DPM emissions from construction equipment was evaluated qualitatively and further described below under Impact 3.2-3.

The greatest potential for TAC emissions during construction would be related to DPM emissions associated with heavy-duty equipment during demolition, excavation and grading activities. Construction activities associated with the Project would be sporadic, transitory, and short term in nature (approximately 69 months). Although Project construction would be temporary, construction impacts associated with TACs are addressed quantitatively as part of the combined construction and operational HRA. As described in the Section 2.0, *Project Description*, the proposed Project would consist of 15 industrial buildings. During long-term operations, TACs could be emitted as part of periodic maintenance operations, from routine cleaning, from periodic painting, etc., from periodic visits from delivery trucks, and warehousing trucks. An industrial warehouse can accommodate hundreds of diesel trucks a day that deliver, load, and/or unload goods. Since the proposed Project could be contain secondary warehouse/distribution services, pursuant to 2045 General Plan Policy 17.3[7] it would be considered a source with substantial TAC emissions as identified by CARB siting recommendations.[8] Therefore, operational impacts associated with TACs are also addressed quantitatively as part of the combined construction and operational HRA. The combined construction and operational HRA was prepared to evaluate the risk of potential negative health outcomes (cancer, or other acute or chronic conditions) related to TACs exposure from airborne emissions during proposed Project construction and operation. In order to assess all potential exposure scenarios, three potential exposure scenarios were analyzed for the 30-year exposure for residential receptors: 1. exposure beginning with construction occurring from 2025 to 2031, interim operations starting in 2027, and then full operations from 2031 to 2054; 2. exposure beginning with interim operations starting in 2027 and then full build-out operations from 2031 through 2056; 3. Exposure beginning with full build-out operations from 2031 through 2060.[9] The incremental increase in lifetime cancer risk is assessed over longer exposure time periods (i.e., 30-year for residential receptors). Thus, the potential effects of Project-related carcinogenic TACs included the combination of exposure to construction-related activities and those from the exposure of operation-

5 Shapell Development Traffic Study, Kimley Horn. March 2024.

6 Shapell Conejo Summit Industrial Project – CEQA Transportation Analysis, Iteris. March 2024.

7 2045 General Plan Land Use Policy 17. 3 Warehouse and distribution. Prohibit the construction of new buildings that primarily provide large scale warehouse and distribution services.

8 CARB, 2005. Air Quality and Land Use Handbook: A Community Health Perspective, Table 1-1.

9 Project buildout is expected in 2035. For modeling purposes, an earlier initial operational year of 2031 was used only as a conservative assessment, which assumes no gaps in construction activities or phases. In reality, buildout of the Project would include between 6 and 12 months of a gap between the end of the construction within the prior phase in order to accommodate the planning and permitting activity specific to the subsequent phase as potentially described in Section 2.6 of the Project Description of this Draft EIR. Therefore, the health risk modeling is conservative and may slightly overestimate health risk impacts.

related activities. Non-cancer health risks are shorter-term in nature and were assessed separately for construction and operation.

OEHHA is responsible for developing and revising guidelines for performing health risk assessments (HRAs) under the State's the Air Toxics Hot Spots Program Risk Assessment (AB 2588) regulation. In March 2015, OEHHA adopted revised guidelines that update the previous guidance by incorporating advances in risk assessment with consideration of infants and children using Age Sensitivity Factors (ASF). The combined construction and operational HRA was performed in accordance with the revised OEHHA Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments (OEHHA Guidance).[10] The analysis incorporates the estimated construction and operations emissions, as previously discussed, and dispersion modeling using the USEPA AMS/EPA Regulatory Model (AERMOD) model with meteorological data from the closest VCAPCD meteorological monitoring station.

Cumulative Emissions

The 2022 Ventura County Air Quality Management Plan (AQMP) was prepared to accommodate growth, reduce the high levels of pollutants within the areas under the jurisdiction of VCAPCD, return clean air to the region, and minimize the impact on the economy. To that end, VCAPCD has developed significance thresholds for projects that, when included in the regional emissions profile, is not anticipated to increase emission levels within the SCCAB to exceed or exacerbate, State and Federal AAQS. The SCCAB is the boundary for cumulative emissions, therefore, if a project is less than significant with respect to project-level impacts, it would not be anticipated to result in a cumulatively significant impact when added to the SCCAB's existing or future emissions profile.

Odors

Potential odor impacts are evaluated by conducting a screening-level analysis followed by a more detailed analysis, as necessary. The screening-level analysis consists of reviewing the proposed project's site plan and project description to identify new or modified odor sources. If it is determined that the proposed project would introduce a potentially significant new odor source, or modify an existing odor source, then downwind sensitive receptor locations are identified, and a site-specific analysis is conducted to determine project impacts. For this Draft EIR, a qualitative discussion of potential odor impacts is provided because there are no substantive objectionable odor sources of concern related to construction and operational activities.

3.2.5 Impact Analysis

Impact 3.2-1: Would the proposed Project conflict with or obstruct implementation of an applicable air quality plan, and therefore, the Project would have a less than significant and less than cumulatively considerable effect on the implementation of an applicable air quality plan? (Less than Significant)

The most recent Clean Air Plan for the SCCAB is the 2022 AQMP, adopted on December 13, 2022. A significant air quality impact may occur if a project is not consistent with the applicable AQMP adopted

[10] California Environmental Protection Agency, Office of Health Hazard Assessment, Air Toxics Hot Spots Program, Risk Assessment Guidelines, Guidance Manual for Preparation of Health Risk Assessments, 2015.

by the VCAPCD, or would in some way represent a substantial hindrance to employing the policies, or obtaining the goals, of that 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 (VCAPCD 2003).

The primary objective of the AQMP is to provide continuous air pollutant emission reductions over time, with the goal of attaining the federal and state standards. The VCAPCD's AQMP establishes a comprehensive air pollution control program leading to the attainment of state and federal air quality standards in the Basin, which is in non-attainment for ozone (O3) and particulate matter (PM_{10}). The AQMP also addresses the requirements set forth in the state and federal Clean Air Acts.

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. The current zoning for the site is Industrial Park Zone. The 2022 AQMP relied upon growth projections within SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (SCAG 2020). In 2016, SCAG estimated that the City had 70,100 jobs and in 2045 would have 80,000 jobs for an additional 9,900 jobs or 330 jobs per year.

The proposed Project would construct 15 industrial buildings and associated infrastructure such as parking lots and lighting. Over the 10-year implementation of the Project, approximately 985 jobs are anticipated to be created by the Project. The Project would not exceed the projected annual employment growth in the City. The Project does not include the removal or addition of residences and population forecasts would not be altered by the Project. Therefore, the Project is within the growth assumptions that underlie the emissions forecasts in the 2022 AQMP.

The Project is a planned development as discussed in the City of Thousand Oaks Rancho Conejo Specific Plan 7 (refer to Section 3.9, *Land Use and Planning*). As the land-use and development within the proposed Project was included in the 2045 General Plan, the land-use and development were accounted for in the General Plan and the growth has therefore been included in the 2022 AQMP. As such, the proposed Project would not change the regional growth forecasts as identified in the local General Plan or those of the 2022 AQMP. As a result, the Project would not conflict with or obstruct implementation of the AQMP, and impacts would be less than significant.

Significant Determination: Less than Significant.

Mitigation Measures: No mitigation measures are required.

Impact 3.2-2: Would the proposed Project result in a significant and cumulatively considerable air quality effects because the Project would result in a net increase of criteria pollutants for which the Project region is non-attainment under an applicable federal or state ambient air quality standard? (Less than Significant with Mitigation)

This impact analysis takes into consideration both short-term construction and long-term operational emissions of criteria pollutants for which the Project region is non-attainment under an applicable federal or state ambient air quality standard. The focus of this analysis is related to the ground-level ozone precursors NO_X and ROG since the VCAPCD has established numerical thresholds for these pollutants. As previously stated, particulate matter, CO, and SO_x emissions will be presented for disclosure purposes only.

Construction

Construction-related emissions are considered short-term in duration, but nevertheless can represent a significant, adverse impact on air quality. Construction-related emissions arise from a variety of activities, including operation of heavy equipment, employee vehicles, excavation for infrastructure and building foundations, architectural coatings and paving.

Construction of the proposed Project include grading and site preparation, building construction, paving, and architectural coating activities. These construction activities would temporarily create emissions of dust, fumes, equipment exhaust, and other air contaminants. The amount of emissions generated on a daily basis would vary, depending on the intensity and types of construction activities occurring simultaneously. The proposed Project would require approximately 156,186cubic yards of cut and fill, which would be balanced on the site. As such, no import or export of materials is anticipated to occur.

Construction of proposed Project is expected to occur in seven phases as follows with modeling details provided in **Appendix C**:

- Phase 1: Buildings 1A, 1B, 1C, and 1D
- Phase 2: Buildings 1E, 1F, and 1G
- Phase 3: Building 2
- Phase 4: Building 3
- Phase 5: Buildings 5A and 5B
- Phase 6: Buildings 6A and 6B
- Phase 7: Buildings 4A and 4B

For the purposes of the air quality analysis, construction activities were modeled for the earliest potential time frame to provide for a conservative analysis. Project construction may commence at a later date due to unforeseen delays in approvals or other circumstances. If this occurs, construction emissions would be lower than those analyzed herein due to the use of a more energy-efficient and cleaner burning construction vehicle fleet mix, pursuant to State regulations that require vehicle fleet operators to phase-in less polluting heavy-duty equipment. As a result, should Project construction commence at a later date than analyzed in this Draft EIR, air quality emissions would be lower than the emission levels disclosed herein.

Emissions of ozone precursors (ROG and NO_X) are generated primarily by mobile sources and largely vary as a function of vehicle trips per day and the type, quantity, intensity, and frequency of heavy-duty, off-road equipment used. Typically, a large portion of construction-related ROG emissions results from the application of asphalt on to roads and parking areas, and the application of architectural coatings.

Construction-related fugitive dust emissions of particulate matter would vary from day to day, depending on the level and type of activity, silt content of the soil, and the weather. Project construction activities could result in dust adversely affecting local visibility and PM_{10} concentrations on a temporary and intermittent basis, and these are readily minimized by dust control practices. Particulate matter (i.e., PM_{10} and $PM_{2.5}$) is among the pollutants of greatest localized concern with respect to construction activities given that particulate concentrations tend to be higher near the source of the emissions. Particulate emissions from construction activities can lead to adverse health effects and nuisance concerns, such as reduced visibility and soiling of exposed surfaces. Particulate emissions can result from a variety of construction activities, including excavation, grading, demolition, vehicle travel on paved and unpaved surfaces, and vehicle and equipment exhaust. Construction emissions of PM can vary greatly depending on the level of activity, the specific operations taking place, the number, and types of equipment operated, local soil conditions, weather conditions, and the amount of earth disturbance.

As a regulatory matter, opposed to a project mitigation measure, is mandatory for all construction projects in the SCCAB to comply with VCAPCD Rules and Regulations referenced above, including Rule 55, for controlling fugitive dust. Incorporating Rule 55 into the proposed project reduces regional PM_{10} and $PM_{2.5}$ emissions from construction activities. Specific Rule 55 control requirements may include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the proposed Project site, covering all trucks hauling soil with a fabric cover and maintaining a freeboard height of 12 inches, and maintaining effective cover over exposed areas. Compliance with Rule 55 was accounted for in the construction emissions modeling. CalEEMod was used to quantify construction emissions from off-road equipment, haul trucks associated with imported and exported soils, on-road worker vehicle emissions, and vendor delivery trips. The unmitigated and mitigated construction emissions for the worst-case day for each construction year can be found in **Tables 3.2-5,** *Maximum Daily Unmitigated Regional Construction Emissions.*

As shown in Table 3.2-5, maximum daily unmitigated regional construction emissions would exceed the VCAPCD significance thresholds during the first year of construction activity for NOx and the second year of construction activity for ROG and NOx. The predominant construction sources associated with these emissions would be off-road diesel equipment and on-road haul trucks during construction of the Project. Overall, the proposed Project would have a significant impact because the Project would result in a net increase of criteria pollutants for which the Project region is non-attainment under an applicable federal or state ambient air quality standard.

TABLE 3.2-5
MAXIMUM DAILY UNMITIGATED REGIONAL CONSTRUCTION EMISSIONS

	Maximum Regional Emissions (lbs./day)					
	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Grading	6	62	62	0.1	11	5
Building Construction (BC)	4	40	39	0.1	3	2
Paving	2	17	21	<0.1	1	1
Architectural Coating (AC)	16	4	5	<0.1	<1	<1
Grading/BC/Paving/AC	29	123	127	0.3	15	8
Maximum Daily Emissions a	29	123	127	0.3	15	8
Significance Thresholds	25 b	25 b	- c	- c	-c	- c
Significant Impact?	Yes	Yes	No	No	No	No

SOURCE: ESA, 2024

NOTES:

a Maximum daily emissions are the sum of the overlapping construction phases that result in the greatest emissions on a peak day of construction.
b VCAPCD Significance Threshold.
c These pollutants do not have significance thresholds provided by the VCAPCD.
Totals may not add up due to rounding.

Health-Based Effects of Ozone

As stated above, construction emissions are considered short term and temporary, but have the potential to represent a significant impact with respect to air quality. Emissions of ozone precursors and particulate matter tend to be of potential concern given that the Ventura County portion of the SCCAB is designated as nonattainment for ozone (NAAQS and CAAQA) and PM_{10} (CAAQS). Emissions of ozone precursors ROG and NO_X are primarily generated from heavy-duty equipment and motor vehicle exhaust and vary as a function of vehicle trips per day associated with debris hauling, delivery of construction materials, vendor trips, and worker commute trips, and the types and number of heavy-duty, off-road equipment used and the intensity and frequency of their operation. In addition, construction-related ROG emissions also result from the application of architectural coatings and vary depending on the amount of coatings applied each day.

ROG and NO_X are ozone precursors, and the main health concern of exposure to ground-level ozone is effects on the respiratory system, especially on lung function. However, several factors influence these health impacts. Given these various factors, it is difficult to predict the magnitude of health effects from the proposed Project's NO_X emissions, especially since the emissions exceeding NOx thresholds from the proposed Project are from temporary, construction impacts.

Additionally, ozone is a regional pollutant for which project-specific concentration modeling is not reliable given current modeling limitations. Meteorology, the presence of sunlight, seasonal impacts, and other complex chemical factors all combine to determine the ultimate concentration and location of ozone (USEPA 2021a). Furthermore, available models are designed to determine regional, population-wide health impacts, and are not designed to accurately quantify ozone-related health impacts caused by NO_X or ROG emissions from the local level, and in particular not at the level of an individual project. Consequently, given these current modeling limitations, there is not a reliable way to connect the

proposed Project's exceedances of NO_X emissions to increases in ozone concentrations to meaningfully determine specific human health impacts related to increases in ozone concentrations.

Nevertheless, the proposed Project's NO_X emissions that exceed thresholds could contribute to new or exacerbated air quality violations in the air basin by contributing to more days of ozone exceedance or result in air quality index values that are unhealthy for sensitive groups and other populations. However, the proposed Project would be temporary in nature, emitting ozone precursors only during the construction period.

Operations

Proposed operational activities associated with the Project would generate criteria pollutant and ozone precursor emissions from the following: (1) building energy consumption; (2) building maintenance; and (3) worker/customer vehicle trips. Neither the Project plans nor written Project description include any enclosures for diesel generators, so this analysis does not include air quality impacts from diesel generators. Project operations are anticipated to begin in 2027 with initial phases becoming operational before full buildout CalEEMod was used to estimate operational emissions of ROG and NOx; the results of this analysis are summarized in **Table 3.2-6,** *Maximum Unmitigated Daily Regional Operational Emissions*. Estimated emissions are compared to the VCAPCD significance thresholds.

TABLE 3.2-6
MAXIMUM UNMITIGATED DAILY REGIONAL OPERATIONAL EMISSIONS

	Maximum Regional Emissions (lbs./day)					
	ROG	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Initial Operations						
Area Source	11	<1	16	<0.1	<1	<1
Energy	<1	4	4	<0.1	<1	<1
Mobile	4	47	35	0.3	15	4
Total	**15**	**51**	**54**	**0.4**	**15**	**4**
Full Buildout Operations						
Area Source	23	<1	33	<0.1	<1	<1
Energy	<1	9	7	0.1	1	1
Mobile	7	91	69	0.7	33	9
Total	**30**	**100**	**109**	**0.7**	**34**	**10**
Maximum Daily Emissions [a]	**30**	**100**	**109**	**0.7**	**34**	**10**
Significance Thresholds	25 [b]	25 [b]	- [c]	- [c]	- [c]	- [c]
Significant Impact?	**Yes**	**Yes**	No	No	No	No

SOURCE: ESA, 2024

NOTES:

a. Maximum daily emissions are the sum of the overlapping operational phases that result in the greatest emissions on a peak day of operations.
b. VCAPCD Significance Threshold.
c. These pollutants do not have significance thresholds provided by the VCAPCD.
Totals may not add up due to rounding.

As shown in Table 3.2-6, emissions of ROG and NO_X would exceed VCAPCD's significance thresholds, and therefore, Project operational emissions of criteria pollutants would result in potentially significant air quality impacts.

Health-Based Effects of Ozone

While not specifically addressed by the VCAPCD, the nearby South Coast Air Quality Management District (SCAQMD) submitted the *amicus curiae* brief for the *Sierra Club v. County of Fresno* case (*Friant Ranch Case*) (SCAQMD 2014), [11] which suggests because of the complexity of ozone formation and given the state of environmental science modeling in use at this time, it is infeasible to determine whether, or the extent to which, a single project's precursor (i.e., NO_X and VOCs) emissions would potentially result in the formation of secondary ground-level ozone and the geographic and temporal distribution of such secondary formed emissions.[12] As previously stated, meteorology, the presence of sunlight, seasonal impacts, and other complex chemical factors all combine to determine the ultimate concentration and location of ozone. Furthermore, available models today are designed to determine regional, population-wide health impacts, and cannot accurately quantify ozone-related health impacts caused by NO_X or VOCs emissions from local level (project-level). Notwithstanding these scientific constraints, the disconnect between project-level NO_X emissions and ozone-related health impact cannot be bridged at this time.

Implementation of Mitigation Measures AQ-1, AQ-2, AQ-3, and AQ-4 are required to reduce the Project's construction air emissions. Implementation of Mitigation Measure AQ-1 would require the Applicant to incorporate best management practices, including fugitive dust controls. Implementation of Mitigation Measure AQ-2 would require the Applicant and/or construction contractor(s) to use off-road construction equipment that are 50 HP or greater at the Project site that meet USEPA Tier 4 Final emissions standards. Implementation of Mitigation Measure AQ-3 would require the Applicant to use architectural coatings that would have VOC emissions of less than 10 grams per liter. **Table 3.2-7**, *Maximum Daily Mitigated Regional Construction Emissions*, shows the maximum mitigated daily construction emissions associated with the Project after the implementation of Mitigation Measures AQ-1, AQ-2**,** and AQ-3.

As shown in Table 3.2-7, maximum daily mitigated regional construction emissions of ROG and NOx would be reduced to less than the VCAPCD significance threshold. Therefore, with the implementation of Mitigation Measures AQ-1 through AQ-3, the Project's construction activities would result in less than significant impacts.

[11] SCAQMD, Amicus Brief in Support of Neither Party, Sierra Club v. County of Fresno, April 6, 2015.

[12] Models available today are designed to determine regional, population-wide health impacts, and cannot accurately quantify ozone-related health impacts caused by NO_X or VOC emissions from a project level.

TABLE 3.2-7
MAXIMUM DAILY MITIGATED REGIONAL CONSTRUCTION EMISSIONS

	Maximum Regional Emissions (lbs./day)					
	ROG	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Grading	2	12	80	0.1	9	3
Building Construction (BC)	1	6	48	0.1	2	1
Paving	1	4	27	<0.1	<1	<1
Architectural Coating (AC)	3	<1	4	<0.1	<1	<1
Grading/BC/Paving/AC	7	22	158	0.3	11	4
Maximum Daily Emissions [a]	**7**	**22**	**158**	**0.3**	**11**	**4**
Significance Thresholds	25 [b]	25 [b]	-[c]	-[c]	- [c]	- [c]
Significant Impact?	No	No	No	No	No	No

SOURCE: ESA, 2024

NOTES:

a. Maximum daily emissions are the sum of the overlapping construction phases that result in the greatest emissions on a peak day of construction.
b. VCAPCD Significance Threshold.
c. These pollutants do not have significance thresholds provided by the VCAPCD.

Totals may not add up due to rounding.

Mitigated operational emissions are shown in **Table 3.2-8**, *Maximum Daily Mitigated Regional Operational Emissions*. The mitigated operational emissions account for Mitigation Measures TRAF-1 through TRAF-5 that would require implementation of site-specific VMT reduction measures as shown in Section 3.12, *Transportation*, of this Draft EIR and the CEQA Transportation Analysis prepared for the proposed Project (Iteris, 2024).[13] In addition, as shown in Table 3.2-8, as required by Mitigation Measure AQ-4, the Project would be required to contribute to an "Transportation Demand Management (TDM) Air Quality Impact Fee Payment" fund to mitigate operational emissions impacts. The TDM Fund is a mitigation measure for projects that exceed the ROG and NOx significance thresholds, and funds programs that include, but are not limited to, public transit service, vanpool programs/subsidies, rideshare assistance programs, and off-site TDM facilities. The amount of funding is commensurate with the amount of emissions that need to be mitigated. The City will calculate the specific amount to be contributed by the Project using the VCAPCD guidelines formula as documented in Mitigation Measure AQ-4. The Project's anticipated contributions to the "TDM Air Quality Impact Fee Payment" fund would mitigate the operational emissions impacts. With implementation of Mitigation Measures AQ-1, AQ-2, AQ-3, and AQ-4 the construction and operations of proposed Project would not exceed regulatory thresholds for ROG or NO_X.

[13] Shapell Conejo Summit Industrial Project – CEQA Transportation Analysis, Iteris. March 2024.

TABLE 3.2-8
MAXIMUM DAILY MITIGATED REGIONAL OPERATIONAL EMISSIONS

	Maximum Regional Emissions (lbs./day)					
	ROG	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Initial Operations						
Area Source	11	<1	16	<0.1	<1	<1
Energy	<1	4	4	<0.1	<1	<1
Mobile	4	47	33	<0.1	14	4
Additional Reductions from Mitigation Measure AQ-4	–	**(27)**	–	–	–	–
Total	**14**	**24**	**52**	**<0.1**	**15**	**4**
Buildout Operations						
Area Source	22	<1	33	<0.1	<1	<1
Energy	<1	9	7	0.1	<1	<1
Mobile [d]	7	91	64	0.7	31	9
Additional Reductions from Mitigation Measure AQ-4	**(5)**	**(76)**	–	–	–	–
Total	**24**	**24**	**105**	**0.7**	**32**	**9**
Maximum Daily Emissions [a]	**24**	**24**	**105**	**0.7**	**32**	**9**
Significance Thresholds	25 [b]	25 [b]	- [c]	- [c]	- [c]	- [c]
Significant Impact?	No	No	No	No	No	No

SOURCE: ESA, 2024

NOTES:

a. Maximum daily emissions are the sum of the overlapping construction phases that result in the greatest emissions on a peak day of construction. Totals may not add up exactly due to rounding.
b. VCAPCD Significance Threshold.
c. These pollutants do not have significance thresholds provided by the VCAPCD.
d. Mobile emissions include Mitigation Measures TRAF-1 through TRAF-5. Please see Section 3.12, Transportation, of this Draft EIR for additional details.

Therefore, with implementation of mitigation measures, the Project would not violate an air quality standard or contribute substantially to an existing or projected air quality violation and would not result in a net increase of any criteria pollutant in excess of quantitative thresholds recommended by the VCAPCD. This impact would be less than significant with the incorporation of mitigation.

Significance Determination: Less than Significant with Mitigation

Mitigation Measures:

As previously discussed, the VCAPCD Guidelines do not provide a quantitative threshold for fugitive dust but recommends minimizing fugitive dust for all dust-generating activities. As such, implementation of Mitigation Measures AQ-1 through AQ-3 would reduce fugitive dust (PM_{10} and $PM_{2.5}$), which is considered a less than significant impact prior to mitigation and includes individual measures to minimize fugitive dust (PM_{10} and $PM_{2.5}$) during construction activities. Implementation of Mitigation Measure AQ-4 requires to contribute to a "Transportation Demand Management Air Quality Impact Fee Payment" fund to mitigated operational emissions impacts fund.

Mitigation Measure AQ-1 (Dust Control): The applicant shall require all construction plans to include the following best management practices:

- Maximize the use of chemical dust suppressants or non-potable water, if available. If water is used, all exposed surfaces shall be watered three times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- Cover or maintain at least 2 feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways shall be covered.
- Use wet power vacuum street sweepers to remove any visible track-out mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- Limit vehicle speeds on unpaved roads to 15 miles per hour.
- Pave all roadways, driveways, sidewalks, parking lots as soon as possible. In addition, building pads shall be laid immediately after grading unless seeding or soil binders are used.
- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site.
- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment shall be checked by a certified mechanic and determine to be running in proper condition before it is operated.

Mitigation Measure AQ-2 (Tier-4 Emissions Standards): All diesel off-road equipment rated 50 horsepower or more shall have engines that meet the Tier-4 Final off-road emission standards, as certified by CARB. This requirement shall be verified through submittal of an equipment inventory that includes the following information: (1) Type of Equipment, (2) Engine Year and Age, (3) Number of Years Since Rebuild of Engine (if applicable), (4) Type of Fuel Used, (5) Engine HP, (6) Verified Diesel Emission Control Strategy (VDECS) information if applicable and other related equipment data. A Certification Statement is also required to be made by the Contractor for documentation of compliance and for future review by the VCAPCD, as necessary. The Certification Statement must state that the Contractor agrees to compliance and acknowledges that a violation of this requirement shall constitute a material breach of contract.

An exemption from these requirements may be granted by the City in the event that the applicant documents that equipment with the required tier is not reasonably available and corresponding reductions in criteria air pollutant emissions are achieved from other construction equipment. Before an exemption may be considered by the City, the applicant shall be required to demonstrate that two construction fleet owners/operators in Ventura County were contacted and that those owners/operators confirmed Tier 4 Final equipment could not be located within Ventura County. Further, if an exemption is granted by the City, the applicant shall use a minimum of Tier 3 equipment with a CARB-certified Level 3 diesel particulate filter in place of the Tier 4 Final equipment.

Mitigation Measure AQ-3 (Architectural Coatings): Prior to the issuance of a building permit, the Applicant shall demonstrate that the Project's architectural coatings will be "Super-Compliant" or have a VOC standard of less than 10 grams per liter.

Mitigation Measure AQ-4 (Transportation Demand Management Air Quality Impact Fee Payment): The Project developer shall pay the City's Transportation Demand Management (TDM) Air Quality Impact Fee based on the following formula of $TC_{(ROC\ or\ NOx)} = EE_{(ROC\ or\ NOx)} \times UC_{(ROC\ or\ NOx)} \times D \times 3$ years

where:

$TC_{(ROC\ or\ NOx)}$ = Total cost TDM Air Quality Impact Fee

$EE_{(ROC\ or\ NOx)}$ = Excess operational emissions; pounds per day of ROC or NOx over the 25 pounds per day threshold[14]

$UC_{(ROC\ or\ NOx)}$ = Unit cost per lb. of ROC[15] or NOx[16] reduced

D = Days of operation per year

The cost is to be calculated separately for ROG and NOx. The amount collected is to be the higher of the two costs since funding will result in mitigation programs that reduce both pollutants.

The fee shall be collected per Phase and based on each Phase's pro-rata share of the development's complete buildout. The fees shall be calculated based on the unit cost for ROG and NOx, in effect at the time a building permit is issued. The City shall consider transit and traffic demand management improvements and other programs proposed by the Project developer, in excess of those otherwise required, as credits against the fee and/or to be funded from the fee fund. The operational emissions reduction will be calculated by the City, and the Project developer will be required to cover the costs for either City staff and/or consultant time spent calculating the operational emissions reduction and tracking each Phase's pro-rata share of additional reductions identified in this EIR's Table 3.2-8 (Maximum Daily Mitigated Regional Operational Emissions). Payment of fees is required per Phase and prior to issuance of the first certificate of occupancy for each Phase.

The City is to hold the funds in the TDM Air Quality Impact Fee account until the funds are spent on an approved TDM mitigation program or project. The funds are to be committed by the City to a TDM mitigation program within five years of receipt of the funds on a rolling basis as Project phases are completed. Funds shall not be used for traffic engineering projects, including signal synchronization, intersection improvements, and channelization, as such projects are related to improving traffic congestion and not air quality.

[14] Please refer to Table 3.2-8 for project emissions estimate for Buildout Operational Year 2031 and Additional Reductions from Mitigation Measure AQ-4.

[15] $5.18 per pound in January 2000 dollars.

[16] $7.54 per pound in January 2000 dollars.

In addition to the above, Mitigation Measures TRAF-1 through TRAF-5 would require implementation of site-specific VMT reduction measures and associated operational source emissions. Mitigation Measures TRAF-1 through TRAF-5 are described in Section 3.12, *Transportation*, of this Draft EIR.

Impact 3.2-3: Would the implementation of the proposed Project result in less than significant and less than cumulatively considerable effects associated with the exposure of sensitive receptors to substantial pollutant concentrations? (Less than Significant with Mitigation)

Toxic Air Contaminants

Construction and Operations

According to the Office of Environmental Health Hazard Assessment (OEHHA) guidance manual, health effects from TACs are described in terms of individual cancer risk based on a lifetime resident exposure duration. The Project's health risk calculations were performed using a spreadsheet tool consistent with the OEHHA guidance, which incorporates the algorithms, equations, and a variable described above as well as in the OEHHA guidance and incorporates the results of the USEPA AERMOD dispersion model. As shown in **Table 3.2-9**, *Maximum Unmitigated Health Risk Impacts for Off-Site Sensitive Receptors*, unmitigated results of the operational HRA cancer risk for sensitive land uses does not exceed the VCAPCD significance threshold of 10 per million for exposure beginning during interim operations or beginning during full operations; therefore, this impact is less than significant and mitigation is not required. In addition, as shown in Table 3.2-9, the hazard index for all three exposure scenarios for sensitive receptors would be below the VCAPCD significance thresholds of 1. However, as seen in Table 3.2-9, unmitigated results of the combined construction and operational HRA cancer risk for sensitive land uses exceed the VCAPCD significance threshold of 10 per million for exposure beginning during construction, through interim operations and full operations; therefore, this impact is potentially significant, and mitigation would be required.

TABLE 3.2-9
MAXIMUM UNMITIGATED HEALTH RISK IMPACTS FOR OFF-SITE SENSITIVE RECEPTORS

Sensitive Receptor	Maximum Cancer Risk (# in one million)	Hazard Index
Beginning Construction + Interim + Full Build-out	16.1	0.027
Beginning Interim Year + Full	4.8	0.002
Beginning Full Build-Out	6.4	0.002
Maximum Individual Cancer Risk Threshold	10	1.0
Exceeds Threshold?	**Yes**	**No**

SOURCE: ESA, 2024
NOTE:
The location of the maximum unmitigated cancer risk is at the sensitive receptors to the east of the Project site.

As shown in **Table 3.2-10**, *Maximum Mitigated Health Risk Impacts for Off-Site Sensitive Receptors* with implementation of Mitigation Measure AQ-1 and AQ-2, the maximum cancer risk for sensitive receptors would be below the VCAPCD significance thresholds. Therefore, the impact related to health risks would be less than significant with mitigation. The calculated cancer risk is estimated for outdoor exposure and

assumes that sensitive receptors would not have any mitigation such as mechanical filtration and that residential uses would have continuously open windows. As the maximum cancer risk and non-cancer impacts would be less than the VCAPCD significance thresholds, impacts would be less than significant.

TABLE 3.2-10
MAXIMUM MITIGATED HEALTH RISK IMPACTS FOR OFF-SITE SENSITIVE RECEPTORS

Sensitive Receptor	Maximum Cancer Risk (# in one million)	Hazard Index
Beginning Construction + Interim Operations + Full Operations	4.8	0.004
Beginning Interim Year	4.8	0.002
Beginning Full Build-Out	6.4	0.002
Maximum Individual Cancer Risk Threshold	10	1.0
Exceeds Threshold?	**No**	**No**

SOURCE: ESA, 2024
NOTE:
The location of the maximum mitigated cancer risk is at the sensitive receptors to the east of the Project site.

The process of assessing health risks and impacts includes a degree of uncertainty, which is dependent on the availability of data and the extent to which assumptions are relied upon in cases where the data are incomplete or unknown. All HRAs rely upon scientific studies to reduce the level of uncertainty; however, it is not possible to completely eliminate uncertainty from the analysis. Where assumptions are used to substitute for incomplete or unknown data, it is standard practice in performing HRAs to err on the side of health protection to avoid underestimating or underreporting the risk to the public by assessing risk on the most sensitive populations, such as children and the elderly. As shown in Table 3.2-10, cancer risk for nearby sensitive receptors would remain below significance thresholds with the implementation of Mitigation Measure AQ-1 and AQ-2. These short-term emissions would not substantially contribute to a significant construction or operational health risk. Thus, construction and operational activities would not expose sensitive receptors to substantial toxic air contaminant concentrations, and combined construction and operational-related health impacts would be mitigated to less than significant with implementation of Mitigation Measure AQ-1 and AQ-2. Therefore, no additional mitigation measures are required or included, and the impact level would remain less than significant with mitigation.

CO Hotspots

Emissions of CO are generated in greatest quantities from motor vehicle combustion of fossil fuels, and are usually concentrated at or near ground level because they do not readily disperse into the atmosphere, particularly under cool, stable (i.e., low or no wind) atmospheric conditions. Localized areas where ambient concentrations exceed State and/or federal standards are termed CO hotspots. The VCAPCD uses a screening analysis to determine the potential for CO Hotspots for any project with indirect emissions greater than the applicable ozone project significance levels as analyzed under III. Air Quality b) above where roadway intersections are currently operating at or are expected to operate at a Level of Service (LOS) of E or F. Additionally, as indicated in the project specific traffic analysis, the Project would implement Project components required by the City of Thousand Oaks Municipal Code, which are anticipated to reduce traffic congestion and better accommodate vehicular demand at the intersection. With the Project paying traffic impact fees and implementing the following Project conditions all

intersections impacted by the Project would operate at acceptable LOS levels (Kimley Horn, 2024). Therefore, as the proposed Project does not exceed regulatory thresholds and the Project would not result in an LOS of E or F, a refined CO hotspot analysis is not warranted, and the Project would be less than significant with respect to CO impacts.

Valley Fever

Construction activities would also have potential to release the spores that cause Valley Fever. However, increases in Valley Fever tend to occur only after major ground-disturbing events. Other factors include disturbance of topsoil of undeveloped land (to a depth of 12 inches); dry, alkaline, sandy soils; virgin, undisturbed, non-urban areas; and special events (fairs, concerts, motocross track) on unvegetated soil (VCAPCD 2003). The VCAPCD has no recommended threshold for a significant Valley Fever impact. However, because the proposed Project would not involve the above factors, and fugitive dust would be minimized with the implementation of Mitigation Measure AQ-1 and compliance with VCAPCD Rule 55, the impact would be less than significant.

Valley Fever is an infective disease caused by the fungus, *Coccidioides immiti*. Infection occurs via inhalation of *Coccidioides immiti* spores that have become airborne from the upturn of dry, dusty soil by wind, construction, farming, or other activities. The Project site meets the following factors that indicate it has the potential to create significant Valley Fever impacts. The Project would excavate impacted soils that could result in the disturbance of the top 12 inches. In addition, the site contains areas of dry and sandy soils, undisturbed soils, and may be subject to periodic windy conditions. Based on these factors, the site could contain *Coccidioides immiti* spores that could be disturbed by proposed construction activities, which may result in a potentially significant Valley fever impact. VCAPCD's Rule 55 advises workers to wear proper respiratory protection during the cleanup, but excavation of topsoil and wind gusts could carry spores to other areas of the site and reach workers indirectly involved. The overall site cleanup would be consistent with the VCAPCD's Rule 55. Abidance by both the local and regional AQMPs ensures that fugitive dust would be minimized by means of regularly watering excavation areas, covering truck loads, curtailing operations during high winds, and weekly monitoring conducted by the construction manager. The site may also be subject to soil stabilization and roll-compaction if deemed necessary.

Risk of exposure is further reduced by the setting of the Project site and its distance from sensitive receptors. *Coccidioides immiti* grows in undisturbed, unfertilized areas usually away from developments. The site area is partially developed with paved roads and buildings, although there are some locations that could possibly harbor *Coccidioides immiti* growth. The nearest sensitive receptors are located over 1,000 feet from the Project site as detailed above. Additionally, most (60 percent) of individuals are asymptomatic and require no medical attention from being exposed to the spores (VFCE 2021). Controlled construction practices to prevent fugitive dust make the spreading of Valley Fever to surrounding communities unlikely.

Onsite workers are the most at risk of contracting Valley Fever, due to their proximity to the potentially impacted soils. The Project site has been previously disturbed, thus reducing the potential for impacts, however due to the undeveloped nature of the Project site, there is a potential for exposure that can be further reduced with implementation of mitigation. With the implementation of Mitigation Measure AQ-5, which requires the Applicant and/or construction contractor(s) to incorporate Valley Fever exposure

reduction measures, impacts to workers and the surrounding community would be reduced to be less than significant.

Naturally Occurring Asbestos

Construction in areas of rock formations that contain naturally occurring asbestos could release asbestos into the air and pose a health hazard. A review of the United States Geological Survey (USGS) *Reported Historic Asbestos Mines, Historic Asbestos Prospects, and Other Natural Occurrences of Asbestos in California*, which includes a map containing areas more likely to have rock formations containing naturally occurring asbestos in California, indicates that there are no areas likely containing naturally occurring asbestos in the areas associated with the Project (USGS 2011). Therefore, the Project would not expose sensitive receptors to naturally occurring asbestos during construction. Project impacts to air quality related to naturally occurring asbestos would be less than significant.

Significance Determination: Less than Significant with Mitigation.

Mitigation Measures: Implement Mitigation Measure AQ-1 through AQ-5.

> **Mitigation Measure AQ-5 (Valley Fever):** During heavy grading where the top 12 to 18 inches of soil would be disturbed, construction contractors shall comply with the following measures, as feasible to reduce potential Valley Fever impacts (VCAPCD 2003):
>
> - Restrict employment for grading activities to persons with positive coccidioidin skin tests (since those with positive tests can be considered immune to reinfection).
> - Hire crews from local populations where possible, since it is more likely that they have been previously exposed to the fungus and are therefore immune.
> - Require crews to use respirators during Project clearing, grading, and excavation operations in accordance with California Division of Occupational Safety and Health regulations.
> - Require that the cabs of grading and construction equipment to be air-conditioned or enclosed with sufficient ventilation and particulate matter filtration systems.
> - Require crews to work upwind from excavation sites where possible.
> - Where acceptable to the fire department, control weed growth by mowing instead of disking, thereby leaving the ground undisturbed and with a mulch covering.
> - During rough grading and construction, the access way into the Project site from adjoining paved roadways should be paved or treated with environmentally-safe dust control agents.

Impact 3.2-4: Would the proposed Project result in less than significant and less than cumulatively considerable effects from the creation of objectionable odors affecting a substantial number of people? (Less than Significant)

Construction

Potential activities that may emit odors during construction include the use of architectural coatings and solvents, as well as the combustion of diesel fuel in on-and off-road equipment. The proposed Project would comply with applicable VCAPCD rules and regulations. Additionally, the Project would comply with the applicable provisions of the CARB Air Toxics Control Measure regarding idling limitations for

diesel trucks. Through mandatory compliance with VCAPCD rules, construction activities or materials associated with the Project would result in a less than significant objectionable odor impact in the Project vicinity.

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

Operations

Proposed Project operations in the office and warehouse/light manufacturing spaces would be similar to operational activities in other nearby similar office and warehouse/light manufacturing spaces. As discussed in Section 1.0, Project Description, nearby land uses as identified in the City of Thousand Oaks General Plan include “Industrial,” “Institutional, and “Existing Parks, and Open Space” (City of Thousand Oaks, 2015). Adjacent to the Project site to the north and west is land that is owned and managed by the Conejo Open Space Conservation Area (COSCA). Industrial development is located north, east, south and west of the proposed Project site. The southern portions of the Rancho Conejo Industrial Area have been developed resulting in a biotech corridor with companies such as Amgen and Teledyne Technologies. The proposed Project would not introduce operations that the VCAPCD CEQA Air Quality Handbook considers to be potential sources of substantial odors, such as wastewater treatment facilities; sanitary landfills; transfer stations; composting facilities; asphalt batch plants; painting and coating operations; fiberglass operations; food processing facilities; feed lots/ dairies; petroleum extraction, transfer, processing, and refining operations and facilities; chemical manufacturing operations and facilities; or rendering plants. Additionally, as shown in the HRA, the carcinogenic health risk and non-carcinogenic health risk was below the VCAPCD significance thresholds. As such, the proposed Project would not introduce sources of substantial emissions, such as those leading to odors, to the area. Therefore, the operational activities associated with the Project would result in less than significant objectionable odor impact in the Project vicinity.

Significant Determination: Less than Significant.

Mitigation Measures: No mitigation measures are required.

3.2.6 Cumulative Impacts

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as “two or more individual impacts which, when considered together, are considerable, or which compound or increase other environmental impacts.” Table 3-1, identifies the related projects and other possible development within a one-mile radius determined as having the potential to interact with the proposed Project to the extent that a significant cumulative effect may occur. As shown, cumulative projects include three residential and four industrial development projects located within one mile of the Project

site that would be constructed and operational in the foreseeable future within one mile of the Project Site. However, the nearest related residential project is located approximately 1,800 feet from the Project Site and the nearest industrial project is located 900 feet away from the Project Site. However, as discussed above under Section 3.2.4, Methodology, significance thresholds for addressing cumulative air quality impacts (i.e., consistency with the applicable air quality plan) for a project under CEQA are the same as the project-level significance thresholds.

Air Quality Plans

The Project is within the growth assumptions that underlie the emissions forecasts in the 2022 AQMP, and the proposed Project would not change the regional growth forecasts as identified in the local General Plan or those of the 2022 AQMP. As a result, the Project would not conflict with or obstruct implementation of the AQMP, and impacts would be less than significant. Because the Project's growth would not conflict with or obstruct implementation of the applicable air quality plan, the Project's operational contribution to potential significant cumulative air quality impacts related to the 2022 AQMP would be less than cumulatively considerable. (Less than Significant)

Air Quality Standards

Regional air pollution is largely a cumulative impact in that no single project is sufficient in size, by itself, to cause nonattainment of air quality standards. The contribution of a project's air emissions to regional air quality impacts is, by its nature, a cumulative effect. Emissions from cumulative projects in the vicinity also have or will contribute to adverse regional air quality impacts. As discussed above, cumulative projects include three residential and four industrial development projects located within one mile of the Project site.

No single project by itself would be sufficient in size to result in nonattainment of ambient air quality standards in the air basin. Instead, a project's individual emissions contribute to existing cumulative air quality conditions. As described above, the project-level thresholds for criteria air pollutants are based on levels by which new sources are not anticipated to contribute to an air quality violation or result in a considerable net increase in criteria air pollutants. Therefore, if a project's emissions are below the project-level thresholds, the project would not result in a considerable contribution to cumulative regional air quality impacts. Conversely, if a project's emissions are above the project-level thresholds, the project would contribute a cumulatively considerable amount to the cumulative air quality impact.

Construction

For Project construction, as shown in Table 3.2-7, maximum mitigated daily construction emissions of ROG and NOx would be reduced to less than the VCAPCD thresholds with the implementation of Mitigation Measures AQ-1 through AQ-3. Related projects that are not exempt from CEQA that generate construction period emissions would also need to evaluate emissions with respect to the applicable thresholds and implement mitigation measures as applicable. Therefore, cumulative impacts related to Project regional construction emissions when considered with related projects construction emissions would be less than significant with mitigation (Less than Significant with Mitigation).

Operations

For Project operations, as shown in Table 3.2-8, as required by Mitigation Measure AQ-4, operational emissions of ROG and NOx would be reduced to less than the VCAPCD thresholds with the

implementation of Mitigation Measures AQ-4. Related projects that are not exempt from CEQA that generate operation period emissions would also need to evaluate emissions with respect to the applicable thresholds and implement mitigation measures as applicable. Therefore, cumulative impacts related to Project operational emissions when considered with related projects operational emissions would be less than significant with mitigation (Less than Significant with Mitigation).

Substantial Pollutant Concentrations

Construction and Operations

As discussed above, a combined construction and operational HRA was prepared to evaluate the risk of potential negative health outcomes (cancer, or other acute or chronic conditions) related to TACs exposure from airborne emissions during proposed Project construction and operation. In order to assess all potential exposure scenarios, three potential exposure scenarios were analyzed for the 30-year exposure for residential receptors: 1. exposure beginning with construction occurring from 2025 to 2031, interim operations starting in 2027, and then full operations from 2031 to 2054; 2. exposure beginning with interim operations starting in 2027 and then full build-out operations from 2031 through 2056; 3. Exposure beginning with full build-out operations from 2031 through 2060. As shown in Table 3.2-9, the operational HRA cancer risk for sensitive land uses does not exceed the VCAPCD significance threshold of 10 per million for exposure beginning during interim operations or beginning during full operations; therefore, this impact is less than significant and mitigation is not required**.** In addition, as shown in Table 3.2-9, the hazard index for all three exposure scenarios for sensitive receptors would be below the VCAPCD significance thresholds of 1. As shown in Table 3.2-10, the combined construction and operational HRA cancer risk for sensitive land uses with implementation of Mitigation Measure AQ-1 and AQ-2 would be below the VCAPCD significance thresholds. Related projects that are not exempt from CEQA that generate TAC emissions would also need to evaluate emissions with respect to the applicable thresholds and implement mitigation measures as applicable. Therefore, cumulative impacts related to the proposed Project TAC emissions when considered with related projects emissions would be less than significant with mitigation (Less than Significant with Mitigation).

Other Emissions such as those Leading to Odors

Cumulative development in the Project vicinity could result in the generation of odors during construction and operational activities. This generation of odors from cumulative project could be significant. However, as stated above, the nearest related residential project is located approximately 1,800 feet from the Project Site and the nearest industrial remaining project is located 900 feet away from the Project Site. Since the Project would result in less than significant objectionable odor impacts and due to the distances of the nearest cumulative projects, the Project's contribution to potential cumulative objectionable odor impacts when considered with other emissions such as those leading to odors from related projects would be less than cumulatively considerable (Less than Significant).

Significance Determination: Less than Significant with Mitigation.

Mitigation Measures: Implement Mitigation Measures AQ-1 through AQ-5.

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3.3 Biological Resources

This section addresses the potential impacts to biological resources associated with the construction and implementation of the proposed Project. Existing biological conditions within the Project site, applicable policies, ordinances, regulations, potential environmental impacts, and mitigation measures, where appropriate, are described. The section includes a description of the existing environmental setting to establish baseline conditions for biological resources; a summary of the regulations related to biological resources; and an evaluation of the proposed Project's potential effects on biological resources and proposed mitigation, if appropriate. The biological resources described in this section are based primarily on the Biological Resources Assessment for the Conejo Summit Project (BTR) (Dudek 2024) and the Focused California Gnatcatcher Survey Results for the Conejo Summit Project, City of Thousand Oaks, California prepared by Dudek in 2024 and 2023, respectively (Dudek 2023) (**Appendix D**).

3.3.1 Project Location

The Conejo Summit Project (Project) site is located in the City of Thousand Oaks, California (City) (see Figure 2-1), approximately 1 mile north of U.S. Route 101 (see Figure 2-2). The Project includes the construction of fifteen industrial buildings separated into three clusters: one on the western side of Conejo Center Drive just northwest of the intersection of Conejo Center Drive and Conejo Spectrum Street; another along the eastern side of Conejo Center Drive from Conejo Spectrum Street up to Rancho Conejo Boulevard; and the third north of the intersection of Conejo Center Drive and Rancho Conejo Boulevard, extending west to a parcel at the end of Rancho Conejo Boulevard. The approximately 51.34 gross acres (approximately 2,236,431 SF) / 49.57 net acres Project site is situated within Township 2 North, Range 20 West on the Newbury Park U.S. Geological Survey 7.5-minute quadrangle map. The Project site and surrounding 300-foot buffer is herein referred to as the study area.

3.3.2 Environmental Setting

The Project site consists of undeveloped lands surrounded by commercial and industrial development immediately to the east, west and southeast and land that is owned and managed by the Conejo Open Space Conservation Agency (COSCA) to the north and west of the Project site. The majority of the Project site is highly disturbed. In 2000 the Project area was graded, and infrastructure such as streets, sidewalks and utilities were installed to prepare for future buildings. Much of the open space surrounding the Project site burned in 2018 during the Hill Fire; however, it has since recovered. Annually, portions of the property are required to conduct fire abatement resulting in the thinning and/or removal of vegetation; however, in practice, fire abatement is conducted throughout the year. Additionally, review of aerial imagery suggests that the Project site undergoes regular physical disturbance, including pedestrian and vehicular trespass in the westernmost portion of the Project site to access adjacent open space.

Topography

The Project site area and portion of the 300-foot survey buffer to the south generally lacks topographic variation, whereas the survey buffer to the north, west and south, slopes away from the Project site. Most of the project site has previously been graded; therefore, site topography is largely homogenous. The highest point, located in the southern portion of the Project site, is approximately 700 feet above mean sea

level (amsl), while the lowest point, located in the northern portion of the Project site, is approximately 630 feet amsl (Google LLC 2024).

Natural Communities and Land Cover Types

A total of 17 natural communities and three land cover types were documented within the study area. Natural communities and land cover types are presented in **Table 3.3-1** and depicted in **Figure 3.3-1.** A combination of the Manual of California Vegetation, Online Edition (Manual) (CNPS 2024[1]) and the CFDW Natural Community list (CDFW 2023[2]) were used to characterize natural communities within the study area. Communities that were not adequately described in the Natural Community List or Manual were instead characterized based on species dominance or other appropriate descriptor.

Bush Mallow Scrub (Malacothamnus fasciculatus Association)

Bush mallow scrub is typically dominated by bush mallow (*Malacothamnus fasciculatus*) in an open to intermittent shrub canopy less than 3 meters (10 feet) in height with a sparse herbaceous layer. Other species typically associated with this community include chamise (*Adenostoma fasciculatum*), California sagebrush (*Artemisia californica*), bigpod ceanothus (*Ceanothus megacarpus*), greenbark ceanothus (*Ceanothus spinosus*), birch leaf mountain mahogany (*Cercocarpus betuloides*), California brittle bush (*Encelia californica*), California buckwheat (*Eriogonum fasciculatum*), chaparral yucca (*Hesperoyucca whipplei*), toyon (*Heteromeles arbutifolia*), common deerweed (*Acmispon glaber [Lotus scoparius]*), laurel sumac (*Malosma laurina*), sugarbush (*Rhus ovata*), and black sage (*Salvia mellifera*). This community was mapped on slopes in the western and northern portions of the study area, outside of the Project site.

California Buckwheat Scrub (Eriogonum fasciculatum Association)

California buckwheat scrub is typically dominated by California buckwheat or chaparral yucca in a continuous or intermittent shrub canopy less than 2 meters (7 feet) in height with a variable herbaceous layer. Other species typically associated with this community include California sagebrush, coyote brush (*Baccharis pilularis*), bush monkeyflower (*Diplacus aurantiacus*), California brittle bush, Menzies' goldenbush (*Isocoma menziesii*), common deerweed, bush mallow, white sage (*Salvia apiana*), or black sage. This community was mapped in the southern and eastern portions of the Project site and occurs as a small patch in the northern portion of the Project site. West of Conejo Center Drive, this community is highly disturbed and fragmented by off-road vehicular trespass.

[1] CNPS A Manual of California Vegetation: https://www.cnps.org/vegetation

[2] CDFW California Natural Community List: https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=153398&inline

TABLE 3.3-1
SUMMARY OF NATURAL COMMUNITIES AND LAND COVER TYPES WITHIN THE BIOLOGICAL STUDY AREA

Natural Community/Land Cover Type	Project Site (acres)	Total Biological Study Area (acres)
Scrub		
Bush Mallow Scrub	-	6.81
California Buckwheat Scrub	23.23	29.79
California Sagebrush Scrub	2.13	2.13
Purple Sage Scrub	0.14	0.14
Ashy Buckwheat Scrub	-	1.37
Coast Prickly Pear Scrub	-	2.86
Deerweed-Silver Lupine-Yerba Santa Scrub	0.90	1.66
Menzies' Golden Bush Scrub	-	0.49
Chaparral		
Bigpod Ceanothus Chaparral	-	0.34
Toyon-Laurel Sumac Chaparral	0.23	7.12
Toyon Chaparral	-	16.17
Scrub Oak Chaparral	-	2.34
Woodland		
Coast Live Oak-Toyon Forest and Woodland/Chaparral	-	0.80
Riparian		
California Sycamore–Coast Live Oak Riparian Woodlands	-	0.73
Grass and Herb Dominated		
Fennel Patches	2.06	2.06
Shortpod Mustard Fields	21.84	21.85
Wild Oats and Annual Brome Grasslands	0.75	0.75
Disturbed Habitat	-	2.86
Ornamental	-	3.00
Developed	-	46.17
Total	**51.34**[a]	**149.43**

SOURCE: Dudek 2024
NOTE:
a. Acreages may not sum due to rounding.

California Sagebrush Scrub (Artemisia californica Association)

California sagebrush is dominated by California sagebrush in an intermittent to continuous shrub canopy less than 2 meters (7 feet) in height. Other species typically associated with this community include chamise, coyote brush, bladderpod (*Peritoma arborea*), bush monkeyflower, California brittle bush, brittle bush (*Encelia farinosa*), California joint fir (*Ephedra californica*), narrowleaf goldenbush (*Ericameria linearifolia*), ashy buckwheat (*Eriogonum cinereum*), California buckwheat, chaparral yucca, golden-yarrow (*Eriophyllum confertiflorum*), Menzies' goldenbush, common deerweed, heartleaf keckiella (*Keckiella cordifolia*), southern honeysuckle (*Lonicera subspicata*), bush mallow, laurel sumac, coast prickly pear (*Opuntia littoralis*), hollyleaf redberry (*Rhamnus ilicifolia*), lemonade berry (*Rhus integrifolia*), sugarbush, white sage, black sage, and poison oak (*Toxicodendron diversilobum*). This community was mapped in the northern portion of the Project site.

Ashy Buckwheat Scrub (Eriogonum cinereum Association)

Ashy buckwheat scrub is dominated by ashy buckwheat in an intermittent to continuous shrub layer less than 2 meters (7 feet) in height. Other species typically associated with this community include California sagebrush, coyote brush, bladderpod, California buckwheat, chaparral yucca, Menzies' goldenbush, common deerweed, bush mallow, laurel sumac, coast prickly pear, lemonade berry, purple sage, black sage, and other common coastal sage scrub species. This community was mapped on the steep slopes of the study area north and west of the Project site. The California brittlebush–ashy buckwheat scrub alliance, is considered a sensitive vegetation community by California Department of Fish and Wildlife (CDFW).

Coast Prickly Pear Scrub (Opuntia oricola Association)

Coast prickly pear scrub is dominated by coast prickly pear and/or other cactus species an intermittent or continuous shrub canopy less than 2 meters (7 feet) in height with an open to continuous, herbaceous layer. Other species typically associated with this community include California sagebrush, bladderpod, bush rue (*Cneoridium dumosum*), California cholla (*Cylindropuntia californica*), coastal cholla (*Cylindropuntia prolifera*), California brittle bush, California buckwheat, cliff spurge (*Euphorbia misera*), chaparral yucca, laurel sumac, lemonade berry, black sage, and blue elderberry (*Sambucus mexicana*). Coast prickly pear scrub is considered a sensitive vegetation community by CDFW. This community was mapped in the southwestern portion of the study area west of the Project site.

Deerweed Scrub (Lotus scoparius Association)

Deerweed scrub is dominated by common deerweed in an open to intermittent shrub canopy less than 3 meters (10 feet) in height and a herbaceous layer that is sparse to intermittent. Other species typically associated with this community include chamise, California sagebrush, coyote brush, wedge leaf ceanothus (*Ceanothus cuneatus*), cup leaf ceanothus (*Ceanothus perplexans*), sand aster (*Corethrogyne filaginifolia*), bush monkeyflower, narrowleaf goldenbush, golden-yarrow, sawtooth golden bush (*Hazardia squarrosa*), slender sunflower (*Helianthus gracilentus*), California buckwheat, California joint fir, interior goldenbush, sawtooth goldenbush, chaparral yucca, yellowstem bushmallow (*Malacothamnus densiflorus*), desert apricot (*Prunus fremontii*), sugarbush, oak gooseberry (*Ribes quercetorum*), white sage, black sage, Douglas' ragwort (*Senecio flaccidus var. douglasii*), poison oak, and Parish's bluecurls (*Trichostema parishii*).This community was mapped within study area on the slopes west of the Project site and in a small patch within the northern portion of the Project site.

Project Boundary

Study Area (300-foot Buffer)

Special-Status Species Occurrence

Crotch's bumble bee (*Bombus crotchii*)

Yellow-breasted chat (*Icteria virens*)

Protected Trees

Hetarb (Heteromeles arbutifolia–toyon)

Protected Plants

Dudpar (Dudleya parva–Conejo dudleya)

Vegetation Communities

Hetarb, Heteromeles arbutifolia Association

Artcal, Artemisia californica Association

Ceameg-Mallau, Ceanothus megacarpus - Malosma laurina Association

Ericin, Eriogonum cinereum Association

Erifas, Eriogonum fasciculatum Association

Foevul, Foeniculum vulgare Association

Hetarb-Mallau, Heteromeles arbutifolia - Malosma laurina Association

Hirinc, Hirschfeldia incana Association

Isomen, Isocoma menziesii Association

Lotsco, Lotus scoparius Association

Malfas, Malacothamnus fasciculatus Association

Opuori, Opuntia oricola Association

Plarac-Queagr, Platanus racemosa - Quercus agrifolia Association

Queagr/Hetarb, Quercus agrifolia / Heteromeles arbutifolia Association

Queber-Hetarb, Quercus berberidifolia - Heteromeles arbutifolia Association

Salleu, Salvia leucophylla Association

WOABG, Wild Oats and Annual Brome Grasslands

Land Covers

DH, Disturbed Habitat

DEV, Developed

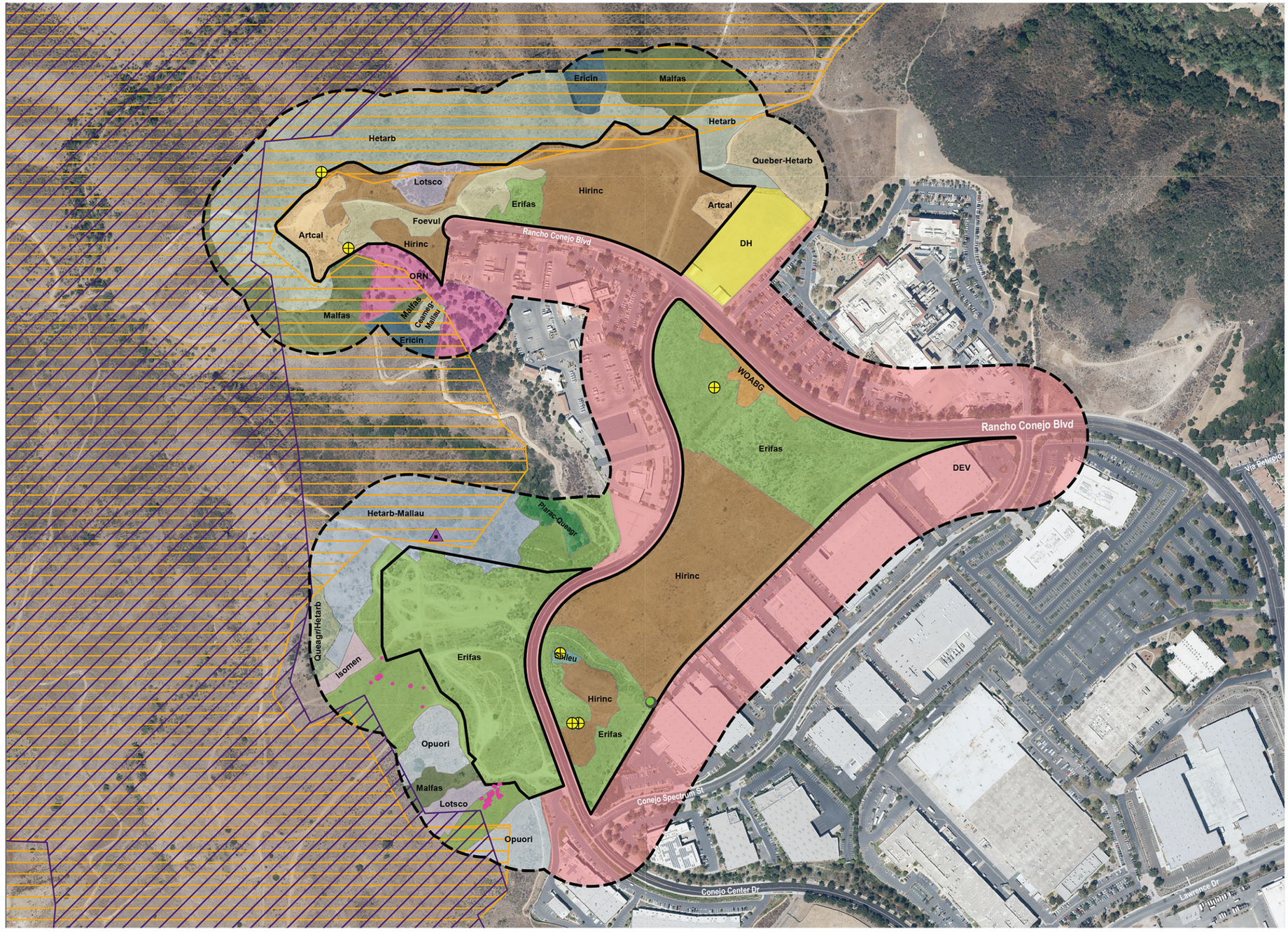
ORN, Ornamemtal

CDFW BIOS

South Coast Missing Linkages - Habitat Connectivity - Ventura County [ds565]

USFWS Critical Habitat

Lyon's Pentachaeta



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Feet

D:\170220.03 - Conejo Summit EIR\05 Graphics-GIS-Modeling\

SOURCE: Dudek 2024. Conejo Summit Project Biological Resources Technical Report

Conejo Summit Project

Figure 3.3-1
Biological Resources

ESA

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Menzies' Golden Bush Scrub (Isocoma menziesii Association)

Menzies' golden bush scrub is dominated by Menzies' golden bush in an open to intermittent shrub canopy less than 1 meter (3 feet) in height with an open to continuous herbaceous layer. Other species typically associated with this community include island broom (*Acmispon dendroideus*), California sagebrush, coyote brush, California match weed (*Gutierrezia californica*), giant coreopsis (*Leptosyne gigantea*), silver bush lupine, and Virginia glasswort (*Salicornia depressa*). The Menzies' golden bush scrub alliance, including the *Isocoma menziesii* association, is considered a sensitive vegetation community by CDFW. This community was mapped in a single location in the western portion of the study area, outside of the Project site.

Purple Sage Scrub (Salvia leucophylla Association)

Purple sage scrub is dominated by purple sage (*Salvia leucophylla*) in an intermittent to continuous shrub canopy less than 2 meters (7 feet) in height. Other species typically associated with this community include chamise, coyote brush, bladderpod, bush monkeyflower, California brittle bush, brittle bush, California joint fir, narrowleaf goldenbush, ashy buckwheat, California buckwheat, chaparral yucca, golden-yarrow, Menzies' goldenbush, common deerweed, and heartleaf keckiella. This community was mapped in the southern portions of the Project site.

Bigpod Ceanothus-Laurel Sumac Chaparral (Ceanothus megacarpus-Malosma laurina Association)

Bigpod ceanothus-Laurel Sumac chaparral is dominated by bigpod ceanothus in an intermittent to continuous shrub layer less than 2 meters (7 feet) in height, with a sparse herbaceous layer. Other species typically associated with this community include chamise, redshank (*Adenostoma sparsifolium*), greenbark ceanothus, birch leaf mountain mahogany, ashy buckwheat, chaparral yucca, toyon, laurel sumac, inland scrub oak (*Quercus berberidifolia*), lemonade berry, and black sage. This community was mapped in the study area, just south of the Project site.

Toyon-Laurel Sumac Chaparral (Heteromeles arbutifolia-Malosma laurina Association)

Toyon-laurel sumac chaparral is dominated by toyon in an open to continuous shrub canopy less than 15 meters (49 feet) in height. Other species associated with this community include California sagebrush, bigpod ceanothus, birch leaf mountain mahogany, pipestem clematis (*Clematis lasiantha*), bush monkeyflower, California buckwheat, California ash (*Fraxinus dipetala*), bush penstemon (*Keckiella antirrhinoides*), heartleaf keckiella, inland scrub oak, hollyleaf redberry, sugarbush, and black sage. This community occurs throughout the study area, overlapping with small portions of the Project site boundary.

Toyon Chaparral (Heteromeles arbutifolia Association)

Toyon chaparral is similar in character to the toyon-laurel sumac chaparral described above; however, supports a dominance of toyon. This community is considered a sensitive vegetation community by the CDFW. This community occurs to the north of the Project site, within the 300-foot survey buffer.

Scrub Oak-Toyon Chaparral (Quercus berberidifolia-Heteromeles arbutifolia Association)

Scrub oak-toyon chaparral is dominated by scrub oak and toyon in a continuous shrub canopy less than 6 meters (20 feet) in height. Other species associated with this community typically include chamise, redshank, Eastwood's manzanita (*Arctostaphylos glandulosa),* bigberry manzanita (*Arctostaphylos glauca*), hoary leaf ceanothus (C*eanothus crassifolius*), wedge leaf ceanothus, deerbrush (*Ceanothus integerrimus*), cup leaf ceanothus, chaparral whitethorn (*Ceanothus leucodermis*), hairy ceanothus (*Ceanothus oliganthus*), greenbark ceanothus, blue blossom (*Ceanothus thyrsiflorus*), woolly leaf ceanothus (*Ceanothus tomentosus*), mountain mahogany, California coffeeberry (*Frangula californica*), California ash, toyon, chaparral pea (*Pickeringia montana*), hollyleaf cherry, interior live oak (*Quercus wislizeni*), hollyleaf redberry, sugarbush, poison oak, and mission manzanita (*Xylococcus bicolor*). This community was mapped along the northern slopes of the study area, northeast of the Project site.

Coast Live Oak-Toyon Forest and Woodland/Chaparral (Quercus agrifolia Forest and Woodland)

Coast live oak-toyon woodland and forest/chaparral is dominated by coast live oak (*Quercus agrifolia*) and toyon in an open to continuous tree canopy less than 30 meters (98 feet) in height with a sparse to intermittent shrub and/or herbaceous layer. Other species typically associated with this community include bigleaf maple (*Acer macrophyllum*), madrone (*Arbutus menziesii*), Southern California black walnut (*Juglans californica*), blue oak (*Quercus douglasii*), Engelmann oak *(Quercus engelmannii*), California black oak (*Quercus kelloggii*), valley oak (*Quercus lobata*), or California bay (*Umbellularia californica*). This community was mapped on the western edge of the study area, outside of the Project site.

California Sycamore–Coast Live Oak Riparian Woodlands (Platanus racemosa – Quercus agrifolia Association)

California sycamore–coast live oak riparian woodlands are dominated by California sycamore (*Platanus racemose*) and/or coast live oak in an open to intermittent tree canopy that is less than 35 meters (115 feet) in height with an open to intermittent shrub and/or herbaceous layer. Other species typically included in this alliance include white alder (*Alnus rhombifolia*), Southern California black walnut, Fremont cottonwood (*Populus fremontii*), valley oak, narrowleaf willow (*Salix exigua*), Goodding's willow (*Salix gooddingii*), red willow (Salix laevigata), arroyo willow (*Salix lasiolepis*), yellow willow (*Salix lutea*), mulefat (*Baccharis salicifolia*), and California bay. The California sycamore–coast live oak riparian woodlands alliance, including the Platanus racemosa–Quercus agrifolia association, is considered a sensitive vegetation community by CDFW. This community was mapped along a drainage within the study area, west of the Project site.

Fennel Patches (Foeniculum vulgare Association)

Fennel patches support a mixture of weedy, often invasive species including but not limited to, sticky snakeroot (*Ageratina denophora*), poison hemlock (*Conium maculatum*), Fuller's teasel (*Dipsacus fullonum*), Indian teasel (*Dipsacus sativus*), and/or fennel (*Foeniculum vulgare*), in an open to continuous herbaceous layer less than 2 meters (6 feet) in height. This community was mapped in the northwest portion of the Project site.

Shortpod Mustard Fields (Hirschfeldia incana Association)

Upland mustards or star-thistle fields are dominated by black mustard (*Brassica nigra*), and Maltese star-thistle (*Centaurea melitensis*). Other species typically included in this alliance include field mustard (*Brassica rapa*), Italian plumeless thistle (*Carduus pycnocephalus*), yellow starthistle (*Centaurea solstitialis*), cardoon (*Cynara cardunculus*), Geraldton carnation weed (*Euphorbia terracina*), shortpod mustard (*Hirschfeldia incana*), Dyer's woad (*Isatis tinctoria*), and cultivated radish (*Raphanus sativus*) in an open to continuous herbaceous layer less than 3 meters (10 feet) in height. This community occurs in the eastern and northern portions of the Project site.

Wild Oats and Annual Brome Grasslands (Avena spp. – Bromus spp. Herbaceous Semi-Natural)

Wild oats and annual brome grasslands support a mixture of non-native grasses including but not limited to, slender oat (*Avena barbata*), wild oat (*Avena fatua*), purple false brome (*Brachypodium distachyon*), big quaking grass (*Briza maxima*), ripgut brome (*Bromus diandrus*), soft brome (*Bromus hordeaceus*), and/or mouse barley (*Hordeum murinum*) in an open to continuous herbaceous layer less than 1.2 meters (4 feet) in height. This alliance was mapped along the northern boundary of the Project site, south of Rancho Conejo Boulevard.

Disturbed Habitat

Disturbed habitat supports large areas with little to no vegetation and generally supports non-native, weedy species such as slender oats, wild oats, black mustard, etc. This community was mapped in the northern portion of the study area, outside of the Project site.

Ornamental

Ornamental vegetation supports non-native, ornamental trees, shrubs, flowers, and turf grass, planted for slope stabilization and for aesthetic purposes, alongside development. Ornamental plantings were mapped on south-facing slopes, south of the Project site.

Developed

Developed lands were mapped in the eastern portion of the study area north of Rancho Conejo Boulevard and on either side of Conejo Spectrum Street, and in the central portion of the study area south of Rancho Conejo Boulevard and west of Conejo Center Drive, outside of the Project site.

California Department of Fish and Wildlife Sensitive Natural Communities and Habitats

CDFW has defined sensitive natural communities and habitats as those that have a reduced range and/or are endangered by human development (e.g. residential, agricultural, industrial), or the presence of invasive and other problematic species. NatureServe's Heritage Methodology evaluates vegetation communities based on their known range, distribution, and ecological integrity. This ranking occurs for both global (natural range within and outside of California [G]) and subnational (state level for California [S]) status ranks, each ranked from 1 ("critically imperiled" or very rare and threatened) to 5 (demonstrably secure). Natural communities and habitats ranked S1-S3 are considered sensitive natural communities and may require review during evaluation of environmental impacts. Communities marked NR have not been ranked by NatureServe (CDFW 2023).

Five natural communities in the study area are considered sensitive communities by CDFW:

- Ashy Buckwheat Scrub (G2G3, S2S3)
- Coast Prickly Pear Scrub (Designated Sensitive)
- Menzies's Golden Bush Scrub (G3, S3)
- California Sycamore–Coast Live Oak Riparian Woodlands (G3, S3)
- Toyon Chaparral (Designated Sensitive) (see Figure 3.3-1) This community occurs throughout the study area, overlapping with small portions of the Project site boundary

Special-Status Plants

Initially, six special-status plant species, including Blochman's dudleya (*Dudleya blochmaniae ssp. blochmaniae*), Conejo buckwheat (*Eriogonum crocatum*), Conejo dudleya (*Dudleya parva*), Lyon's pentachaeta (*Pentachaeta lyonii*), mesa horkelia (*Horkelia cuneata var. puberula*), and Ojai navarretia (*Navarretia ojaiensis*), were determined to have a moderate potential to occur in the study area based on availability of suitable habitat on site and local occurrence records; however, focused rare plant surveys conducted during the relevant blooming periods concluded that the only special status species occurring within the study area is Conejo dudleya. Approximately 514 Conejo dudleya individuals were mapped within the study area, including five individuals located along the Project site boundary, 32 individuals located within approximately 25 feet of the proposed grading limits, and the remaining mapped individuals located on the hillside upslope and west of the Project site greater than 25 feet from grading limits (see Figure 3.3-1).

Special-Status Wildlife

Based on the presence of suitable habitat and recent occurrence data adjacent to the study area, five special-status species, including coastal California gnatcatcher (*Polioptila californica californica*), coastal whiptail (*Aspidoscelis tigris stejnegeri*) and loggerhead shrike (*Lanius ludovicianus*) were determined to have a moderate to high potential to occur within the study area. Two additional species were observed incidentally during the biological assessment; Crotch's bumble bee was observed in the northern and southeast portion of the Project site and immediately to the north of the Project site, within the 300-foot survey buffer, and a single yellow-breasted chat was observed immediately to the northwest of the Project site, in the 300-foot survey buffer.

Protocol surveys for coastal California gnatcatcher were conducted between March and June, 2023; the species was not detected within the study area during the surveys.

Critical Habitat

Critical habitat does not occur within the Project site; however, critical habitat for Lyon's pentachaeta overlaps the western portion of the study area slightly. Suitable habitat for this species occur does occur within the Project site; however, as discussed above in Special-Status Plants, it was not detected during appropriately-timed focused surveys.

Aquatic Resources

A formal aquatic resources delineation was not conducted, however, the results of the biological assessment revealed that aquatic resources are not present within the Project site. However, the drainage

that supports California sycamore-coast live oak riparian woodland to the west of Conejo Center Drive, within the study area, would likely fall under the jurisdiction of the CDFW, State Water Resources Control Board (SWRCB) and the United States Army Corps of Engineers (USACE). appears to originate west of Conejo Center Drive.

Wildlife Movement and Habitat Linkages

Santa-Monica–Sierra Madre Connection

The Santa Monica – Sierra Madre Connection is an area associated with the South Coast Missing Linkages Project (SCMLP) deemed vital to wildlife movement between the coast/Santa Monica Mountains and the Santa Susana and Sierra Madre Ranges. The SCMLP is a joint effort between various entities including California State Parks, National Park Service, The Wildlands Conservancy, etc. This established migratory corridor is one of the few remaining coastal-inland connections remaining in coastal Southern California and is comprised of a rich mosaic of oak woodland, savanna, chaparral, coastal sage scrub, grasslands, and riparian forests and woodlands, and has several major strands to accommodate diverse reptile, bird, and mammal species, and ecosystem functions (Penrod et al. 2006).

The Santa Monica – Sierra Madre Connection extends into the northern and western study area boundary and into the northernmost portion of the Project site.

Ventura County Habitat Connectivity and Wildlife Corridors and The Critical Wildlife Passage Areas Overlay Zones

Ventura County Ordinances 4537 and 4539, Habitat Connectivity and Wildlife Corridors (HCWC) and the Critical Wildlife Passage Areas (CWPA), were instated to "preserve the functional connectivity for wildlife and vegetation throughout the overlay zone, by minimizing direct and indirect barriers, minimizing loss of vegetation and habitat fragmentation and minimizing impacts to those areas that are narrow, impacted or otherwise tenuous with respect to wildlife movement." The limits of the HCWC and CWPA were based on the findings presented in the SCLMP and mirror the boundaries of the Santa Monica-Sierra Madre Connection. As stated above, The Santa Monica-Sierra Madre Connection (HCWC/CWPA) extends into the northern and western study area boundary and into the northernmost portion of the Project site (VCOC 2020[3]).

City of Thousand Oaks General Plan – Conservation Element

Goal C-7 of the Conservation Element is to connect wildlife habitat and wildlife populations, and associated policies highlight the importance of wildlife movement corridors within the Planning Area, broadly described as those linkages that can be utilized by animals to gain access to critical foraging, nesting, and breeding habitats that are necessary to maintain healthy populations. The Wildlife Migration Corridors section describes the most important corridors within the Planning Area as those linking the Santa Monica Mountains, Simi Hills, and Santa Susana Mountains.

The Santa Monica-Sierra Madre Connection (HCWC/CWPA overlay zones), extends slightly into the northern and western study area boundary and into the northernmost portion of the Project site. Additionally, wildlife was seen utilizing the immediate vicinity during the biological assessment and it is expected that the habitat onsite is used in a limited capacity for wildlife movement. However, the Project

[3] VCOC Ventura County Ordinance Code: https://vcrma.org/county-ordinances

site does not function as a "pinch point," nor does it provide resources that are necessary for the survival of a particular species. In contrast, the Conejo Open Space Conservation Agency (COSCA) land located to the north and west of the Project site more closely represents the value of a HCWC/CWPA, as defined in Ventura County Ordinances 4537 and 4539; this open space area supports large swathes of undisturbed, contiguous habitat (i.e., coastal sage scrub, chaparral, and various riparian vegetation communities) that provide a largely unimpeded connection between Camarillo to the southwest and the Santa Rosa Valley to the north. Furthermore, various unnamed canyons and associated drainages connect directly to the Arroyo Conejo, which is part of the Calleguas Creek Watershed and serves as an important corridor for various species of wildlife (i.e., amphibians, birds, fish, mammals), providing passage under U.S. Route 101 in Camarillo, CA, to the Pacific Ocean.

Wildlife is much more likely to depend on this adjacent habitat (i.e., COSCA and unnamed drainage) than the Project site, for local, largescale movement.

Protected Trees

City of Thousand Oaks, Article 42. Oak Tree Preservation and Protection

Pursuant to Sections 9-4.4201–9-4.4209 of the City of Thousand Oak Municipal Code, "No person shall cut, remove, encroach into the protected zone, or relocate any oak tree on any public or private property within the City, unless a valid oak tree permit has been issued…". Coast live oaks protected under Article 42 of the Thousand Oaks Municipal Code are located near the Project site boundary, and the protected zones of these trees (i.e., 5 feet beyond the dripline, but no less than 15 feet from the trunk) may extend into the Project site.

City of Thousand Oaks, Article 43. Landmark Tree Preservation and Protection

Pursuant to Sections 9-4.4301–9-4.4310 of the City of Thousand Oak Municipal Code, "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 landmark trees located thereon in a state of good health…". One toyon individual meeting the City's definition of a landmark tree (Title 9, Chapter 4, Article 43: Landmark Tree Preservation and Protection) was documented within the Project site.

3.3.3 Regulatory Setting

The following provides a general description of the applicable regulatory requirements for the Project, including federal, state, and local policies and guidelines.

Federal

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) of 1918, as amended, is designed to protect birds that migrate and cross state lines to provide management of migratory birds at a federal level. The MBTA prohibits the kill or transport of native migratory birds, or any part, nest, or egg of such bird unless allowed by another regulation adopted in accordance with the MBTA.

Federal Endangered Species Act

The Federal Endangered Species Act (FESA) was established to protect wildlife species and habitats from extinction and diminishment. The FESA is administered by the U.S. Fish and Wildlife Service (USFWS) and applies to federally listed species and habitat occupied by the federally listed species. FESA Section 9 forbids acts that directly or indirectly harm listed species. Specifically, Section 9 identified prohibited acts related to endangered species, and all persons, including federal, state, and local governments, from taking listed fish and wildlife species, except as specified under the provisions for exceptions (16 U.S.C. 1539). The term 'take' is defined as to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such activity (16 U.S.C. 1532[18]).

Clean Water Act

In 1948, Congress passed the Federal Water Pollution Control Act. The Act was later amended in 1972 and became known as the Clean Water Act (CWA). The CWA establishes the basic structure for regulating discharges of pollutants into the waters of the United States. The act specifies a variety of regulatory and non-regulatory tools to sharply reduce direct pollutant discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff:

- Sections 303 and 304 provide for water quality standards, criteria, and guidelines.
- Section 401 requires every applicant for a federal permit or license for any activity that may result in a discharge to a water body to obtain a water quality certification that the proposed activity will comply with applicable water quality standards. Under Section 401 of the CWA, the SWRCB must certify that actions receiving authorization under Section 404 of the CWA also meet state water quality standards.
- Section 402 regulates point- and nonpoint-source discharges to surface waters through the National Pollutant Discharge Elimination System (NPDES) program. In California, the SWRCB oversees the NPDES program, which is administered by the Regional Water Quality Control Boards. The NPDES program provides for both general permits (those that cover a number of similar or related activities) and individual permits. Anti-backsliding requirements provided for under CWA Sections 402(o)(2) and 303(d)(4) prohibit slackening of discharge requirements and regulations under revised NPDES permits. With isolated/limited exceptions, these regulations require effluent limitations in a reissued permit to be at least as stringent as those contained in the previous permit.
- Section 404 of the Clean Water Act establishes a program to regulate the discharge of dredged and fill material into waters of the U.S., including some wetlands. Activities in waters of the U.S. that are regulated under this program include fills for development, water resource projects (e.g., dams and levees), infrastructure development (e.g., highways and airports), and conversion of wetlands to uplands for farming and forestry. This program is administered by the USACE.

State

California Endangered Species Act

The California Endangered Species Act (CESA) is similar in many ways to the FESA. CESA is administered by the CDFW. CESA provides a process for CDFW to list species as threatened or endangered in response to a citizen petition or by its own initiative (Fish and Game Code § 2070 et seq.). Section 2080 of CESA prohibits the take of species listed as threatened or endangered pursuant to the Act (Fish and Game Code § 2080). Section 2081 allows CDFW to authorize take prohibited under Section 2080 provided that: (1) the taking is incidental to an otherwise lawful activity; (2) the taking will be

minimized and fully mitigated; (3) an applicant ensures adequate funding for minimization and mitigation; and (4) the authorization will not jeopardize the continued existence of listed species (Fish and Game Code § 2081).

California Department of Fish and Game Code

The California Fish and Game (CFG) Code regulates the taking of birds, mammals, fish, amphibians, and reptiles, as well as natural resources such as wetlands and waters of the State. It includes the CESA (Sections 2050–2115) and Streambed Alteration Agreement regulations (Sections 1600-1616), as well as provisions for legal hunting and fishing, and tribal agreements involving the take of native wildlife. Any project impact to State-listed species within or adjacent to a project site would require a permit under CESA. Also, if a project proposes to alter a State-defined wetland, then a Streambed Alteration Agreement would be required from CDFW.

California Native Plant Protection Act

The California Native Plant Protection Act (CNPPA) of 1977 (Fish and Game Code Sections 1900–1913) is intended to preserve, protect, and enhance endangered or rare native plants in California and gives the CDFW authority to designate State endangered, threatened, and rare plants and provides specific protection measures for identified populations. The Act also directs the California Fish and Game Commission to adopt regulations governing taking, possessing, propagation, and sale of any endangered or rare native plant.

Vascular plants categorized as rare by the California Native Plant Society have no designated State or federal listing status or protection under federal or State endangered species legislation. However, all of the plants constituting California Rare Plant Rank 1 or 2 meet the definitions of the California Endangered Species Act of the California Fish and Game Code and are eligible for state listing. Impacts to these species or their habitat are to be analyzed during preparation of environmental documents relating to CEQA, as they meet the definition of Rare or Endangered under State CEQA Guidelines Sections 15125 (c) and/or 15380. Some of the plants constituting California Rare Plant Rank 3 or 4 meet the definitions of the California Endangered Species Act of the California Fish and Game Code, but few, if any, are eligible for state listing. Many of them are significant locally and should be evaluated for impact significance during preparation of CEQA environmental documents. The CRPRs are defined as follows:

- CRPR 1A: Plants presumed extirpated in California and either rare or extinct elsewhere.
- CRPR 1B: Plants Rare, Threatened, or Endangered in California and elsewhere.
- CRPR 2A: Plants presumed extirpated in California but common elsewhere
- CRPR 2B: Plants Rare, Threatened, or Endangered in California, but more common elsewhere.
- CRPR 3: Plants About Which More Information is Needed - A Review List.
- CRPR 4: Plants of Limited Distribution - A Watch List.

Porter–Cologne Water Quality Control Act

Pursuant to provisions of the Porter–Cologne Water Quality Act, the Regional Water Quality Control Board regulates discharging waste, or proposing to discharge waste, within any region that could affect a water of the state (California Water Code, Section 13260[a]). The State Water Resources Control Board

defines a water of the state as "any surface water or groundwater, including saline waters, within the boundaries of the state" (California Water Code, Section 13050[e]).

Regional

There are no regional regulations that apply to biological resources on or in the vicinity of the proposed project site.

Local

The City of Thousand Oaks General Plan 2045

The City of Thousand Oaks General Plan 2045 (General Plan) includes a Conservation Element that outlines a comprehensive set of goals, policies, and actions addressing integrated infrastructure, clean air, enhanced ecosystems, and open space that provide multiple climate and sustainability functions.

The General Plan Conservation Element goals relevant to the proposed project and biological are listed below:

Community Forest

Goal C-3: Maintain and expand a healthy community forest in Thousand Oaks.

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.

Goal C-4: Protect oak and landmark trees to maintain Thousand Oaks' unique environmental character.

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.

Biological Resources

Goal C-5: Properly manage, conserve, and protect native plant communities.

Policy 5.1 Prohibit destructive practices: Prohibit practices such as off-road vehicle use, hunting, and trapping that are incompatible with the long-term survival and viability of resident and migratory wildlife populations.

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 5.7 Discontinue anticoagulants and rodenticides: Continue to educate the public on ecosystem impacts of using anticoagulant rodenticides and discourage the use of anticoagulants and rodenticides within the City.

Goal C-6: Properly manage, conserve, and protect native plant communities.

Policy 6.1 Avoidance of species disturbance: Prioritize protection of rare and endangered species through avoidance as a 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.

Goal C-7: Connect wildlife habitat and wildlife populations.

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.

Goal C-8: Preserve natural streams.

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.

Goal C-9: Minimize disturbance of wetlands and riparian habitat.

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.

City of Thousand Oaks Municipal Code

Oak Tree Preservation and Protection (Article 42)

The purpose of this Ordinance is to protect and preserve any oak tree regardless of size of the genus Quercus including, but not limited to the following: coast live oak scrub oak, and valley oak.

Landmark Tree Preservation and Protection (Article 43)

The purpose of this Ordinance is to protect and preserve specimen trees of the following criteria:

- California sycamore which exceeds twelve (12") inches in diameter when measured at a point of four and one-half (4 1/2') feet above the natural grade at the base of the tree or (diameter at standard height; DSH).
- California bay laurel (*Umbellularia californica*) which exceeds eight (8") inches DSH.
- Southern California black walnut which exceeds eight (8") inches DSH.
- Toyon (*Heteromeles arbutifolia*) which exceeds eight (8") inches DSH.

Trees with multiple trunks shall be deemed to have reached maturity if the sum of the diameters of the multiple trunks exceeds the required diameter plus 2 inches of a single-trunked tree. Landmark trees shall also include all designated historic trees.

3.3.4 Thresholds of Significance

According to Appendix G of the State CEQA Guidelines, the proposed Project could have a potentially significant impact with respect to biological resources if it would:

- 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 (see Impact 3.3-1, below).
- 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 U.S. Fish and Wildlife Service (see Impact 3.3-2, below).
- 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 (see Impact 3.3-3, below).
- 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 (see Impact 3.3-4, below).
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (see Impact 3.3-5, below).
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. (see Impact 3.3-6, below).

3.3.5 Methodology

This section describes the potential effects of the proposed project on biological resources that may occur because of project implementation.

Definition of Impacts

Direct, indirect, temporary, and/or permanent effects to biological resources may occur as a result of project implementation, as defined below:

Direct Permanent Impacts: Direct permanent impacts refer to the absolute and permanent physical loss of a biological resource due to clearing, grading, and/or construction of structures, which can be determined in four ways: (1) permanent loss of vegetation communities, land covers, and general wildlife and their habitat; (2) permanent loss of or harm to individuals of special-status plant and wildlife species; (3) permanent loss of suitable habitat for special-status species; and (4) permanent loss of wildlife movement and habitat connectivity. It is assumed that the potential for direct impacts to biological resources will be limited to the first phase of the proposed project, during which all vegetation removal and grading would be completed.

Direct Temporary Impacts: Direct temporary impacts refer to a temporal loss of vegetation communities and land covers resulting from vegetation and land cover clearing. The main criterion for direct temporary impacts is that impacts would occur for a short period of time and would be reversible. Areas currently supporting native vegetation temporarily disturbed by construction activities would be restored and revegetated with a native species mix similar to that which existed prior to disturbance following completion of work in the area such that full biological function can be restored. Areas not currently supporting native vegetation would be adequately restored to prevent adverse effects such as erosion or establishment of invasive species following construction.

Indirect Impacts: Indirect impacts are reasonably foreseeable effects caused by project implementation on remaining or adjacent biological resources outside the direct construction disturbance zone that may occur during construction (i.e., short term construction related indirect impacts) or later in time because of the development (i.e., long-term, or operational, indirect impacts). Indirect impacts may affect areas within the defined study area, but outside the construction disturbance zone. Indirect impacts include short-term effects immediately related to construction activities and long-term or chronic effects related to the human occupation of developed areas (i.e., development related long-term effects) that are adjacent to naturalized areas. For the proposed project, it is assumed that the potential indirect impacts resulting from construction activities include fugitive dust from earthmoving activities, leaks or spills from construction equipment, noise from construction activities, and general human presence that may temporarily disrupt species and habitat vitality, as well construction-related soil erosion and runoff that could affect downslope resources.

3.3.6 Impact Analysis

Impact 3.3-1: Would the Project either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (Less than Significant with Mitigation)

Plants

Conejo dudleya, a special-status plant species was documented during focused rare plant surveys. Potential direct and indirect impacts to this species resulting from Project implementation are discussed below.

Direct Impacts

All mapped Conejo dudleya individuals are located outside of proposed work areas and no Conejo dudleya individuals would be removed as a result of the Project (see Figure 3.3-1). Therefore, Project implementation would not result in direct impacts to Conejo dudleya. Besides Conejo dudleya, no other special-status plant species were observed during botanical surveys. Botanical surveys occurred in a year with greater-than-average rainfall, during the blooming period for special-status plant species that had been determined previously to have a moderate potential to occur on site. These surveys were conducted after reference checks at known populations in the area confirmed that target species were in bloom.

Indirect Impacts

Of the approximately 514 mapped Conejo dudleya individuals, 5 are located along the Project site boundary, and an additional 32 individuals are located within approximately 25 feet of the proposed grading limits. The remaining mapped individuals are positioned on the hillside upslope and west of the Project site, between approximately 25 feet and 150 feet from the grading limits. Conejo dudleya individuals could be impacted by both short-term construction-related effects and long-term development-related effects associated with the Project.

Short-term construction-related effects that have the potential to indirectly impact special-status plant species include fugitive dust; litter; accidental clearing, grading, and trampling; and increased erosion, runoff, sedimentation, and chemical pollution. Excessive dust generated during construction can decrease or limit plant survivorship by decreasing photosynthetic output, reducing transpiration, and adversely affecting reproductive success. Construction activities such as grading, which have the potential to alter the surface hydrology, thereby affecting plants by reducing access to sheet flow during rain events or increasing the chance of erosion, sedimentation, and chemical pollution, are unlikely to impact Conejo dudleya since the mapped individuals are all upslope of the proposed work areas. However, operation and maintenance of construction equipment could increase the chance of petroleum or other chemical spills or leaks (e.g., fuels, lubricants, cleaning solutions) that, although less likely to affect upslope individuals, could affect Conejo dudleya nearest to the work areas. Individual plants could also be crushed through the inadvertent clearing of vegetation or by construction personnel walking outside the designated disturbance limits.

Over the long term, the proposed development could result in an increase in human activity along the open space– urban interface (also referred to as “edge areas”). Human activity in these areas may result in

the trampling of special-status plants and other vegetation and the compaction of soils, both of which interact with the soil chemistry and can affect soil moisture, water penetration, surface flows, and erosion, which in turn can affect the long-term viability of plants and plant communities. Human activity and development can also result in altered fire regimes that could affect special-status plants. The Project has historically been regularly maintained in accordance with applicable law, including fuel modification activities within 100 feet of existing structures on adjacent properties. Portions of the Project are also currently subject to regular human use, including hiking, dog walking, mountain biking, off-road vehicle use, and trash dumping. These activities occur primarily in the northern and southwestern portions of the Project site, adjacent to land that is owned and managed by the Conejo Open Space Conservation Agency (COSCA) to the north and west of the Project site. In the long-term, development of the proposed Project should result in a decrease in these uses, which currently contribute to edge effects and habitat degradation. Nevertheless, any increase in human use of the Project site could contribute to edge effects in the long-term as access to private properties would be better controlled compared to the open nature of the current undeveloped properties and the developed property would be professionally managed. Other long-term development-related effects that have the potential to indirectly impact special-status plant species include:

- Fertilizers and herbicides, which may be used in association with landscaped areas on the Project site, may penetrate open space areas through runoff and overspray, adversely affecting special-status plant species by killing or weakening individuals and/or allowing establishment of non-native species in edge areas; however, runoff and overspray impacts are likely to be minimal as the special-status plants are primarily located uphill from the development footprint.
- Changes in hydrology due to increased urban and stormwater runoff from the installation of impervious surfaces, including roads and structures, and/or changes in the water table, which can result from mass grading, soil compaction, and development; however, alterations in hydrological impacts above ground (i.e. sheet flow of water) are likely to be minimal as the special-status plants are primarily located uphill from the development footprint.
- Introduction of invasive plant species that thrive in edge habitats, which can degrade habitat by forming monocultures that displace native plants and can colonize areas that are subject to disturbance.

Short-term and long-term indirect impacts to special-status plant species, resulting in the loss of Conejo dudleya individuals or degradation of habitat, could be significant without mitigation. Implementation of **Mitigation Measure BIO-1 through Mitigation Measure BIO-4**would avoid and minimize the potential for inadvertent impacts to special-status plant species outside of the disturbance limits. In the event that impacts to occupied Conejo dudleya habitat are not avoided, Mitigation Measure BIO-4 also requires off-site in-kind habitat enhancement to achieve no net loss of occupied Conejo dudleya habitat. **Mitigation Measure BIO-5** would reduce the potential for impacts due to fugitive dust and increased erosion, runoff, sedimentation, and chemical pollution. **Mitigation Measure BIO-6** would avoid and minimize the introduction of invasive plant species and reduce the potential for impacts from fertilizers and herbicides. Implementation of Mitigation Measure BIO-1 through Mitigation Measure BIO-6 would reduce indirect impacts to special-status plants to less than significant.

Wildlife

Two special-status wildlife species (Crotch's bumble bee and yellow-breasted chat) were detected on or near the Project site and two special-status wildlife species (coastal whiptail and loggerhead shrike) have a moderate potential to occur on site based on the presence of suitable habitat and their known occurrence in the Project vicinity. Potential direct and indirect impacts to these species resulting from Project implementation are discussed below. The significance of direct impacts to each special-status species is evaluated based on the loss of suitable habitat and the Project's potential to impact individuals through injury or mortality. Project-related impacts could be considered significant if the impact causes the greater population of the species to drop below self-sustaining levels.

Direct Impacts

Special-Status Invertebrates Species

Crotch's bumble bee is a generalist forager and could forage anywhere on site where suitable floral resources are present. Although much of the Project site is disturbed with large portions dominated by non-native vegetation, floral resources that could support Crotch's bumble bee foraging are present throughout the site. The entire Project site also has the potential to support nesting sites for bumble bee colonies, including Crotch's bumble bee, which are primarily located underground in abandoned holes made by ground squirrels, mice, and rats, but may be above ground in abandoned bird nests or empty cavities.

Implementation of the proposed Project would result in permanent direct impacts to Crotch's bumble bee through the removal of approximately 49.53 acres of potentially suitable habitat. Because Crotch's bumble bee typically nests underground, individuals would also be highly vulnerable to injury and mortality during construction, which could crush nests and individuals, if present on site.

Direct impacts to Crotch's bumble bee resulting from habitat loss would be less than significant. Abundant suitable habitat, including foraging and nesting resources, is present in the Project vicinity, including throughout the approximately 1,673-acre Conejo Canyons Open Space adjacent to the Project site. These areas will continue to provide habitat opportunities for this species. As a result, the loss of suitable habitat would not substantially reduce the habitat for the species and would not cause the species population to drop below self-sustaining levels; therefore, direct impacts resulting from the loss of habitat for Crotch's bumble bee would be less than significant.

Harm to or the loss of individuals during construction could be significant, absent mitigation. Potential significant direct impacts to Crotch's bumble bee would be avoided and reduced to less than significant with the implementation of Mitigation Measure BIO-1, Mitigation Measure BIO-2, and **Mitigation Measure BIO-7**. Mitigation Measure BIO-1 and Mitigation Measure BIO-2 would ensure compliance with environmental/permit regulations and mitigation measures. Mitigation Measure BIO-7 would require pre-construction habitat assessments and focused surveys to identify any Crotch's bumble bee nest(s) present within the impact footprint. The measure would require no-impact buffers to be established around nests, thereby avoiding potential direct impacts to Crotch's bumble bee resulting from the loss of individuals.

Special-Status Reptile Species

Coastal whiptail has a moderate potential to occur in the study area, including on the Project site, based on the presence of suitable habitat and known occurrences in the region. Suitable habitat for this species occurs within the chaparral and scrub communities on the Project site, totaling approximately 26.64 acres.

Implementation of the proposed Project would result in permanent direct impacts to coastal whiptail through the loss of approximately 25.55 acres of suitable habitat. Individuals are cryptic and slow moving on the surface or are otherwise underground, and therefore, are highly vulnerable to injury and mortality during construction.

Direct impacts to coastal whiptail resulting from habitat loss would be less than significant. Abundant suitable habitat is present in the Project vicinity, including throughout the approximately 1,673-acre Conejo Canyons Open Space adjacent to the Project site. These areas will continue to provide habitat opportunities for this species. As a result, the loss of suitable habitat would not substantially reduce the habitat for the species and would not cause the species population to drop below self-sustaining levels; therefore, direct impacts resulting from the loss of habitat for coastal whiptail would be less than significant.

Harm to or the loss of individuals during construction could be significant, absent mitigation. Potential significant direct impacts to coastal whiptail would be reduced to less than significant with the implementation of Mitigation Measure BIO-1 through Mitigation Measure BIO-3, and **Mitigation Measure BIO-8**. Mitigation Measure BIO-1 and Mitigation Measure BIO-2 would ensure compliance with environmental/permit regulations and mitigation measures. Mitigation Measure BIO-3 would prevent reptiles from moving into work areas. Mitigation Measure BIO-8 would require pre-construction surveys for coastal whiptail and the implementation of a City-approved relocation plan should special-status reptiles be found within the impact footprint.

Special-Status and Protected Nesting Bird Species

One special-status bird species was observed during biological surveys conducted on the Project site: yellow-breasted chat. An additional special-status bird species – loggerhead shrike – has a moderate potential to nest and forage in the study area based on the presence of suitable habitat. There is no suitable nesting habitat for yellow-breasted chat on the Project site and no direct impacts to this species are expected to occur. Loggerhead shrike nest sites are typically well concealed in a dense shrub or tree. Suitable vegetation for nesting is limited on the Project site, but there is some potential for this species to nest in the scrub and chapparal communities on site, totaling approximately 26.64 acres.

Implementation of the proposed Project would result in permanent direct impacts to loggerhead shrike through the loss of approximately 25.55 acres of suitable nesting habitat. Individual loggerhead shrike adults are unlikely to be directly killed or injured during construction activities because they are highly mobile and would likely leave the area during construction. However, nesting activities by this species, as well as nesting activities of other bird species protected under the Migratory Bird Treaty Act and California Fish and Game Code that have the potential to nest within the proposed development footprint, could be disrupted if construction occurs during the breeding season. Impacts to nesting birds could occur as a result of nest abandonment, reduced reproductive success, or other disruptions to nesting. Nests, eggs, and young could also be crushed or otherwise directly affected during vegetation clearing and grading.

Direct impacts to loggerhead shrike resulting from habitat loss would be less than significant. The nesting habitat on the Project site is of low quality and abundant suitable habitat is present in the Project vicinity, including throughout the approximately 1,673-acre Conejo Canyons Open Space adjacent to the Project site. These areas will continue to provide nesting opportunities for this species. As a result, the loss of suitable habitat would not substantially reduce the habitat for the species and would not cause the species population to drop below self- sustaining levels; therefore, direct impacts resulting from the loss of nesting habitat for loggerhead shrike would be less than significant.

Harm to or the loss of individual loggerhead shrikes or other bird species protected under the MBTA and California Fish and Game Code (Sections 3503, 3503.5, and 3513), including eggs and young, could be significant, absent mitigation. These impacts would be reduced to less than significant with the implementation of Mitigation Measure BIO-1, Mitigation Measure BIO-2, and **Mitigation Measure BIO-9**. Mitigation Measure BIO-1 and Mitigation Measure BIO-2 would ensure compliance with environmental/permit regulations and mitigation measures. Mitigation Measure BIO-9 places seasonal restrictions on construction and, in instances where those restrictions are not feasible, requires preconstruction nesting bird surveys to be conducted during the breeding season and avoidance buffers to be established if active nests are identified.

Indirect Impacts

As a result of Project implementation, special-status wildlife species may be indirectly impacted by short-term construction-related effects and by long-term development-related effects, which may occur as a result of both habitat degradation and effects on individuals.

Potential short-term construction-related indirect impacts to wildlife habitat include fugitive dust; runoff, sedimentation, chemical pollution, and erosion; litter; construction; and accidental clearing, grading, and trampling. These effects could result in habitat degradation in the same manner as is described earlier, for special-status plants. Over the long term, habitat degradation could occur as a result of altered hydrology, altered fire regimes, and invasion of non-native plant species. In addition, increases in human activity along the open-space-urban interface could result in trampling of vegetation and/or the compaction of soils, which can affect the long-term viability of plant communities and degrade wildlife habitat.

As discussed in the biological resources technical report (Dudek 2024), historically, the Project site has been regularly maintained in accordance with applicable law, including fuel modification activities within 100 feet of existing structures on adjacent properties. Portions of the Project site are also currently subject to regular human use, including hiking, dog walking, mountain biking, off- road vehicle use, and trash dumping. These activities occur primarily in the northern and southwestern portions of the Project site, adjacent to the Conejo Canyons Open Space. In the long-term, development of the proposed Project should result in a decrease in these uses, which currently contribute to edge effects and habitat degradation. Nevertheless, any increase in human use on the Project site could contribute to edge effects in the long- term as access to private properties would be better controlled compared to the open nature of the current undeveloped properties and the developed property would be professionally managed.

Potential short-term construction-related effects generally include noise and vibration; lighting; accidental clearing and grading; increased human activity; and an increase in non-native, invasive animal species. Potential long-term development-related effects generally include lighting; increased predation or

harassment by mesopredators; invasion by non-native and invasive wildlife species; pesticide use; altered fire regimes; and increased vehicle collisions. Although there is no suitable nesting habitat for yellow-breasted chat on the Project site, this species could nest in the riparian habitat present along the unnamed drainage extending west from the Project site (see Figure 3.8-1, *Natural Drainages*). Approximately 0.73 acres of suitable nesting habitat exists in the study area, within 300-feet of the Project site. The potential short-term and long-term indirect impacts described above have the potential to affect individual yellow-breasted chat, loggerhead shrike, and Crotch's bumble bee that may nest adjacent to the Project site during and after construction. Coastal whiptail present on and adjacent to the Project site may also be indirectly impacted during and after construction.

Potential short-term and long-term indirect impacts to special-status wildlife species from habitat degradation would be less than significant. Abundant suitable habitat is present in the Project vicinity, including throughout the approximately 1,673-acre Conejo Canyons Open Space adjacent to the Project site. These areas will continue to provide habitat for special-status wildlife species. As a result, indirect impacts resulting from habitat degradation outside the impact footprint and/or after development would not substantially reduce the habitat for special-status wildlife species and would not cause the special-status wildlife species populations to drop below self-sustaining levels. Potential indirect impacts to special-status wildlife species resulting from harm to or loss of individuals during and after construction, would be significant, absent mitigation. These impacts would be reduced to less than significant with implementation of the following measures: Mitigation Measure BIO-1, Mitigation Measure BIO-2, and Mitigation Measure BIO-3 would ensure compliance with environmental/permit regulations and mitigation measures and prevent inadvertent impacts outside of the designated Project footprint. Although not required as mitigation for impacts due to habitat degradation, Mitigation Measure BIO-5 would reduce the potential for fugitive dust and increased erosion, runoff, sedimentation, and chemical pollution to affect wildlife habitat outside of the impact footprint and Mitigation Measure BIO-6 would avoid and minimize the introduction of invasive plant species and reduce the potential for habitat degradation from fertilizers and herbicides. Mitigation Measure BIO-7, Mitigation Measure BIO-8, and Mitigation Measure BIO-9 would reduce the potential for the loss of or harm to special-status wildlife individuals. **Mitigation Measure BIO-10** would minimize indirect impacts from lighting during construction and after development is complete by requiring all lighting along the perimeter of natural areas to be downcast luminaries with light patterns directed away from natural areas.

Significance Determination: Less than Significant with Mitigation.

Mitigation Measures:

> **Mitigation Measure BIO-1 (Worker Education Awareness Program (WEAP)):** Prior to the initiation of the initial vegetation removal or initial grading activities, all personnel associated with those activities shall attend a worker education awareness program (program) conducted by a City-approved qualified biologist. In general, the program shall discuss any potentially occurring sensitive biological resources or species and habitat preference(s), occupied habitat in the area, life histories, as well as potential construction impacts, protection measures, and Project limits. Legal protections and regulations pertinent to the biological resources that may be present shall also be included in the program. A species and habitat fact sheet shall be developed prior to the training program and distributed at the training program to all contractors, employers and other personnel involved with the construction of the Project.

After the kickoff meeting, the Project proponent shall notify the City-approved qualified biologist in advance if additional contractors are employed during the initial vegetation removal or initial grading activities. A sign-in sheet will be circulated for signatures to all personal that attend the workers educational training to confirm that program materials were received and that they understand the information presented.

Mitigation Measure BIO-2 (Biological Monitoring): The Project Applicant shall fund a City-approved Biological Monitor during the initial vegetation removal or grading activities in undeveloped areas to monitor those activities and to ensure compliance with all mitigation measures. Prior to the issuance of a grading permit, the Project Applicant shall submit the qualifications of the Biological Monitor(s) to the City for review and approval. The City-approved Biological Monitor shall be experienced in construction monitoring and be able to identify potentially occurring sensitive biological resources in the area. The City-approved Biological Monitor shall be present on site during all vegetation removal and initial grading activities in undeveloped areas and shall implement and monitor any required no-disturbance buffers for Crotch's bumble bee and/or nesting birds based on the results of pre-construction surveys conducted under MM-BIO-7 and MM-BIO-9. Each day, prior to the commencement of activities, the City-approved Biological Monitor shall survey the construction Project footprint and surrounding areas for compliance with all Mitigation Measures.

Mitigation Measure BIO-3 (Demarcation of Disturbance Limits): Prior to commencement of initial vegetation removal and grading, the construction limits shall be clearly demarcated using high-visibility construction fencing. All construction activities, including equipment staging and maintenance, shall be conducted within the marked disturbance limits to prevent inadvertent disturbance to sensitive biological resources outside the limits of work. The fencing shall be maintained throughout the duration of all construction activities. Any windblown trash generated by the Project that collects on the fence will be regularly removed.

Mitigation Measure BIO-4 (Master Fuel Management Plan and Conejo Dudleya Habitat Enhancement): By March 1 of each year, a Master Fuel Management Plan for the whole of the project shall be prepared by a City-approved restoration ecologist or qualified biologist in coordination with the Project Applicant's landscape architect and submitted to the Community Development Department, Fire Department, and the Conejo Open Space Conservation Agency for review and approval prior to Fire abatement work being conducted. The Master Fuel Management Plan shall include, but not be limited to, the following:

1) Identify the location of sensitive status species to be avoided;

2) Include photos of sensitive status species to be avoided in dormant, vernalization, and blooming stages;

3) A site plan demarcating the disturbance limits during fuel management operations, and a legend identifying where barriers, temporary construction fencing, and/or staking will be utilized;

4) A description of fuel management methodologies to be used. Areas within 100 feet of buildings shall utilize the following standards unless the Community Development Department, Fire Department, and the Conejo Open Space Conservation Agency agree to alternative compliance methods:

a) The herbaceous (grassy) plants are to be cut to a maximum height of 3 inches. The plants are not to be entirely removed as they help with erosion (water and wind).

b) Bushes may be retained but, to avoid a continuous massing, shall be trimmed/thinned to a maximum height of 4 feet, and the bushes must be spaced apart a minimum of 6 feet.

c) Trees may be retained, but their understory is to be cleared to a maximum height of 3 inches and branches are to be trimmed to comply with Fire clearance requirements. Trees which are protected by TOMC Title 9, Chapter 4, Articles 42 and 43 may be trimmed with approval of a Protected Tree Permit.

d) The area behind the Municipal Service Center within 100 feet from buildings/sheds is to be trimmed/thinned; however, the trimming/thinning is not required in areas with excessive slopes that would necessitate workers to use harnesses.

e) All cuttings and all dead materials are to be removed.

5) The Master Fuel Management Plan is to be implemented throughout the year. Prior to fuel management work being conducted, the Project Applicant is to submit surveys for the areas subject to fuel management consistent with the standards in Mitigation Measures BIO-7, 8 and 9.

Should accidental clearing outside of grading limits result in loss of Conejo dudleya individuals and/or loss of occupied habitat, the Project Applicant shall commit to off-site in-kind habitat enhancement at a 3:1 ratio to achieve no net loss of special-status plant species habitat. Enhancement will occur within lands managed by the COSCA, at the direction and approval of COSCA, with an acreage appropriate to achieve a total of 3:1 replacement for habitat loss.

Mitigation Measure BIO-5 (**Stormwater Pollution Prevention Plan):** Prior to issuance of a grading permit, the Project Applicant shall develop a project-specific Stormwater Pollution Prevention Plan (SWPPP) requiring erosion and sediment control Best Management Practices (BMPs) to be implemented during construction and submit the SWPPP to the City for review and approval. The site-specific SWPPP shall include but not be limited to: (1) the regular use of water trucks or other means of site irrigation to minimize fugitive dust during earthmoving and prevent fugitive dust from escaping the property boundary; (2) prohibition of vehicle fueling on-site; (3) requirement that secondary containment be utilized for the temporary use all hazardous materials during construction activities and such containment shall be located as far as feasible from special- status plants and potentially jurisdictional resources.

Mitigation Measure BIO-6 (Invasive Plant Species Prevention and Weed Control Plan): Prior to issuance of grading permits, the Project Applicant shall retain a City-approved restoration ecologist or qualified biologist to prepare a comprehensive Invasive Plant Species Prevention and Weed Control Plan (IPSP & WCP) in coordination with the Project Applicant's landscape architect. The IPSP & WCP shall be implemented within the landscaped areas of the Project to minimize invasive plant species and weed invasion into open space areas. The IPSP & WCP is to be implemented during construction and for a period of up to 5 years post-development, until the establishment of common landscaped areas associated within each completed phase of the Project, as determined by the City-approved restoration ecologist or qualified biologist. The IPSP & WCP shall be submitted to the City and the Conejo Open Space Conservation Agency for review and approval. The IPSP & WCP shall include, but not be limited to, the following:

1) Weed control treatments shall include the application of legally permitted herbicide, as well as manual and mechanical methods of removal. The application of herbicides shall be performed by a licensed landscape maintenance company and comply with state and federal laws and regulations under the supervision of a Pest Control Advisor and a Licensed Qualified Applicator. Herbicides shall not be applied during or within 72 hours of a forecasted measurable rain event or during high wind conditions that could cause spray drift onto native vegetation. Where manual or mechanical methods are used, plant debris shall be disposed of at a certified disposal site. The timing of the weed control treatment shall be determined for each plant species with the goal of controlling populations before they start producing seeds.

2) Invasive plant species on the California Invasive Plant Council inventory shall not be included in Project landscaping palettes. Project landscape palettes shall be reviewed and approved by the City to ensure that invasive plant species are excluded.

3) All straw materials used during Project construction and operation shall be weed-free rice straw or other weed-free product, and all gravel and fill material shall be weed free. If straw wattles are used, they shall not be encased in plastic mesh. All plant materials used within the Project shall be certified weed-free and approved by the City of Thousand Oaks Community Development Department.

4) Prior to initial entry into the Project area, equipment shall be free of soil and debris on tires, wheel wells, vehicle undercarriages, and other surfaces (a high- pressure washer and/or compressed air may be used to ensure that soil and debris are completely removed). Compliance with the provision is achieved by on-site inspection and verification or by demonstrating that the vehicle or equipment has been cleaned at a commercial vehicle or appropriate truck washing facility. In addition, the interior of equipment (cabs, etc.) shall be free of mud, soil, gravel, and other debris (interiors may be vacuumed or washed).

5) All vegetative material removed from the Project site shall be transported in a covered vehicle and will be disposed of at a certified disposal site.

Mitigation Measure BIO-7 (Crotch's Bumble Bee Pre-Construction Surveys): A pre-construction survey for Crotch's bumble bee shall be conducted within the construction footprint prior to the start of initial vegetation removal or initial grading activities occurring during the Crotch's bumble bee nesting period (February 1 through October 31) to determine if nests for Crotch's bumble bee are located within the construction area or not. The pre-construction survey shall include 1) a habitat assessment and 2) focused surveys, both of which will be based on recommendations described in the "Survey Considerations for CESA Candidate Bumble Bee Species," released by the CDFW on June 6, 2023, or the most current at the time of construction.

The habitat assessment shall, at a minimum, include historical and current species occurrences; document potential habitat onsite including foraging, nesting, and/or overwintering resources; and identify which plant species are present. For the purposes of this mitigation measure, nest resources are defined as abandoned small mammal burrows, bunch grasses with a duff layer, thatch, hollow trees, brush piles, and man-made structures that may support bumble bee colonies such as rock walls, rubble, and furniture.

The focused survey will be performed by a City-approved qualified biologist (someone who has more than three years of experience of conducting nesting bee surveys and monitoring active nests

in the Project region) with expertise in surveying for bumble bees and include at least three (3) survey passes that are not on sequential days or in the same week, preferably spaced two to four weeks apart. The timing of these surveys shall coincide with the Colony Active Period (April 1 through August 31 for Crotch's bumble bee). Surveys may occur between 1 hour after sunrise and 2 hours before sunset. Surveys may be conducted earlier if other bees or butterflies are flying. Surveys shall not be conducted when it is windy (i.e., sustained winds greater than 8 mph). Surveys will not be conducted during wet conditions (e.g., foggy, raining, or drizzling) and surveyors will wait at least 1 hour following rain. Optimal survey conditions are when there are sunny to partly sunny skies with temperatures that are greater than 60° Fahrenheit. The City-approved qualified biologist shall look for nest resources suitable for bumble bee use. Ensuring that all nest resources receive 100% visual coverage, the City-approved qualified biologist shall watch the nest resources for up to five minutes, looking for exiting or entering worker bumble bees. Worker bees should arrive and exit an active nest site with frequency, such that their presence would be apparent after five minutes of observation. If a bumble bee worker is detected, then an observed representative shall be identified to species. The City-approved qualified biologist should be able to view several burrows at one time to sufficiently determine if bees are entering/exiting them if the burrows are proximate to one another. It is up to the discretion of the City-approved qualified biologist regarding the actual survey viewshed limits from the chosen vantage point which would provide 100% visual coverage which is not to exceed a 50-foot-wide area. If a nest is suspected, the surveyor can block the entrance of the possible nest with a sterile vial or jar until nest activity is confirmed (no longer than 30 minutes).

For proper identification, a City-approved qualified biologist(s) will net/capture the representative bumble bee in an appropriate insect net, per the protocol in U.S. National Protocol Framework for the Inventory and Monitoring of Bees. The bee shall be placed in a clear container for observation and photographically documented. The bee will be photographed using a macro lens from various angles to ensure recordation of key identifying characteristics. If bumble bee identifying characteristics cannot be adequately captured in the container due to movement, the container will be placed in a cooler with ice until the bumble bee becomes inactive (generally within 15 minutes). Once inert, the bumble bee shall be removed from the container and placed on a white sheet of paper or card for examination and photographic documentation. The bumble bee shall be released into the same area from which it was captured upon completion of identification. Based on implementation of this method on a variety of other bumble bee species, bees become active shortly after removal from the cold environment, so photography must be performed quickly.

If Crotch's bumble bee nests are not detected, no further mitigation shall be required, and no additional surveys shall be necessary if construction begins within 14 days of the last survey for a given phase area. If construction in a given phase area does not start within 14 days of the last survey, or if construction in a given phase area stops for 14 days or longer, surveys shall be repeated if construction re-commences between February 1 and October 31.

The mere presence of foraging Crotch's bumble bees would not require implementation of additional minimization measures because this species can forage up to 10 kilometers from their nests. If nest resources occupied by Crotch's bumble bee are detected within the construction area, no construction activities shall occur within 100 feet of the nest, or as determined by a City-approved qualified biologist through evaluation of topographic features or distribution of floral resources. The nest resources will be avoided for the duration of the Crotch's bumble bee nesting period (February 1 through October 31). Outside of the nesting season, it is assumed that no live individuals would be present within the nest as the daughter queens (gynes) usually leave by September, and all other individuals (original queen, workers, males) die. The gyne is highly

mobile and can independently disperse to outside of the construction footprint to surrounding open space areas that support suitable hibernacula resources.

A written survey report will be submitted to the City within 30 days of the pre-construction survey and shall be reviewed and approved by the City before the start of grading and construction activities. The Project Applicant shall be billed by the City pursuant to the adopted Fee Schedule in effect during the review period to review the initial and any report revisions required to approve the report. The survey report shall also be submitted to CDFW within the same timeframe for its consideration and action in accordance with applicable laws and regulations. The report will include survey methods, weather conditions, and survey results, including a list of insect species observed and a figure showing the locations of any Crotch's bumble bee nest sites or individuals observed. The survey report will include the qualifications/resumes of the surveyor(s) and City-approved qualified biologist(s) for identification of photo vouchers, detailed habitat assessment, and photo vouchers. If Crotch's bumble bee nests are observed, the survey report shall also include recommendations for avoidance, and the location information will be submitted to the California Natural Diversity Database (CNDDB) at the time of, or prior to, submittal of the survey report.

If the nest resources cannot be avoided during the nesting period, as outlined in this measure, the Project applicant will consult with CDFW regarding the need to obtain an Incidental Take Permit. Any measures determined to be necessary through the Incidental Take Permit process to offset impacts to Crotch's bumble bee may supersede measures provided in this CEQA document and shall be incorporated into a habitat mitigation and monitoring plan.

In the event an Incidental Take Permit is needed, mitigation for direct impacts to Crotch's bumble bee will be fulfilled through compensatory mitigation at a minimum 1:1 nesting habitat replacement of equal or better functions and values to those impacted by the Project, or as otherwise determined through the Incidental Take Permit process. Mitigation will be accomplished either through off-site conservation or through a CDFW-approved mitigation bank. If mitigation is not purchased through a mitigation bank, and lands are conserved separately, a cost estimate will be prepared to estimate the initial start-up costs and ongoing annual costs of management activities for the management of the conservation easement area(s) in perpetuity. The funding source will be in the form of an endowment to help the qualified natural lands management entity that is ultimately selected to hold the conservation easement(s). The endowment amount will be established following the completion of a Project-specific Property Analysis Record to calculate the costs of in-perpetuity land management. The Property Analysis Record will take into account all management activities required in the Incidental Take Permit to fulfill the requirements of the conservation easement(s), which are currently in review and development.

Mitigation Measure BIO-8 (Special-Status Reptile Pre-Construction Survey): A pre-construction survey for coastal whiptail shall be conducted by a City-approved qualified biologist (someone who has more than three years of experience of conducting coastal whiptail surveys and monitoring coastal whiptail habitat in the Project region) no more than 30 days prior to the initiation of initial vegetation removal or initial grading activities. If construction in a given phase area does not start within 30 days of the survey, or if construction in a given phase area stops for 30 days or longer, surveys shall be repeated. If coastal whiptail is observed on the Project site, a salvage and relocation plan for this species shall be developed and submitted to the City for review and approval. The plan shall be implemented to allow a City-approved qualified biologist to capture and relocate the species to suitable habitat outside of the impact footprint prior to the

onset of ground disturbing activities. The results of special-status reptile pre-construction surveys shall be documented in a letter report that will be submitted to the City and CDFW.

Mitigation Measure BIO-9 (Nesting Bird Avoidance Survey): Project construction shall be conducted in compliance with the conditions set forth in the MBTA and California Fish and Game Code to protect active bird/raptor nests. To the maximum extent feasible, vegetation removal shall occur during the non-breeding season for nesting birds and nesting raptors. If the Project requires that work be initiated during the breeding season for nesting birds (February 1–August 31) or nesting raptors (January 1–June 30), in order to avoid direct impacts to active nests, a pre-construction survey shall be conducted in the study area by a City-approved qualified biologist (someone who has more than three years of experience of conducting nesting bird surveys and monitoring active nests in the Project region) for nesting birds and raptors within 7 days prior to initial vegetation removal or initial grading activities. If the City-approved qualified biologist does not find any active nests within or immediately adjacent to the impact areas, the vegetation clearing/construction work shall be allowed to proceed. If construction in a given phase area does not start within 7 days of the survey, or if construction in a given phase area stops for 7 days or longer, nesting bird surveys shall be repeated.

If the City-approved qualified biologist finds an active nest within or immediately adjacent to the construction area and determines that the nest may be impacted, or breeding activities substantially disrupted by the initial vegetation removal or initial grading activities, the City-approved qualified biologist shall delineate an appropriate buffer zone around the nest depending on the sensitivity of the species and the nature of the construction activity. To protect any nest site, the following restrictions to construction activities shall be required until nests are no longer active, as determined by a City-approved qualified biologist: (1) clearing limits shall be established within a buffer around any occupied nest; and (2) access and surveying shall be restricted within the buffer of any occupied nest, unless otherwise determined by a City-approved qualified biologist. The buffer shall be a minimum of 100 feet for non-special-status passerine species, 200 feet for special-status passerine species, and 300 feet for nesting raptors (distances may be greater depending on the bird species and construction activity, as determined by the City-approved qualified biologist). Construction can proceed within the buffer when the City-approved qualified biologist has determined that the nest is no longer active.

Mitigation Measure BIO-10 (Lighting): To prevent illumination of wildlife habitats, construction activities shall be limited to the time between dawn and dusk. If construction activity time restrictions are not possible, down shielding or directional lighting will be used to avoid light trespass into adjacent natural open space areas (i.e., use a "Cobra" style light rather than an omnidirectional light system to direct light down to the work area).

Exterior lighting on finished buildings shall be designed to minimize upward-directed lighting and Project design shall minimize the duration and amount of exterior and interior lighting to be in accordance with the Thousand Oaks Municipal Code (TOMC) and any other related federal and state regulations, such as California Code of Regulations Title 24. TOMC Sections 9-4.2405(b) regarding off-street parking, and 9-4.2308(b) regarding signage, outline the provisions for the installation and operation of outdoor lighting. The California Building Code, Chapter 10, Section 1008.2.3 provides mandatory illumination requirements from a building's exit to the public way[4]. Additionally, the Green Building Code, Chapter 5, Section 106.8, provides mandatory nonresidential light pollution reduction requirements[5]related to backlight, uplight and glare.

[4] https://codes.iccsafe.org/s/CABC2022P1/chapter-10-means-of-egress/CABC2022P1-Ch10-Sec1008.2.3

[5] https://codes.iccsafe.org/content/CAGBC2022P3/chapter-5-nonresidential-mandatory-measures

Pursuant to this requirement, the following lighting design standards shall be incorporated, subject to modification by the City's Police Chief to account for changes to the Project's lighting in order to meet applicable regulations and standards for required security:

1) Incorporate fixture hoods/shielding to orient exterior lighting downward and eliminate horizontal glare, upward-directed light, and avoid light spillover and illumination of adjacent natural open space areas.

2) Install automatic motion sensors and controls on exterior lighting to minimize lighting durations.

3) During non-occupied hours, exterior building mounted/canopy lighting and exterior parking lighting are to be automatically dimmed, at a minimum, to 20% and 30% respectively unless the Police Department directs for exterior lighting to be brighter to provide sufficient illumination to allow viewing of the exterior of the buildings and parking areas.

4) Institute measures to ensure that interior lights are turned off when not in use.

5) Exterior lighting shall not exceed 3000K and shall avoid the excessive intensity that newer lighting technology facilitates.

6) Assess site quality and quantity of light needed, avoiding over-lighting with newer technology.

Impact 3.3-2: Would the Project result in less than significant and less than cumulatively considerable effects on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (Less than Significant with Mitigation)

Direct Impacts

Direct impacts to vegetation communities and land cover types would occur as a result of grading, which would result in the permanent loss of 49.53 acres, equivalent to 96.47 percent of the total 51.34 gross-acre Project site (see Table 3.3-1). Neither riparian habitats nor other sensitive vegetation communities were identified on the Project site and no direct impacts would occur to these resources. Direct impacts to vegetation communities would be less than significant because the communities and land cover types on the Project site (1) are not identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service and (2) are generally widespread in the region. The loss of these vegetation communities and land cover types would not substantially reduce their abundance and/or distribution.

Indirect Impacts

Sensitive vegetation communities adjacent to and outside of the proposed work areas could be indirectly impacted by Project implementation. Potential indirect impacts to sensitive vegetation communities would be similar to indirect impacts to special-status plant species and would include short-term construction-related effects and long-term development-related effects. Short-term construction-related effects that have the potential to indirectly impact sensitive vegetation communities would primarily

result from the generation of fugitive dust; litter; accidental clearing, grading, and trampling; and increased erosion, runoff, sedimentation, and chemical pollution. Potential long-term development-related effects that have the potential to indirectly impact sensitive vegetation communities include the use of fertilizers and herbicides; introduction of non-native invasive species; increased urban and stormwater runoff and changes in hydrology; and increased human activity, which could contribute to edge effects and alter of the natural fire regime.

A total of 5 sensitive vegetation communities were mapped in the study area, outside of the Project site: Ashy buckwheat scrub, coast prickly pear scrub, Menzie's goldenbush scrub, California sycamore-coast live oak riparian woodlands and toyon chaparral. Short-term and long-term indirect impacts that may cause degradation or loss of these sensitive communities could be significant, absent mitigation. Implementation of the following mitigation measures would reduce these impacts to less than significant: Mitigation Measure BIO- 1, Mitigation Measure BIO-2, and Mitigation Measure BIO-3 would avoid and minimize the potential for inadvertent impacts to sensitive vegetation communities outside of the disturbance limits; Mitigation Measure BIO-5 would reduce the potential for impacts due to fugitive dust and increased erosion, runoff, sedimentation, and chemical pollution; Mitigation Measure BIO-6 would avoid and minimize the introduction of invasive plant species and reduce the potential for impacts from fertilizers and herbicides.

Significance Determination: Less than Significant with Mitigation.

Mitigation Measures: Implement Mitigation Measure BIO-1 through BIO-3, BIO-5, and BIO-6.

Impact 3.3-3: Would the Project result in a less than significant and less than cumulatively considerable 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 with Mitigation)

Direct Impacts

Aquatic resources were not identified on the Project site. Therefore, there would be no direct impacts to these resources during proposed Project activities.

Indirect Impacts

Potential indirect impacts could result from during and following completion of Project activities and would include impacts from the generation of fugitive dust and the potential introduction of chemical pollutants (including herbicides). Excessive dust can decrease the vigor and productivity of vegetation through effects on light, penetration, photosynthesis, respiration, transpiration, increased penetration of phytotoxic gaseous pollutants, and increased incidence of pests and diseases. Erosion and the release of chemical pollutants (releases of fuel, oil, lubricants, paints, release agents, and other construction materials) can reduce the water quality downstream and degrade associated habitats. These potential impacts could be significant, absent mitigation. Indirect impacts to potentially jurisdictional resources would be avoided through implementation of Mitigation Measure BIO-5.

Significance Determination: Less than Significant with Mitigation.

Mitigation Measures: Implement Mitigation Measure BIO-5.

Impact 3.3-4: Would the Project result in significant and cumulatively considerable effects on the movement of 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)

The Conejo Canyons Open Space, immediately north and west of the Project site, is an approximately 1,673-acre area owned and managed by the Conejo Open Space Conservation Agency. This area is contiguous with the Conejo Mountains, Mountclef Ridge, and other open space, much of which has been mapped as regional habitat connectivity and wildlife corridors. The Santa Monica–Sierra Madre Connection, identified in the South Coast Missing Linkages Project (SCMLP), extends through much of the Conejo Canyons Open Space and overlaps approximately 1.7 acres of the Project site along its northern boundary, all of which will be impacted by the proposed Project (see Figure 3.3-1). However, the Project site is located at the intersection of existing development and undeveloped open space and wildlife movement is restricted by the existing industrial and commercial development immediately east and south of the Project site, as well as U.S. 101, a major highway approximately 0.75 miles south of the Project site. Although the vegetation present on the Project site could provide move-through habitat, because the Project site is highly disturbed, subject to regular human use, including off-road vehicles, and adjacent to development, wildlife is expected to preferentially utilize the higher quality habitat present in the open space to the north and west for movement and dispersal. For these reasons, impacts to wildlife corridors and habitat linkages would be less than significant.

The Project would be required to comply with the MBTA and Sections 3503, 3503.5, and 3513 of the California Fish and Game Code by preventing the disturbance of nesting birds during construction activities. This would generally involve clearing the Project site of all vegetation outside the nesting season (from September 1 through January 1) or if construction would commence within the nesting season (which generally runs from February 1 through August 31 for passerine species and from January 1 through June 30 for raptors), conducting a pre- construction nesting bird survey to determine the presence of nesting birds or active nests at a construction site. Any active nests and nesting birds must be protected from disturbance by construction activities through buffers between nest sites and construction activities. The buffer areas may be removed only after the birds have fledged. Compliance with the MBTA would ensure that the implementation of the Project would not interfere with the nesting of any native bird species. Therefore, direct and indirect impacts to nursery sites would be less than significant due to compliance with regulations.

Significance Determination: Less than Significant.

Mitigation Measures: No mitigation measures are required.

Impact 3.3-5: Would the Project result in significant and cumulatively considerable impacts to local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance? (Less than Significant with Mitigation)

City-Protected Trees

The City protects oak trees and landmark trees through City Ordinance (see Municipal Code Sections 9-4.42 and 9-4.43) and the City's Oak Tree Preservation and Protection Guidelines (Resolution 2010-014). In accordance with the Oak Tree Ordinance, no person shall cut, remove, encroach into the protected zone, or relocate any oak tree on any public or private property within the City, unless a valid oak tree permit has been issued by the City pursuant to the provisions of the Oak Tree Ordinance and the oak tree preservation and protection guidelines. No person shall cut, remove, encroach into the protected zone, or relocate any landmark tree on any public or private property within the City unless a valid landmark tree permit has been issued by the City pursuant to the Landmark Tree Preservation and Protection Ordinance.

As discussed in Section 3.3.2, a single toyon tree meeting the City's definition of a landmark tree was mapped on the Project site (Figure 3.3-1). Several coast live oak trees and toyon trees are located around the perimeter of the Project site and the protected zones of these trees (i.e., 5 feet beyond the dripline, but no less than 15 feet from the trunk) may extend into the Project site. The Project will be designed to avoid the protected zone of City- protected oak and landmark trees. Nevertheless, inadvertent impacts outside of the designated impact footprint during construction could result in the trimming, pruning, removal, or encroachment into the protected zones of protected oak and landmark trees. There is also the potential for other short-term and long-term indirect impacts to affect oak trees and landmark trees adjacent to and outside of the proposed work areas. Potential indirect impacts to City-protected trees would be similar to indirect impacts to special-status plant species and would include short- term construction-related effects such as increased erosion, runoff, sedimentation, and chemical pollution and long-term development-related effects such as the use of fertilizers and herbicides; introduction of non-native invasive species; increased urban and stormwater runoff and changes in hydrology; and increased human activity, which could contribute to edge effects and alter of the natural fire regime.

Indirect impacts to City-protected oak and landmark trees would be significant, absent mitigation. Implementation of Mitigation Measure BIO-1, Mitigation Measure BIO-2, and Mitigation Measure BIO-3 would minimize the potential for inadvertent impacts and other short-term construction-related indirect impacts. Mitigation Measure BIO-5 would reduce the potential for impacts due to fugitive dust and increased erosion, runoff, sedimentation, and chemical pollution. Mitigation Measure BIO-6 would avoid and minimize the introduction of invasive plant species and reduce the potential for impacts from fertilizers and herbicides. Implementation of these mitigation measures, along with **Mitigation Measure BIO-11a**, **Mitigation Measure BIO-11b**, **Mitigation Measure BIO-11c**, and **Mitigation Measure BIO-11d**, which would require compliance with City ordinance regarding protective measures and replacement of impacted trees, would reduce impacts to City-protected trees to less than significant.

Thousand Oaks General Plan 2045

The City's General Plan includes Goal C-4 and Policy 4.1, which provide for the protection of oak and landmark trees through implementation of the City's Oak Tree and Landmark Tree Ordinances (see Section 3.3.2). Implementation of Mitigation Measure BIO-1through Mitigation Measure BIO-3, Mitigation Measure BIO-5, Mitigation Measure BIO-6, and Mitigation Measure BIO-11a through d, as

described above, would ensure the Project does not conflict with the General Plan's goals and policies related to oak and landmark trees.

Goal C-5 in the General Plan's Conservation Element calls for the proper management, conservation, and protection of native plant communities. In particular, policy C-5.2 requires the City, as feasible, "to protect, restore, and enhance critical wildlife habitat resources such as…chaparral and coastal sage scrub plant communities…in order to maintain the biodiversity, biological productivity, and ecological integrity of natural open space areas", Both chaparral (0.23 acres) and costal scrub (25.31 acres) communities are present on the Project site, all of which would be lost as a result of Project implementation. The loss of 25.55 acres of chaparral and coastal scrub communities could be significant, absent mitigation, due to a conflict with General Plan policy C-5.2. Implementation of **Mitigation Measure BIO-12** would result in the enhancement of a total of 25.5 acres of native plant communities, including 0.23 acres of chaparral communities and 23.1 acres of coastal scrub communities, providing 1:1 mitigation for these communities. With implementation of Mitigation Measure 12, impacts due to conflict with local policies would be reduced to less than significant.

Significance Determination: Less than Significant with Mitigation.

Mitigation Measures: Implement Mitigations Measures BIO-1 through BIO-3, BIO-5, and BIO-6.

> **Mitigation Measure BIO-11a (Protected Tree Removal and Replacement):** Prior to construction activities, an International Society of Arboriculture (ISA) certified arborist shall review the proposed construction plans, visit the Project site, and assess the condition, health, and structure of protected trees within and adjacent to proposed work areas. The certified arborist shall provide an arborist report documenting the results of the survey, which shall include recommendations for tree protection during construction, any limitations for tree pruning, and an assessment to determine if the proposed Project could significantly impact any of the protected trees. The Project Applicant shall be billed by the City pursuant to the adopted Fee Schedule in effect during the review period to review the initial and any report revisions required to approve the report.
>
> All protected trees which are removed shall be replaced at a 3:1 ratio with two 24-inch and one 36-inch box size trees, consisting of similar species to those being removed, and shall be planted and depicted on the landscape architect's approved planting plan. If different sized trees are proposed for installation or an alternate mitigation site is identified, the proposed size, quantity, and location shall be approved by the City of Thousand Oaks Community Development Director. Additionally, a 5-year tree maintenance fee shall be paid to the Community Development Department for any required off-site replacement trees. Replacement trees shall be installed per ISA tree planting specifications under the direction and supervision of an ISA certified arborist. Installed replacement trees shall be monitored by an ISA certified arborist for the first 5 years after installation to ensure the replacement trees are established. The ISA certified arborist shall submit an annual report to the Community Development Department documenting tree species, diameter, height above grade, measured dripline, appearance and health conditions, physical description, and photographs of each installed replacement tree. The Project Applicant shall be billed by the City pursuant to the adopted Fee Schedule in effect during the review period to review the initial and any report revisions required to approve the report.

Mitigation Measure BIO-11b (Tree Protection Prior to Initial Vegetation Removal or Initial Grading Activities): An ISA certified arborist shall be retained to oversee implementation of the following:

Fencing: All remaining protected trees whose protected zone is located within or intersects with the Project site boundaries and that will not be relocated or removed shall be preserved and protected in place. Preserved trees whose protected zone (i.e., 5 feet beyond the dripline, but no less than 15 feet from the trunk) is within the proposed construction disturbance limits, as determined by the ISA certified arborist, shall be temporarily fenced with chain link or other material satisfactory to City planning staff throughout construction activities. The fencing shall be installed prior to construction within protected zone of the preserved tree and shall be installed 5 feet outside of the dripline of each tree (or edge of canopy for cluster of trees), be 4 feet tall, and staked every 6 feet. The fenced area shall be considered the tree protection zone (TPZ). Once construction is complete within 200 feet of each protected tree, as determined by the ISA certified arborist in consultation with the Community Development Director's designee, the fencing for that tree may be removed:

Flagging: Aboveground tree parts on preserved trees that could be damaged by construction equipment (e.g., low limbs, trunks) shall be flagged with red ribbon prior to the start of construction.

Pre-Construction Meeting: A pre-construction meeting shall be held between all contractors (including grading, tree removal/pruning, builders) and the ISA certified arborist. The ISA certified arborist shall instruct the contractors on tree protection practices and answer any questions. All equipment operators and spotters, assistants, or those directing operators from the ground, shall provide written acknowledgment of their receiving tree protection training. This training shall include information on the location and marking of protected trees, the necessity of preventing damage, and the discussion of work practices that will accomplish such.

Mitigation Measure BIO-11c (Tree Protection and Maintenance During Construction): An ISA certified arborist shall be retained to oversee implementation of the following:

Equipment Operation and Storage: Heavy equipment operation and storage shall be avoided around the protected trees. Operating heavy machinery around the root zones of trees will increase soil compaction, which decreases soil aeration and subsequently reduces water penetration in the soil. All heavy equipment and vehicles shall, at minimum, stay out of the fenced TPZ, unless where specifically approved in writing and under the supervision of an ISA certified arborist or as provided by the approved landscape plan.

Storage and Disposal: Storing or discarding any supply or material, including paint, lumber, concrete overflow, etc. shall not occur within the tree protection zone. All foreign debris within the tree protection zone shall be removed; however, it is important to leave existing organic materials such as duff, mulch, chips, and leaves around the preserved trees for water retention and nutrients. Drainage or leakage of equipment fluids near preserved trees shall be avoided. Fluids such as gasoline, diesel, oils, hydraulics, brake and transmission fluids, paint, paint thinners, and glycol (anti-freeze) shall be disposed of properly. Equipment shall be parked at least 50 feet away from preserved trees to avoid the possibility of leakage of equipment fluids into the soil. The effect of toxic equipment fluids on the preserved trees could lead to decline and death.

Grade Changes: Grade changes, including adding fill, are not permitted within the TPZ without special written authorization and under the supervision of an ISA certified arborist or as provided

by the approved landscape plan. Lowering the grade within this area will necessitate cutting main support and feeder roots, jeopardizing the health and structural integrity of the preserved tree(s). Adding soil, even temporarily, on top of the existing grade will compact the soil further and decrease both water and air availability to the trees' roots.

Moving Construction Materials: Care shall be taken when moving equipment or supplies near the preserved trees, especially overhead. Damage to preserved tree(s) when transporting or moving construction materials and equipment and working near the preserved trees (even outside of the fenced tree protection zone) shall be avoided. Aboveground tree parts of preserved trees that could be damaged (e.g., low limbs, trunks) shall maintain flags in the form of red ribbon to be installed prior to the start of construction. If contact with the crown of a preserved tree is unavoidable, the conflicting branch(es) shall be pruned using ISA standards under the direction and supervision of an ISA certified arborist.

Root Pruning: Except where specifically approved in writing, all trenching shall be outside of the fenced tree protection zone. Roots primarily extend in a horizontal direction forming a support base to the tree similar to the base of a wineglass. Where trenching is necessary in areas that contain preserved tree roots, roots shall be pruned using a Dosko root pruner or equivalent and under the direction and supervision of an ISA certified arborist. All cuts shall be clean and sharp, to minimize ripping, tearing, and fracturing of the root system. The trench shall be made no deeper than necessary.

Irrigation: In the event that root pruning of the preserved trees is necessary, trees that have been substantially root pruned (30% or more of their root zone) will require irrigation for the first 12 months. The first irrigation shall be within 48 hours of root pruning. These trees shall also be deep watered every 2 to 4 weeks during the summer and once a month during the winter (adjusted accordingly with rainfall). One irrigation cycle shall thoroughly soak the root zones of the trees to a depth of 3 feet. The soil shall dry out between watering; keeping soil consistently wet shall be avoided. One designated person shall be responsible for irrigating (deep watering) the trees. Soil moisture shall be checked with a soil probe before irrigating. Irrigation is best accomplished by installing a temporary above ground micro-spray system that will distribute water slowly (to avoid runoff) and evenly throughout the fenced protection zone *but never soaking the area located within 6 feet of the tree trunk, especially during warmer months.*

Pruning: Protected trees shall not be pruned until all construction is completed unless the exceptions identified within this Mitigation Measure in "Moving Construction Materials," "Root Pruning," or "Irrigation" are met. Additionally, an exception is granted to allow dead wood to be pruned from tree canopies. This will help protect the tree canopies from damage. All pruning shall be completed under the direction of an ISA certified arborist and using ISA guidelines.

Washing: During construction in summer and autumn months, if washing is determined to be needed by the ISA certified arborist, the foliage of protected trees within and adjacent to the construction site shall be washed with an application of water that mimics rainfall every two weeks in early hours before 10:00 a.m. to control mite and insect populations. Washing of a tree shall not be allowed if the tree contains a nesting bird.

Inspection: An ISA certified arborist shall inspect the preserved trees on a monthly basis during construction. A report comparing tree health and condition to the original, pre- construction baseline shall be submitted following each inspection. Photographs of representative trees are to be included in each report. The Project Applicant shall be billed by the City pursuant to the

adopted Fee Schedule in effect during the review period to review the initial and any report revisions required to approve the report.

Mitigation Measure BIO-11d (Tree Maintenance After Construction): The following measures shall be performed to sustain and enhance the vigor of the preserved trees at the direction of a City-approved ISA certified arborist. Such maintenance measures may be implemented prior to construction.

Mulch: Provide a 4-inch mulch layer under the canopy of preserved trees. Mulch shall include clean, organic mulch that will provide long-term soil conditioning, soil moisture retention, and soil temperature control.

Pruning: The preserved trees will not require regular pruning. Pruning shall only be done to maintain clearance and remove broken, dead, or diseased branches. Pruning shall only take place following a recommendation by an ISA certified arborist and performed under the supervision of an ISA certified arborist. No more than 20% of the canopy shall be removed at any one time. All pruning shall conform to ISA standards.

Watering: The protected trees that are not disturbed shall not require regular irrigation, other than for 12 months if substantial root pruning has occurred. However, soil probing shall be necessary to accurately monitor moisture levels prior to irrigating. Especially in years with low winter rainfall, supplemental irrigation for the trees that sustained root pruning and any newly planted trees may be necessary. Any supplemental irrigation shall be conducted only during the winter and spring months.

Watering of Adjacent Plant Material: The project landscape plans shall identify hydrologic zones, and all landscape plants within a hydrologic zone containing a preserved tree(s) shall be compatible with water requirements of the preserved tree(s). The surrounding plants shall be watered infrequently with deep soaks and allowed to dry out in between, rather than frequent light irrigation. The soil shall not be allowed to become saturated or stay continually wet. A 60-inch dry-zone shall be maintained around all preserved tree trunks. Irrigation spray shall not hit the trunk of any preserved tree. An aboveground micro-spray irrigation system shall be used instead of typical underground pop-up sprays.

Washing: If washing is determined to be needed by the ISA certified arborist, the foliage of the preserved trees within the Project site shall be washed under the direction of an ISA certified arborist with an application of water which mimics rainfall during construction but no more than once every 2 weeks. Washing shall occur before 10:00 a.m. to control mite and insect populations. Washing shall include the upper and lower leaf surfaces and the tree bark. Washing of a tree shall not be allowed if the tree contains a nesting bird.

Spraying: If the preserved trees are maintained in a healthy state, regular spraying for insect or disease control shall not be necessary. If a problem does develop, an ISA certified arborist shall be consulted; the preserved trees may require application of insecticides to prevent the intrusion of bark-boring beetles and other invading pests. All chemical spraying shall be performed by a licensed applicator under the direction of a licensed pest control advisor.

Inspection: All preserved trees that sustained impacts to their TPZs during construction shall be monitored by an ISA certified arborist for the first 5 years after construction completion. The ISA certified arborist shall submit an annual report, photograph each preserved tree, and compare tree health and condition to the original pre-construction baseline. The annual report shall be provided

to, reviewed, and approved by the Community Development Director's designee. The Project Applicant shall be billed by the City pursuant to the adopted Fee Schedule in effect during the review period to review the initial and any report revisions required to approve the report..

Mitigation Measure BIO-12 (Native Habitat Enhancement): Prior to the issuance of the Project building permit, the Project Applicant shall contribute funds to COSCA to enhance 25.55 acres of native scrub vegetation located within adjacent COSCA land. The 25.55 acres would mitigate impacts to 0.23 acres of chaparral communities and 25.31 acres of coastal scrub communities at a ratio of 1:1. The proposed enhancement shall include, at a minimum, the treatment of non-native and/or invasive plant species (Cal-IPC moderate or high rating or as determined by COSCA staff) present within existing native vegetation. The proposed methods and extent of the proposed enhancement activities shall be approved by the City and COSCA.

Impact 3.3-6: 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 study area is not within any HCP, NCCP, or other approved local, regional, or state HCP. As such, there are no impacts to HCP, NCCP, or other approved local, regional, or state HCP.

Significance Determination: No Impact.

Mitigation Measures: No mitigation measures are required.

3.3.7 Cumulative Impacts

This section presents an analysis of the cumulative effects of the proposed Project in combination with other past, present, and reasonably foreseeable future projects that could cause cumulatively considerable impacts. Chapter 3, *Environmental Setting, Impacts, and Mitigation Measures*, of this Draft EIR provides a list of projects that are planned or are under construction within or in the vicinity of the Project area. These projects are summarized in Table 3.1. As shown, cumulative projects include three residential and four industrial development projects located within one mile of the Project site. Five projects, including the residential project at 1500 Pachino Circle, the industrial project at 2000 Corporate Center Drive, the industrial project at 1100 Rancho Conejo Boulevard, the industrial project at 1300 Lawrence Drive, and the residential project at 2150 W Hillcrest Drive, are located within previously developed lots and are not expected to contain biological resources. Impacts during construction and operation at the cumulative project locations are expected to be less than significant as the projects are located on previously developed lots which are lacking native vegetation. The remaining two projects, including the industrial project at 2498 & 2550 Conejo Center Drive and the residential project at 1205 Lawrence Drive, appear to be within an urbanized area that provides little value to biological resources.

However, for all of the listed cumulative projects, there is the potential to support nesting by birds protected by State and federal regulation. Impacts to nesting birds for the proposed project and the related projects would be below the level of significance with the compliance with regulations protecting nesting

birds. In addition, it is also anticipated that the other related projects would implement similar mitigation measures on a case-by-case basis as determined by project-specific environmental review to reduce individual project impacts, if any. The proposed Project is expected to have an impact on sensitive biological resources, which could add to cumulative impacts within the region; however, with the implementation of mitigation measures BIO-1 through BIO-12 during the proposed Project, and the implementation of appropriate mitigation during construction of each of the projects listed above, cumulative biological impacts will be reduced to a less than significant level.

Significance Determination: Less than Significant with Mitigation.

Mitigation Measures: Implement Mitigation Measures BIO-1 through BIO-12.

Wildlife Corridors and COSCA Land

As discussed above under Impact 3.3-4, the Conejo Canyons Open Space, immediately north and west of the Project site, is an approximately 1,673-acre area owned and managed by the COSCA. This area is contiguous with the Conejo Mountains, Mountclef Ridge, and other open space, much of which has been mapped as regional habitat connectivity and wildlife corridors. The Santa Monica–Sierra Madre Connection, identified in the South Coast Missing Linkages Project (SCMLP), extends through much of the Conejo Canyons Open Space and overlaps approximately 1.7 acres of the Project site along its northern boundary, all of which will be impacted by the proposed Project. However, the Project site is located at the intersection of existing development and undeveloped open space and wildlife movement is restricted by the existing industrial and commercial development immediately east and south of the Project site, as well as U.S. 101, a major highway approximately 0.75 miles south of the Project site. With regard to the cumulative projects identified in Table 3.1, the industrial project at 2498 & 2550 Conejo Center Drive and the residential project at 1205 Lawrence Drive are located adjacent to the Conejo Canyons Open Space land, immediately southwest and north of the respective projects. The cumulative effects on the COSCA land and wildlife corridors would be similar to the analysis for the proposed Project as the areas surrounding any cumulative projects could provide move-through habitat, but are highly disturbed and subject to regular human use, including off-road vehicles, and adjacent to development, thus wildlife is expected to preferentially utilize the higher quality habitat present in the open space to the west for movement and dispersal. Additionally, compliance with the MBTA would ensure that the implementation of the cumulative projects would not interfere with the nesting of any native bird species. For these reasons, cumulative impacts to wildlife corridors and habitat linkages would be less than significant.

Significance Determination: Less than Significant with Mitigation.

Mitigation Measures: Implement Mitigation Measures BIO-1 through BIO-12.

Short-Term and Long-Term Construction-Related Effects

As discussed above under Section 3.3.5, Methodology, short-term and long-term indirect impacts may result from construction activities and include leaks or spills from construction equipment, take of species during construction, noise from construction activities, and general human presence that may temporarily disrupt species and habitat vitality. However, potential short-term and long-term indirect impacts to special-status wildlife species from habitat degradation would be less than significant. Abundant suitable

habitat is present in the Project vicinity, including throughout the approximately 1,673-acre Conejo Canyons Open Space adjacent to the cumulative project sites. These areas will continue to provide habitat for special-status wildlife species. As a result, indirect impacts resulting from habitat degradation outside the impact footprint and/or after development would not substantially reduce the foraging and nesting habitat for special-status wildlife species and would not cause the special-status wildlife species populations to drop below self-sustaining levels. Potential cumulative indirect impacts to special-status wildlife species resulting from harm to or loss of individuals during and after construction, would be reduced to a less than significant level with the implementation of project specific mitigation measures.

Significance Determination: Less than Significant with Mitigation.

Mitigation Measures: Implement Mitigation Measures BIO-1 through BIO-12.

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3.4 Cultural Resources

This section of the Environmental Impact Report (EIR) analyzes the potential effects of the Project's impacts related to cultural resources. The analysis in this section is based on the findings provided in the report *Conejo Summit Project Phase I Cultural Resources Assessment Report* (ESA 2020 and 2024) found in **Confidential Appendix E** of this Draft EIR. The assessment included a records search at the South Central Coastal Information Center (SCCIC) housed at California State University, Fullerton; a California Native American Heritage Commission (NAHC) Sacred Lands File search; review of historic topographic maps and aerial photographs; a desktop geoarchaeological review; and a cultural resources survey. Cultural resources include prehistoric and historic-period archaeological sites, structures, districts, places, and landscapes, or any other physical evidence associated with human activity considered important to a culture, a subculture, or a community for scientific, traditional, religious or any other reason. For the purposes of this analysis, cultural resources may be categorized into the following groups: archaeological resources, historic-period built resources (including architectural/engineering resources), contemporary Native American resources, and human remains.

3.4.1 Existing Conditions

Natural Setting

The Project area is located along the northern margin of the Conejo Valley in the Transverse Ranges geomorphic province, which consists of a set of east-west trending mountain ranges and sediment-filled valleys. The Conejo Valley is an intermontane valley approximately 600 to 700 feet above sea level that lies north of the Santa Monica Mountains, south of the Las Posas Hills, west of the Simi Hills, and east of Conejo Mountain (Ray and Johnson 1990). The principle drainage of the Conejo Valley is the deeply incised Arroyo Conejo that produces steep bluffs where the valley floor is cut by the Arroyo and its tributaries (Ray and Johnson 1990). Presently, the Project area and its vicinity consist of a partially developed industrial park with existing commercial buildings bounding the Project area and flat graded area within the Project area.

Prehistoric Setting

The cultural sequences of southern California are illustrated within several chronologies (King 1990; King 2011; Wallace 1955; Rogers 1929) that describe the cultural horizons and phases observed in the archaeological records of the Santa Barbara Channel region, Los Angeles Basin, and southern California coastal region. The most recent regional synthesis, developed by Michael Glassow et al. (2007) for the Santa Barbara Channel, Santa Monica Mountains, and the Los Angeles Basin, in conjunction with Chester King's regional chronology (1990; 2011) serve as the basis for the following discussion.

Paleo-Coastal Period: 11,000 – 7,000 cal B.C.

It is not definitively known when human habitation in California first began, although some of the earliest evidence for human occupation in North America has been found on the California Channel Islands. The Arlington Springs Woman site on Santa Rosa Island, which contains some of the earliest human remains found in North America, dates to approximately 11,000 calibrated years (cal) B.C., while the Daisy Cave site on San Miguel Island has an early occupation dating to 9,500 cal B.C. (Glassow et al. 2007). On the

southern Channel Islands of San Clemente, site CA-SCLI-43 (Eel Point) revealed evidence of boat technology dating to around 6,250 B.C. (Cassidy et al. 2004).

The earliest evidence of occupation on the Santa Barbara Channel mainland comes from the Surf Site near the mouth of the Santa Ynez River, which has been radiocarbon dated to 8,000 – 7,500 cal B.C. (Glassow et al. 2007). On the Los Angeles and Ventura County coasts, evidence of paleo-coastal occupation is lacking; some of the earliest dated occupation in this area is in the Ballona Creek area, which contains sites that date to approximately 6,000 to 5,000 B.C. (Altschul et al. 1992).

This earliest period of human occupation is characterized by small groups of nomadic hunter-gatherers who occupied small, temporary settlements used for gathering and processing shellfish. Evidence from the Surf site indicates that the earliest inhabitants of the Santa Barbara Channel area collected shellfish and produced flake tools using local chert (Glassow et al. 2007). The artifact assemblage of this time period included a limited collection of rough and simplistic tool types, each used for multiple tasks; key artifacts included fluted projectile points. Milling tools were not used.

Millingstone Period: 7,000 – 5,000 cal B.C.

Milling equipment is first observed in the archaeological record during this time (Glassow et al. 2007). During this period, population densities along the coastal mainland increased. Most sites that have been definitively dated to this period are located along the coast; however, there may have been more interior sites of this period that remain unknown due to decreased visibility or lack of organic remains that can be radiocarbon dated (Glassow et al. 2007). Departing from the subsistence strategies of their nomadic predecessors, Millingstone populations established more permanent settlements and relied on more diversified food sources. Settlements were located primarily on the coast and in the vicinity of estuaries, lagoons, lakes, streams, and marshes where a variety of resources, including seeds, fish, shellfish, small mammals, and birds, were exploited. However, despite the increase in new food resources, the diet from this period continued to rely heavily on the processing of hard seeds (Wallace 1955). Early Millingstone occupations are typically identified by the presence of handstones (manos) and millingstones (metates), while those Millingstone occupations dating later than 5,000 B.C. contain a mortar and pestle complex as well, signifying an increased dependence on new food sources, such as acorns and starchy tubers.

Material culture during this period reflected a more diversified stone tool assemblage consisting of fine-worked projectile points, a large number of milling stones and stone bowls, as well as the prevalence of ornamental and ceremonial objects (Glassow et al. 2007). Olivella shell bead manufacture began during this time period.

Little is known about the social organization of Millingstone groups, but available evidence indicates that they likely consisted of small extended family groups with minimal social differentiation or political leadership (Glassow et al. 2007). Millingstone sites include those at Porter Ranch in the northern San Fernando Valley, Encino (CA-LAN-111), and CA-LAN-1 on Las Virgenes Creek (Wallace, 1955; Glassow et al. 2007).

Early Period: 6,000 – 800 cal B.C.

Between 4,500 and 2,000 cal B.C., several major changes in subsistence occurred. Wide use of the mortar and pestle during this time indicates a greater variety of plant foods were utilized. In addition, a higher

frequency of projectile points may stem from the greater importance of hunting, and possibly a shift in settlement systems and gender-based division of labor (Glassow et al. 2007). Mortuary practices may indicate a greater emphasis on status and leadership. The manufacture of shell beads, use of ritual objects, changing mortuary practices, and evidence of increasing trade across the channel between the islands and the mainland, all point to a corresponding increase in social complexity between 5,000 and 2,000 B.C.

After 2,000 B.C., a broader diet included diverse marine and terrestrial species (Glassow et al. 2007). Contracting stem points, notched net weights, circular shell fishhooks, and mortars and pestles are all characteristic of this period. The use of asphaltum, as evidenced by basketry impressions and tarring pebbles, is also first found in the archaeological record around 2,000 B.C. Between 2,000 B.C. and A.D. 1, new technologies such as the use of asphaltum, net weights, and fishhooks, suggest an intensification in fishing and coastal trade and a highly focused maritime economy (Glassow et al 2007).

Middle Period: 800 cal B.C. – A.D. 1250

Increasing population densities and numbers of permanent settlements along the coast after 500 B.C. led to competition for resources and increased socioeconomic differentiation. Coastal sites of this period contain substantial midden deposits and cemeteries that were in use for long periods of time, reflecting this population trend.

Two important technological advances were achieved in the Middle Period: the introduction of the wooden plank canoe (called *tomol* by the ethnographic Chumash and *ti'at* by the ethnographic Tongva) and the bow and arrow. The plank canoe, which may have been developed as early as A.D. 500 allowed for passage into deeper waters, facilitating trade and the procurement of large fish and sea mammals (King, 1990; Glassow et al. 2007). The bow and arrow, also adopted around A.D. 500 as it was in other regions of California, was used both to hunt large game as well as in inter-group warfare. Early arrow points were often leaf-shaped.

The production of Olivella wall "saucer" type beads underwent a significant expansion around 200 B.C., and such beads remained the most common Olivella bead throughout the Middle Period (King 1990). Shell beads and ornaments, steatite objects, lithic materials, groundstone, and red ochre were traded throughout southern California during this period (Glassow et al. 2007).

Between A.D. 800 and 1400 there was an episode of sustained drought, known as the Medieval Climatic Anomaly (MCA). While the effects of this environmental change on prehistoric populations are still being debated, it did likely lead to local adaptations in subsistence strategies resulting from substantial stress on natural resources. In the Santa Barbara Channel, some researchers have suggested that environmental stress as a result of the MCA may have led to greater social complexity, increasing sedentism, and extensive trade, all of which are evident toward the end of the Middle Period and beginning of the Late Period (Kennett and Kennett 2000; Glassow et al. 2007). However, others have asserted that increased cultural complexity was more gradual and less influenced by environmental factors (King 1990; Gamble 2005).

It has been postulated that as early as 1500 B.C., a Takic-speaking people arrived in coastal Los Angeles and Orange Counties, having migrated west from inland desert regions (Kroeber 1925; Golla 2007; Sutton 2009). By around A.D. 500 to 1000, Takic language and cultures had spread to the south and

inland to the east. These new arrivals, linguistically and culturally different from earlier coastal populations, may have brought new settlement and subsistence systems with them, along with other new cultural elements (Sutton 2009). This migration has been postulated to be a factor in several of the significant changes in material culture seen in the Late Holocene throughout southern California (such as the use of smaller projectile points and pottery), as well as the introduction of cremation as a burial practice.

Late Period: A.D. 1250 – circa 1769

The increase in social complexity that began in the Middle Period continued into the Late Period, with evidence of ranked society and a hereditary elite class documented from mortuary contexts (Glassow et al. 2007). The population along the Santa Barbara mainland coast reached its highest point during the late period, and population tended to cluster in large coastal settlements (Glassow et al. 2007). Within these coastal settlements, houses were clustered and frequently arranged in a line along the shoreline (Gamble and Russell 2002).

By the late period, manos and metates were not commonly used, and mortars and pestles were the dominant food-processing technology. This shift was likely associated with the increasing importance of acorns in the prehistoric diet (Gamble and Russell 2002). The use of fused shale in lithic tool manufacture peaked during the Late Period, particularly in the Santa Monica Mountains.

The regional exchange network expanded during this period, with trade between the islands and coastal sites increasing and coastal and interior settlements linked through the exchange of marine resources and other goods, such as steatite vessels manufactured on Santa Catalina Island (Glassow et al. 2007). Chiefs or wealthy individuals who owned plank canoes were very influential in this exchange system (Gamble and Russell 2002).

3.4.2 Ethnographic Setting

The Project is located in territory traditionally occupied by the Ventureño Chumash. Ventureño territory extended from the Pacific coast in the vicinity of Ventura in the west to the area between Sespe and Piru Creeks in the east, and from the headwaters of Sespe Creek in the north to the area around Malibu Creek in the south (Kroeber 1925; Grant 1978). However, by the Mission period Ventureño territory extended just east of Piru Creek (King1975; Glassow et al. 2007). The Ventureño Chumash were bounded by the Tataviam to the east, the Gabrielino-Tongva to the southeast, the Emigdiano Chumash to the north, and the Barbareño, Ynezeño, and Cuyama Chumash to the northwest.

The Chumash where hunter-gatherers and lived in permanent villages. The size of Chumash villages ranged considerably from the coastal areas to the inland areas with many villages on the coast having several hundred occupants (Grant 1978), whereas villages inland were significantly smaller, sometimes containing only a couple dozen inhabitants (Grant 1978). At the beginning of the Mission period it is estimated that the overall Chumash population ranged from 8,000 to 10,000 (Kroeber 1925), with a population estimate for the Ventureño ranging from 2,500 to 4,200 (Grant 1978). Chumash villages were most abundantly located along the coast and were often situated on high ground adjacent to a river or stream that flowed into the ocean or along the borders of sloughs or wetlands (Grant 1978). Ventureño villages were often located near permanent, reliable water sources and were most abundant along the

Ventura River, Santa Clarita River, and Calleguas Creek. Ventureño villages located near the Project include *S'apwi* and *Lalimanux* located approximately 3.5 miles southeast and 4 miles west of the Project area, respectively (Kroeber 1925; Glassow et al. 2007).

Chumash subsistence included both terrestrial and maritime resources. Amongst terrestrial plant resources, the acorn, collected mainly from the California live oak, was the most important. Additional plant resources included pine nuts, wild cherry, cattail, California laurel berries, and chia sage seeds. Mule deer, coyote, and fox were hunted using the bow and arrow, and smaller game was taken using deadfalls and snares. Migratory birds such as ducks and geese were also hunted. In addition to terrestrial resources, the Chumash utilized an array of maritime resources including shellfish, sea mammals, and pelagic and schooling fish. Large fish and sea mammals such as seals, sea otters, and porpoises were hunted with harpoons (Grant 1978). Dip nets, seines, and line and hook were used for smaller fish (Grant 1978).

Chumash villages were composed of a patrilineal descent group and usually had at least one chief, known as the *wot* or *wocha*, whose position was inherited but was subject to village approval. Chumash dwellings were hemispherical structures constructed by driving pliable wooden poles into the ground, bending them towards the center of the dwelling, and tying them together (Grant 1978). The wooden pole frame was then covered with interwoven grass mats. While accompanying the Portola expedition, Father Juan Crespi noted that Chumash dwellings could be up to 50 feet in diameter and hold up to 70 people (Grant 1978). Most villages contained one or more sweat houses that were semi subterranean and consisted of a wooden pole frame covered with earth. Additional village structures included store houses and ceremonial enclosures.

Not much is known of the religion practiced by the Chumash. Father Olbés of the Santa Barbara mission noted a Chumash deity called *sup*, and, although the Chumash had no figures or idols of the deity, they made offerings of seeds and feathers to show their acknowledgement and gratitude for the blessings given them (Grant 1978). Additionally, Chumash rock art sites, such as Painted Cave of San Marcos Pass located near the City of Santa Barbara and Burro Flats Painted Cave located in the northwestern portion of the San Fernando Valley, may have represented shrines or sacred areas. Many of the pictographs present at rock art sites consist of geometric figures as well as animal figures and are painted in vibrant colors that may have been painted while under the influence of the hallucinogenic ceremonial drink, toloache, which is associated with the *Chinigchinich* religion of the Gabrielino-Tongva (Grant 1978). The Chumash buried their dead with the body being bound in a flexed position (Kroeber 1925). The graves of prominent individuals were marked with planks containing images or from which the possessions of the deceased were hung.

The Chumash were one of the first native Californian groups encountered by Juan Rodriguez Cabrillo when he sailed into the Santa Barbara Channel Island region in 1542-43 (Grant, 1978; Kroeber 1925). The Gaspar de Portola expedition passed through Chumash territory on its way to Monterey Bay in 1769. Between 1772 and 1804, five missions, including Missions San Luis Obispo (1772), San Buenaventura (1782), Santa Barbara (1786), La Purisima Concepcion (1787), and Santa Ynez (1804) were established in Chumash territory. The establishment of the missions fractured the traditional culture of the Chumash, and by 1834, when the missions were secularized, the Chumash population had declined dramatically as a result of European diseases (Grant 1978).

3.4.3 Historic Setting

Spanish Period (A.D. 1769-1821)

Although Spanish explorers made brief visits the region in 1542 and 1602, sustained contact with Europeans did not commence until the onset of the Spanish Period. In 1769 Gaspar de Portola led an expedition from San Diego to the San Francisco Bay (McCawley 1996). This was followed in 1776 by the expedition of Father Francisco Garcés (Johnson and Earle 1990).

In the late 18th century, the Spanish began establishing missions in California and forcibly relocating and converting native peoples. In 1782, Father Junipero Serra founded the Mission San Buenaventura, located approximately 20 miles west of the Project (California Missions Resource Center 2003). The Mission's establishment introduced ranching and agriculture to the region. The Mission friars planted fruit trees and established small gardens along the Ventura River that grew a variety of vegetables including melons, corn, and potatoes (SFEI 2011). Cattle and sheep grazed on the vast land holdings of the mission, which included the Ventura and Santa Clara River valleys and large portions of the Oxnard Plain (SFEI 2011). By 1816, the Mission had 23,000 cattle and 12,000 sheep (SFEI 2011).

The operation of Mission Buenaventura depended heavily on the labor of the newly converted local Ventureño Chumash. Disease and hard labor took a toll on the native population of what would become Ventura County; by 1900, the Native Californian population had declined by as much as 90 percent and native ways of life were significantly altered (Cook 1978).

In an effort to promote Spanish settlement of Alta California, Spain granted several large land concessions from 1784 to 1821. At this time, unless certain requirements were met, Spain retained title to the land (State Lands Commission [SLC] 1982).

Mexican Period (A.D. 1821-1848)

The Mexican Period began when Mexico won its independence from Spain in 1821. Mexico continued to promote settlement of California with the issuance of land grants. In 1833, Mexico began the process of secularizing the missions, reclaiming the majority of mission lands and redistributing them as land grants. According to the terms of the Secularization Law of 1833 and Regulations of 1834, at least a portion of the lands would be returned to the Native populations, but this did not always occur (Milliken et al. 2009). By 1846, what is presently Ventura County had been divided amongst 19 ranchos (SFE, 2011). Mexican-era land grants within the Project area include Rancho El Conejo (48,572 acres).

Many ranchos continued to be used for cattle grazing by settlers during the Mexican Period. Hides and tallow from cattle became a major export for Californios (native Hispanic Californians), many of whom became wealthy and prominent members of society. The Californios led generally easy lives, leaving the hard work to vaqueros (Hispanic cowhands) and Indian laborers (Pitt 1994; Starr 2007).

American Period (A.D. 1848-present)

In 1846, the Mexican-American War broke out. Mexican forces were defeated in 1847 and Mexico ceded California to the United States as part of the Treaty of Guadalupe Hildalgo in 1848. California officially became one of the United States in 1850. While the treaty recognized right of Mexican citizens to retain ownership of land granted to them by Spanish or Mexican authorities, the claimant was required to prove

their right to the land before a patent was given. The process was lengthy, and generally resulted in the claimant losing at least a portion of their land to attorney's fees and other costs associated with proving ownership (Starr 2007).

When the discovery of gold in northern California was announced in 1848, a huge influx of people from other parts of North America flooded into California. The increased population provided an additional outlet for the Californios' cattle. As demand increased, the price of beef skyrocketed and Californios reaped the benefits. However, a devastating flood in 1861, followed by droughts in 1862 and 1864, led to a rapid decline of the cattle industry; over 70 percent of cattle perished during these droughts (McWilliams 1946; Dinkelspiel 2008). With the decline of the cattle industry, sheep ranching became the predominant industry in the region and by 1870 a population of approximately 190,000 sheep were grazing in Santa Barbara County, which included what is present-day Ventura County (SFEI 2011). However, a second drought in 1877 wiped out most of the sheep herds, and ranching as a viable economic endeavor in the region effectively ended for good (SFEI 2011).

The loss of a viable economic base in the form of cattle and sheep, coupled with the burden of proving ownership of their lands, caused many Californios to lose their lands during the latter half of the 19th century (McWilliams 1946). The large ranchos were subdivided and sold for agriculture and residential settlement. With the subdivision of the ranchos, agricultural became the predominant economic driver in the region.

3.4.4 History of the Project Area

The Project area is located along the northern margin of the Conejo Valley and was part of the 48,572-acre Spanish-era Rancho El Conejo land grant, granted to Ygnacio Rodriguez and Jose Polanco by Governor Arrillaga in 1802 for their service as soldiers at the Santa Barbara Presidio (CVHS 1966). The two soldiers left the land largely unused and vacant, and, in 1822, Polanco's half of the rancho was granted to Captain Jose de la Guerra y Noriega. Guerra y Noriega was a retired Spanish army officer who owned a number of ranchos spreading from San Luis Obispo to the Los Angeles Basin where he ran cattle and became incredibly wealthy as part of the hide and tallow trade during the mid-1800s (Ludlow n.d.).

In 1871, the rancho was purchased by John Edwards, a banker from Santa Barbara, who then sold the land and formed a partnership with the purchasers to raise sheep and take advantage of the high price of wool at the time (Allen 1978). Edwards also sold 4,200 acres in the norther portion of the valley to his father-in-law, R.K. Sexton, a nurseryman from Goleta (Allen 1978). In 1875, Sexton sold 4,200 acres to a real estate partnership consisting of Asa Adams of Carpinteria and James Hammell of Santa Barbara for $17,330. The following year, Adams sold his share of the land to Hammell for $13,000 in gold. In 1876, Hammell sold off approximately 1,000 acres of his land to E. S. Paddock and F. Thompson for $11,368.00 (Allen 1978).

Paddock and Thompson sold the property back to R. K. Sexton 1877. In October of 1882, the portion of the rancho in which the Project area is presently located was sold to Franz and Magdalena Friedrich for $11,850. Mr. and Ms. Friedrich built their home between what is presently Rancho Conejo Blvd. and Mitchell Road, approximately 1 mile southeast of the Project area (Allen 1978). In 1957, the Friedrich's children sold the land to the Janss Investment Corporation, who sold the land to Metro-Goldwyn-Mayer (MGM) in the 1967 (Allen 1978). MGM intended to relocate their studios to the valley; however, due to

financial problems, MGM was forced to sell their 2,000 acres of land to home builders, Shapell Industries in 1978 and the land was subsequently sub-divided for development.

3.4.5 Historic Maps and Aerial Photographs

Historic maps and aerial photographs were examined to provide historical information about land uses of the Project area and to contribute to an assessment of the Project area's archaeological sensitivity. Available topographic maps include the 1900, 1921, and 1943 Triunfo Pass 15-minute quadrangles and the 1950 Newbury Park 7.5-minute quadrangle. Historic aerial photographs were available for the years 1947, 1967, 1980, 1989, 1994, 2002, and 2014 (historicarials.com 2020).

The 1900 and 1921 topographic maps show the Project is located along the northern margin of the Conejo Valley and is bounded by dirt roads. The 1943 and 1950 topographic maps show very little change within the Project area; however, Highway 101 is depicted along the southern margin of the Conejo Valley and agricultural fields are present east of the Project. The 1947 and 1967 aerial photographs show the Project area consists of foothills and agricultural fields. The 1980 and 1989 aerial photographs show the development of an industrial park located southeast of the Project and the 1994 aerial photograph shows much of the Project area has been subject to mass grading and portions of it are bounded by industrial buildings and roads. The 2002 aerial photograph shows the entire Project area, with the exception of previously recorded archaeological site, P-56-000449, has been graded and the 2014 photograph shows the Project area is bounded on three sides by industrial buildings.

In sum, the available historic maps and aerial photographs indicate the Project areas and its immediate vicinity consisted largely of foothills and agricultural fields with very little to no development until the mid-1990s when it was subject to mass grading. By the early 2000s, the entire Project area, with the exception of previously recorded archaeological site, P-56-000449, had been graded and development of the surrounding industrial park continued.

Identification of Cultural Resources within the Project Site

South Central Coastal Information Center Records Search

A records search for the Project was conducted by ESA staff on March 12, 2020 at the California Historical Resources Information System (CHRIS) - South Central Coastal Information Center (SCCIC) housed at California State University, Fullerton. The records search included a review of all recorded cultural resources and previous studies within the Project area and a 0.5-mile radius around the Project area.

Previous Cultural Resources Investigations

The records search results indicate that 23 cultural resources studies have been conducted within a 0.5-mile radius of the Project area (Table 3.4-1). The entirety of the 0.5-mile records search radius has been included in previous cultural resources surveys. Of the 23 previous studies, four (VN-00084, -00101, -00103, and -01527) overlap the Project area. Of these four studies, two (VN-00084 and -00103) include some form of field study such as survey or excavation. The entirety of the project area has been included as part of these two previous studies.

TABLE 3.4-1
PREVIOUS CULTURAL RESOURCES INVESTIGATIONS

Authors	SCCIC # (VN-)	Title	Year
Allen, Patricia A.	01527*	*An Historic Study of the Property Known As the MGM Ranch a Planned Community by Shapell Industries Inc.*	1978
Amaglio, Alessandro	02843	*Conejo Fire Mitigation, Conejo Recreation and Park District, FEAM-1498-DR-CA, HMGP #1498-98-36*	2005
Bonner, Wayne H.	01593	*Cultural Resources Assessment of the Hill Canyon Regional Recreational Facility, Thousand Oaks, CA.*	1997
Clewlow, Theresa A. and C.W. Clewlow	01088	*Archaeological Investigations at CA-VEN-445 City of Thousand Oaks, California*	1991
Clewlow, William C. Jr.	00084*	*An Archaeological Resource Survey and Preliminary Impact Assessment of the MGM Ranch Property Thousand Oaks, California*	1977
Clewlow, William C. Jr.	00103*	*Preliminary Archaeological Investigations on MGM Ranch: 4-VEN-170, 4-VEN-171, 4-VEN-272, 4-VEN-437, 4-VEN-449*	1978
Clewlow, William C. Jr.	01087	*Letter Report on Preliminary Archaeological Mitigated Procedures at Site CA-VEN-170*	1991
Drover, Christopher E.	01130	*Environmental Impact Evaluation: An Archaeological Assessment of Vesting Tentative Tract Map 4366--Rancho Conejo City of Thousand Oaks, California*	1988
Fulton, Phil	03038	*Cultural Resource Assessment Class I Inventory Verizon Wireless Services Brush Facility City of Thousand Oaks, Ventura County, Ca*	2012
Lopez, Robert	00627	*An Archaeological Reconnaissance of the Area of the Proposed Lawrence Investigation Property, Newbury Park, Ventura County, California*	1986
Maki, Mary K.	2000	*Cultural Resource Monitoring Results for the Dewatering and Generator Building at the Hill Canyon Wastewater Treatment Plant*	2000
Maki, Mary K.	02505	*Phase 1 Cultural Resources Investigation of Approximately 0.8 Ac for the Mesa Feeder Crossing Relocation Project Arroyo Conejo, Thousand Oaks, Ventura Co.*	2006
Romani, John F.	01866	*Results of Archaeological Phase II/Phase III Excavations Damage Assessment and Repatriation of Disinterred Native American Remains in Accordance with the Requirements of NAGPRA at CA-VEN-1602 Hill Canyon Waste Water Treatment Plant*	2000
Rosen, Martin D.	00101*	*Conejo Canyon Study*	1976
Schmidt, James J.	02617	*Archaeological Survey Report, Southern California Edison, Moorpark-Newbury 66 kV New Source Line Project, Wo 4605-2104: Jo 6042-0468*	2007
Schmidt, James, June Schmidt, and Gwen Romani	02810	*Results of Extended Phase I Investigations at Sites P-56-100196 (SCE MN-1), P-56-001797 (CA-VEN-1797; SCE MN-2), and P-56-100197 (SCE MN-3), for the Southern California Edison Moorpark-Newbury Park 66 kV New Source Line Project, Ventura County, California*	2008
W & S Consultants	00928	*Preliminary Phase 1 Archaeological Survey for the Hill Canyon Wastewater Reclamation Project, Ventura County, California*	1990
W & S Consultants	00934	*Intensive Phase 1 Archaeological Survey and Cultural Resources Assessment of the Proposed Academy Business Park, Newbury Park Ventura County, California*	1990
Whitley, David S.	00914	*Archaeological Survey of Portions of the Northrop Corporation Property, Newbury Park, Ventura County, California*	1985
Whitley, David S.	02637	*Extended Phase I Archaeological Survey for the Hill Canyon Wetlands Mitigation Study Area, Thousand Oaks, Ventura County, California*	2002
Whitley, David S. and Joseph M. Simon	00933	*Phase II Archaeological Test Excavations at CA-VEN-1032 and CA-VEN-1036, Newbury Park, Ventura County, California*	1990
Whitley, David S., Ellen McCann, and C. William Clewlow, Jr.	01784	*Whitley, David S., Ellen McCann, and C. William Clewlow, Jr.*	1980
Williams, Audry	02676	*WO 4605-2140. Newbury-Thousand Oaks 66kV Deteriorated Pole Replacement, Newbury Park and Hidden Valley Areas, Ventura County*	2008

NOTE:
* Indicates study overlaps Project area

Previously Recorded Cultural Resources

The records search results indicate 17 cultural resources have been previously recorded within a 0.5-mile radius of the Project area 9 (**Table 3.4-2**). Of these 17 resources, 16 are prehistoric archaeological sites consisting largely of habitation sites and lithic scatters (P-56-000170, -000171, -000172, -000173, -000272, -000437, -000445, -000448, -000449, -000450, -000451, -001031, -001032, -001036, -001602, and -100197), and one is a historic-period built resource consisting of a sheet metal water storage tank (P-56-100078). One prehistoric archaeological site (P-56-000449) is located within the Project area and is described below.

TABLE 3.4-2
PREVIOUSLY RECORDED CULTURAL RESOURCES

Primary # (P-56-)	Permanent Trinomial (CA-VEN-)	Resource Description	Dates Recorded	CRHR Eligibility	Distance from Project (ft.)
000170	170	Prehistoric archaeological site: habitation site	1967	Recommended eligible*	1,320
000171	171	Prehistoric archaeological site: habitation site	1967, 1981, 1989	Recommended eligible*	2,390
000172	172	Prehistoric archaeological site: lithic scatter	1967, 1989	Not evaluated	1,850
000173	173	Prehistoric archaeological site: habitation site	1967	Not evaluated	1,920
000272	272	Prehistoric archaeological site: habitation site	1972	Recommended eligible*	2,380
000437	437	Prehistoric archaeological site: habitation site	1977	Recommended eligible*	2,615
000445	445	Prehistoric archaeological site: lithic scatter	1977	Not evaluated	790
000448	448	Prehistoric archaeological site: habitation site	1977	Not evaluated	890
000449	449	Prehistoric archaeological site: habitation site	1977, 1990, 1991	Recommended eligible*	Within
000450	0450	Prehistoric archaeological site: lithic scatter	1977	Not evaluated	1,730
000451	451	Prehistoric archaeological site: habitation site	1977	Not evaluated	1,870
001031	1031	Prehistoric archaeological site: lithic scatter	1990	Not evaluated	1,800
001032	1032	Prehistoric archaeological site: habitation site	1990	Not evaluated	1,040
001036	1036	Prehistoric archaeological site: lithic scatter	1990	Not evaluated	1,390
001602	-	Prehistoric archaeological site: habitation site	2000	Not evaluated	2,330
100078	-	Historic-period built resource: water storage tank	1997, 2001	Not evaluated	1,870
100197	-	Prehistoric archaeological site: lithic scatter	2007, 2008	Not evaluated	970

NOTE:
* Eligibility based on recommendations for preservation or data recovery

P-56-000449

Resource P-56-000449 is a prehistoric archaeological site originally recorded by Clewlow in 1977 as part of a pedestrian survey of the 1,725-acre MGM Ranch. The site was recorded as a small Late-Period village site covering an area of approximately 35 meters by 20 meters on the eastern shoulder of a ridge overlooking the northwestern margin of the Conejo Valley (Clewlow 1977). Surface artifacts and features identified by Clewlow included midden soils, lithic debitage, and burnt and worked bone. The shell midden contained a relatively high density of shell and a number of species including clam, mussel, and abalone were identified (Clemlow 1977). Lithic materials identified included fused shale, chert, chalcedony, andesite, and quartzite. Based on the site's surface manifestation, Clewlow recommended that the site be fully delineated and preserved as open space (Clewlow 1977). If the site could not be preserved, Clewlow recommended that it be subject to data recovery excavations to salvage the site's relevant data to address regional research questions.

In August 1977, Clewlow carried out a testing program at P-56-000449 to delineate the site's horizontal and vertical extent and to determine if the site contained data potential to address regional research questions (Clewlow 1978). The testing program included a combination of methods including controlled surface collection, excavation of test excavation units (TEUs), and systematic auguring. The surface collection and TEU excavation were aimed at determining the site's data potential and placement within the regional prehistoric chronological framework, and the systematic auguring was aimed at accurately delineating the site's boundary.

Controlled surface collection consisted of a systematic, close-interval survey of the site's surface to identify all artifacts or artifact concentrations, which were mapped. Four surface collection areas were established around identified surface artifacts and consisted of 3-meter-diameter buffers wherein all cultural materials were collected (Clewlow 1978). Artifacts recovered as a result of the surface collection included ground stone fragments and metavolcanic bifaces.

Nine 1-meter-square TEUs (units 1-9) were excavated in 10 centimeter arbitrary levels. The excavations revealed the depth of the site's midden deposits varied considerably with some TEUs containing midden extending to depths of 1.5 to 1.6 meters, and other TEUs containing midden extending to depths of only 20 to 30 centimeters (Clewlow 1978). A number of artifacts were recovered as a result of the excavations including 236.6 grams of lithic debitage, 688.4 grams of shell fragments, and 85.3 grams of bone (Clewlow 1978). In addition, a number of tools and trade goods were identified including two projectile point fragments, five bifacial tools, six flake tools, two shell beads, and one piece of asphaltum.

Systematic auguring included the auguring of 32 holes to depths at which bedrock was encountered, the screening of dirt from each hole through $^{1}/_{8}$-inch mesh, and collection of all artifacts. Of the 32 auger holes, 11 produced artifacts. The location of these 11 holes corresponded to the site's horizontal extent as indicated by surface artifacts and presence of midden soils (Clewlow 1978).

Based on the testing program at P-56-000449, Clewlow described the site as a Late Period (A.D 1250-1769) habitation site containing a number of discrete activity areas covering an area of approximately 2,400-square-meters and an estimated 1,800 cubic meters of midden. Clewlow did not formally evaluate the site for inclusion in the CRHR; however, based on his recommendations for preservation or data recovery, and based on the description of the site constituents, the site contains data potential to yield

information important in prehistory, and would qualify for listing in the CRHR under Criterion 4, qualifying as a historical resource pursuant to CEQA.

3.4.6 Sacred Lands File Search

The California Native American Heritage Commission (NAHC) maintains a confidential Sacred Lands File (SLF) which contains sites of traditional, cultural, or religious value to the Native American community. The NAHC was contacted on March 13, 2020 to request a search of the SLF for this Project. The NAHC responded to the request in a letter dated March 16, 2020. The results of the SLF search conducted by the NAHC indicate that Native American cultural resources are not known to be located within the Project area; however, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area (**Confidential Appendix E**).

Cultural Resources Survey

A cultural resources survey of the Project area was conducted on April 14, 2020 by ESA staff. The survey was aimed at identifying cultural resources within or immediately adjacent to the Project area. Previously recorded archaeological site, P-56-000449, was inspected to assess its current condition and a California Department of Parks and Recreation (DPR) 523 update was prepared for the resource (**Confidential Appendix E**).

Much of the Project area was covered in dense ankle to knee high seasonal grasses, which reduced ground surface visibility to 0-10 percent. These heavily vegetated areas were subject to opportunistic survey wherein trails, clearings, rodent burrows, and other areas of bare earth were intensively inspected for the presence of cultural resources. Areas within the Project containing good ground surface visibility included dirt roads, pedestrian trails, and the shoulders of streets, all of which had visibility ranging from 50-100 percent. These areas were subject to systematic survey using transect intervals spaced no more than 10 meters (approximately 30 feet) apart. Disturbances noted included those associated with the mass grading of the majority of the Project in the mid-1990s, the construction of Conejo Summit Drive and Rancho Conejo Boulevard, and the stock piling of construction debris. No new cultural resources were identified as a result of the survey.

3.4.7 Resource Descriptions

P-56-000449

Resource P-56-000449 is a prehistoric archaeological site originally documented in 1977 as a Late Period village site, and subsequently subject to a testing program in 1978 (Clewlow 1977, 1978). The testing program identified subsurface deposits and delineated the site's vertical and horizontal extent. Based on the results of the testing, Clewlow recommended the site either be preserved or be subject to data recovery excavations to salvage the available data. Based on Clewlow's recommendations and based on a review of Clewlow's description of site constituents the site is eligible for listing in the CRHR under Criterion 4 and, therefore, qualifies as a historical resource pursuant to CEQA.

The site was re-visited as part of the present survey and is located within a fenced area atop the only remaining segment of a northwest-southeast trending ridgeline that existed prior to the Project area's mass grading in the mid-1990s. The ridge segment has engineered slopes and v-shaped cement drainages

located at the base of the slopes. A poorly maintained chain link fence is located on top of the ridge and was presumably installed to prevent the public from accessing and looting the site. Access to the site is via wood plank steps leading to a chain link gate located on the fence's southern portion. The site is heavily vegetated with dense waist-high seasonal grasses and chaparral, which reduced ground surface visibility to 0-10 percent. Based on an opportunistic survey of the site, two porous bone fragments were identified, as were quartz crystal fragments. Inspection of rodent burrow spoils identified native shell midden soils are present within the site. No artifacts were identified outside the site's fenced area.

3.4.8 Regulatory Setting

Numerous laws and regulations require federal, state, and local agencies to consider the effects a project may have on cultural resources. These laws and regulations stipulate a process for compliance, define the responsibilities of the various agencies proposing the action, and prescribe the relationship among other involved agencies.

Federal

National Historic Preservation Act

The principal federal law addressing historic properties is the National Historic Preservation Act (NHPA), as amended (54 United States Code of Laws [USC] 300101 et seq.), and its implementing regulations (36 CFR Part 800). Section 106 requires a federal agency with jurisdiction over a proposed federal action (referred to as an "undertaking" under the NHPA) to take into account the effects of the undertaking on historic properties, and to provide the Advisory Council on Historic Preservation (ACHP) an opportunity to comment on the undertaking.

The term "historic properties" refers to "any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register" (36 CFR Part 800.16(*l*)(1)). The implementing regulations (36 CFR Part 800) describe the process for identifying and evaluating historic properties, for assessing the potential adverse effects of federal undertakings on historic properties, and seeking to develop measures to avoid, minimize, or mitigate adverse effects. The Section 106 process does not require the preservation of historic properties; instead, it is a procedural requirement mandating that federal agencies take into account effects to historic properties from an undertaking prior to approval.

The steps of the Section 106 process are accomplished through consultation with the State Historic Preservation Officer (SHPO), federally-recognized Indian tribes, local governments, and other interested parties. The goal of consultation is to identify potentially affected historic properties, assess effects to such properties, and seek ways to avoid, minimize, or mitigate any adverse effects on such properties. The agency also must provide an opportunity for public involvement (36 CFR 800.1(a)). Consultation with Indian tribes regarding issues related to Section 106 and other authorities (such as NEPA and Executive Order No. 13007) must recognize the government-to-government relationship between the Federal government and Indian tribes, as set forth in Executive Order 13175, 65 FR 87249 (Nov. 9, 2000), and Presidential Memorandum of Nov. 5, 2009.

National Register of Historic Places

The National Register of Historic Places (NRHP) was established by the NHPA of 1966, as "an authoritative guide to be used by federal, State, and local governments, private groups and citizens to

identify the Nation's historic resources and to indicate what properties should be considered for protection from destruction or impairment" (36 CFR 60.2) (U.S. Department of the Interior, 2002). The NRHP recognizes a broad range of cultural resources that are significant at the national, state, and local levels and can include districts, buildings, structures, objects, prehistoric archaeological sites, historic-period archaeological sites, traditional cultural properties, and cultural landscapes. As noted above, a resource that is listed in or eligible for listing in the NRHP is considered "historic property" under Section 106 of the NHPA.

To be eligible for listing in the NRHP, a property must be significant in American history, architecture, archaeology, engineering, or culture. Properties of potential significance must meet one or more of the following four established criteria:

A. Are associated with events that have made a significant contribution to the broad patterns of our history;

B. Are associated with the lives of persons significant in our past;

C. Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. Have yielded, or may be likely to yield, information important in prehistory or history.

In addition to meeting one or more of the criteria of significance, a property must have integrity. Integrity is defined as "the ability of a property to convey its significance" (U.S. Department of the Interior, 2002). The NRHP recognizes seven qualities that, in various combinations, define integrity. The seven factors that define integrity are location, design, setting, materials, workmanship, feeling, and association. To retain historic integrity a property must possess several, and usually most, of these seven aspects. Thus, the retention of the specific aspects of integrity is paramount for a property to convey its significance.

Ordinarily religious properties, moved properties, birthplaces or graves, cemeteries, reconstructed properties, commemorative properties, and properties that have achieved significance within the past 50 years are not considered eligible for the NRHP unless they meet one of the Criteria Considerations (A-G), in addition to meeting at least one of the four significance criteria and possessing integrity (U.S. Department of the Interior, 2002).

State

California Environmental Quality Act

CEQA is the principal statute governing environmental review of projects occurring in the state and is codified at *Public Resources Code (PRC) Section 21000 et seq.* CEQA requires lead agencies to determine if a proposed project would have a significant effect on the environment, including significant effects on historical or unique archaeological resources. Under CEQA (Section 21084.1), a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.

The *CEQA Guidelines* (Title 14 California Code of Regulations [CCR] Section 15064.5) recognize that historical resources include: (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 (CRHR); (2) a resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); and (3) any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California by the lead agency, provided the lead agency's determination is supported by substantial evidence in light of the whole record. The fact that a resource does not meet the three criteria outlined above does not preclude the lead agency from determining that the resource may be an historical resource as defined in PRC Sections 5020.1(j) or 5024.1.

If a lead agency determines that an archaeological site is a historical resource, the provisions of Section 21084.1 of CEQA and Section 15064.5 of the *CEQA Guidelines* apply. If an archaeological site does not meet the criteria for a historical resource contained in the *CEQA Guidelines*, then the site may be treated in accordance with the provisions of Section 21083, which is as a unique archaeological resource. As defined in Section 21083.2 of CEQA a "unique" archaeological resource is an archaeological artifact, object, or site, about which it can be clearly demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information;
- Has a special and particular quality such as being the oldest of its type or the best available example of its type; or,
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

If an archaeological site meets the criteria for a unique archaeological resource as defined in Section 21083.2, then the site is to be treated in accordance with the provisions of Section 21083.2, which state that if the lead agency determines that a project would have a significant effect on unique archaeological resources, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place (Section 21083.1(a)). If preservation in place is not feasible, mitigation measures shall be required. The *CEQA Guidelines* note that if an archaeological resource is neither a unique archaeological nor a historical resource, the effects of the project on those resources shall not be considered a significant effect on the environment (*CEQA Guidelines* Section 15064.5(c)(4)).

A significant effect under CEQA would occur if a project results in a substantial adverse change in the significance of a historical resource as defined in *CEQA Guidelines* Section 15064.5(a). Substantial adverse change is defined as "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired" (*CEQA Guidelines* Section 15064.5(b)(1)). According to *CEQA Guidelines* Section

15064.5(b)(2), the significance of a historical resource is materially impaired when a project demolishes or materially alters in an adverse manner those physical characteristics that:

A. Convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the CRHR; or

B. 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 a 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

C. Convey its historical significance and that justify its eligibility for inclusion in the CRHR as determined by a Lead Agency for purposes of CEQA.

In general, a project that complies with the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* (Standards) (Grimmer, 2017) is considered to have mitigated its impacts to historical resources to a less-than-significant level (*CEQA Guidelines* Section 15064.5(b)(3)).

California Register of Historical Resources

The CRHR is "an authoritative listing and guide to be used by State and local agencies, private groups, and citizens in identifying the existing historical resources of the State and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change" (PRC Section 5024.1[a]). The criteria for eligibility for the CRHR are based upon NRHP criteria (PRC Section 5024.1[b]). Certain resources are determined by the statute to be automatically included in the CRHR, including California properties formally determined eligible for, or listed in, the NRHP.

To be eligible for the CRHR, a prehistoric or historic-period property must be significant at the local, state, and/or federal level under one or more of the following four 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; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

A resource eligible for the CRHR must meet one of the criteria of significance described above, and retain enough of its historic character or appearance (integrity) to be recognizable as a historical resource and to convey the reason for its significance. It is possible that a historic resource may not retain sufficient integrity to meet the criteria for listing in the NRHP, but it may still be eligible for listing in the CRHR.

Additionally, the CRHR consists of resources that are listed automatically and those that must be nominated through an application and public hearing process. The CRHR automatically includes the following:

- California properties listed on the NRHP and those formally determined eligible for the NRHP;
- California Registered Historical Landmarks from No. 770 onward; and,
- Those California Points of Historical Interest that have been evaluated by the OHP and have been recommended to the State Historical Commission for inclusion on the CRHR.

Other resources that may be nominated to the CRHR include:

- Historical resources with a significance rating of Category 3 through 5 (those properties identified as eligible for listing in the NRHP, the CRHR, and/or a local jurisdiction register);
- Individual historical resources;
- Historical resources contributing to historic districts; and,
- Historical resources designated or listed as local landmarks, or designated under any local ordinance, such as an historic preservation overlay zone.

California Health and Safety Code Section 7050.5

California Health and Safety Code Section 7050.5 requires that in the event human remains are discovered, the County Coroner be contacted to determine the nature of the remains. In the event the remains are determined to be Native American in origin, the Coroner is required to contact the NAHC within 24 hours to relinquish jurisdiction.

California Public Resources Code Section 5097.98

California PRC Section 5097.98, as amended, provides procedures in the event human remains of Native American origin are discovered during project implementation. PRC Section 5097.98 requires that no further disturbances occur in the immediate vicinity of the discovery, that the discovery is adequately protected according to generally accepted cultural and archaeological standards, and that further activities take into account the possibility of multiple burials. PRC Section 5097.98 further requires the NAHC, upon notification by a County Coroner, designate and notify a Most Likely Descendant (MLD) regarding the discovery of Native American human remains. The MLD has 48 hours from the time of being granted access to the site by the landowner to inspect the discovery and provide recommendations to the landowner for the treatment of the human remains and any associated grave goods.

In the event that no descendant is identified, or the descendant fails to make a recommendation for disposition, or if the land owner rejects the recommendation of the descendant, the landowner may, with appropriate dignity, reinter the remains and burial items on the property in a location that will not be subject to further disturbance.

California Government Code Sections 6254(r) and 6254.10

These sections of the California Public Records Act were enacted to protect archaeological sites from unauthorized excavation, looting, or vandalism. Section 6254(r) explicitly authorizes public agencies to

withhold information from the public relating to "Native American graves, cemeteries, and sacred places maintained by the Native American Heritage Commission." Section 6254.10 specifically exempts from disclosure requests for "records that relate to archaeological site information and reports, maintained by, or in the possession of the Department of Parks and Recreation, the State Historical Resources Commission, the State Lands Commission, the Native American Heritage Commission, another state agency, or a local agency, including the records that the agency obtains through a consultation process between a Native American tribe and a state or local agency."

Assembly Bill 52 and Related Public Resources Code Sections

Assembly Bill (AB) 52 was approved by California State Governor Edmund Gerry "Jerry" Brown, Jr. 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) of an EIR or a Notice of Intent to Adopt a Negative Declaration or Mitigated Negative Declaration (MND) will be filed on or after July 1, 2015. The primary intent of AB 52 was to include 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 CRHR 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. On July 30, 2016, the California Natural Resources Agency adopted the final text for tribal cultural resources update to Appendix G of the 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 (PRC Section 21080.3.1(b)). 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 Sections 21080.3.1(d) and 21080.3.1(e)).

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 (PRC Section 21080.3.2(b)).

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 an EIR or adopt an MND (PRC Section 21082.3(d)(2) and (3)).

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.

Regional

There are no regional regulations that apply to cultural resources on or in the vicinity of the proposed project site.

Local

City of Thousand Oaks General Plan

The City of Thousand Oaks' General Plan, Conservation Element, contains the following cultural resources policies and implementation programs relevant to the Project:

Conservation Element

Goal C-11: Protect historical and culturally significant resources, which contribute to the community's sense of identity.

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: Collaborate with private and public entities whose goals are to protect and preserve historic resources and important cultural resources.

3.4.9 Thresholds of Significance

The following thresholds of significance are based on the Environmental Checklist contained in Appendix G of the State CEQA Guidelines. A project would result in a significant adverse impacts related to cultural resources if it would:

a. Cause a substantial adverse change in the significance of a historical resource pursuant to *State CEQA Guidelines* Section 15064.5.[Impact 3.4-1]

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to *State CEQA Guidelines* Section 15064.5. [Impact 3.4-2]

c. Disturb any human remains, including those interred outside of dedicated cemeteries. [Impact 3.4-3]

3.4.10 Methodology

Evaluation of the Project's potential impacts on historical resources, unique archaeological resources, and human remains is based on *Conejo Summit Project – Final Phase I Cultural Resources Survey Report* (Vader and Gonzalez, 2020). ESA personnel involved in the preparation of this report are as follows: Monica Strauss, M.A., RPA., Principal Investigator and surveyor; Michael Vader, B.A, report author; Matthew Gonzalez, B.A., surveyor and report author; and Jason Nielson, GIS specialist. Resumes of key personnel are included in **Appendix E** of this Draft EIR**.** The *Phase I Cultural Resources Survey Report* is confidential and is not for public distribution due to the sensitive nature of the resources discussed. The assessment included a records search at the South Central Coastal Information Center (SCCIC) housed at California State University, Fullerton; a California Native American Heritage Commission (NAHC) Sacred Lands File search; review of historic topographic maps and aerial photographs; a desktop geoarchaeological review; and a cultural resources survey. The survey was aimed at identifying cultural resources within or immediately adjacent to the Project area. Previously recorded archaeological site, P-56-000449, was inspected to assess its current condition and a California Department of Parks and Recreation (DPR) 523 update was prepared for the resource.

Much of the Project area was covered in dense ankle to knee high seasonal grasses, which reduced ground surface visibility to 0-10 percent. These heavily vegetated areas were subject to opportunistic survey wherein trails, clearings, rodent burrows, and other areas of bare earth were intensively inspected for the presence of cultural resources. Areas within the Project containing good ground surface visibility included dirt roads, pedestrian trails, and the shoulders of streets, all of which had visibility ranging from 50-100 percent. These areas were subject to systematic survey using transect intervals spaced no more than 10 meters (approximately 30 feet) apart. Disturbances noted included those associated with the mass grading of the majority of the Project in the mid-1990s, the construction of Conejo Summit Drive and Rancho Conejo Boulevard, and the stock piling of construction debris.

Historical Resources

According to the State CEQA Guidelines, a project with an effect that may cause a substantial adverse change in the significance of a historical resource may have a significant effect on the environment (*State CEQA Guidelines* Section 15064.5(b)). A substantial adverse change means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings, resulting in material impairment of the significance of the historical resource (*State CEQA Guidelines* Section 15064.5(b)(1)). According to *State CEQA Guidelines* Section 15064.5(b)(2), the significance of a historical resource is materially impaired when a project:

a. 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; or

b. 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 PRC or its identification in an historical resources survey meeting the requirements of Section 5024.1(g) of the PRC, 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

c. 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 as determined by a lead agency for purposes of CEQA.

Archaeological Resources

Analysis of impacts to archaeological resources includes consideration of archaeological resources that qualify as historical resources (as defined in *State CEQA Guidelines* Section 15064.5) and as unique archaeological resources (as defined in PRC Section 21083.2). Per *State CEQA Guidelines* Section 15064.5(c), a lead agency shall first determine whether a site is a historical resource. If the archaeological site does not meet the criteria for historical resource, it is then assessed for significance as a unique archaeological resource.

If a lead agency determines an archaeological site is a historical resource, its significance may be materially impaired for the same reasons outlined above under the heading “Historical Resources.” Typically, the significance of a historical resource of an archaeological nature is materially impaired through ground-disturbing activities that destroy partially or in whole the surface and subsurface expression of the resource such that it no longer conveys its historical significance. However, the resource may also be materially impaired through the introduction of new visual elements that alter the setting of the resource, thereby diminishing its integrity. Other actions that can impact these types of resources include vandalism and unauthorized collection as a result of increased human presence during construction and/or operation of a project.

State CEQA Guidelines Section 15126.4(b)(3) states that the lead agency should seek to avoid damaging effects on historical resources of an archaeological nature, and shall consider preservation in place as the preferred manner of mitigating impacts. If preservation in place is not feasible, mitigation must be developed to minimize significant adverse impacts. For resources eligible under California Register

Criterion 4 (information potential), data recovery through excavation should be undertaken to recover the scientifically consequential information contained within the archaeological resource. For resources eligible under Criterion 1 (significant events), Criterion 2 (important persons), or Criterion 3 (design/workmanship) other types of mitigation may be necessary to address those elements of the resource. *State CEQA Guidelines* Section 15370 provides guidance on the types of mitigation that may be considered, and includes: avoiding impacts altogether; minimizing impacts; rectifying impacts through repair, rehabilitation, or restoration; reducing impacts through preservation; and compensating for impacts by providing substitute resources. For resources eligible under Criteria 1-3, applicable mitigation could include documentary/archival research, oral history, public interpretation, etc., depending on the nature of the resource and the type/degree of impact.

If an archaeological site does not meet the criteria for a historical resource contained in the *State CEQA Guidelines*, then the site may be treated in accordance with the provisions of PRC Section 21083.2, which is as a unique archaeological resource. Similar to as described for historical resources of an archaeological nature, impacts to unique archaeological resource can occur from project-related ground disturbance, and vandalism and unauthorized collection as a result of increased human presence during construction and/or operation of a project. PRC Section 21083.2(b) states that if the project will cause damage to a unique archaeological resource, the lead agency may require reasonable efforts to be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. If avoidance is not feasible, then mitigation measures, such as data recovery excavation, shall be required (PRC Section 21083.2(c)). It should be noted that the time and cost limitations of PRC Section 21083.2 only apply to unique archaeological resources (*State CEQA Guidelines* Section15064.5(c)(2)).

Human Remains

A project may also cause a significant environmental effect if it disturbs human remains, including those interred outside of dedicated cemeteries. As with archaeological resources, impacts to human remains occur mainly as a result of project-related ground disturbance. Impacts to human remains can be mitigated by following the procedures outlined in California Health and Safety Code Section 7050.5 and PRC Section 5097.98.

3.4.11 Impact Analysis

Impact 3.4-1: Would the Project cause a substantial adverse change in the significance of an historical resource pursuant to *State CEQA Guidelines* Section 15064.5? (Less than Significant with Mitigation)

One prehistoric archaeological resource (P-56-000449) consisting of a village site was identified in the Project area as a result of the cultural resources survey report. The site was subject to a testing program in 1978 and, as a result, the site was found to contain intact subsurface archaeological deposits. Based on the results of the 1978 testing program, it was recommended that the site either be preserved, or subject to data recovery excavations to salvage relevant data prior to its destruction to mitigate potential impacts associated with development. Although the site does not appear to have been formally evaluated for inclusion in the California Register of Historical Resources (CRHR), based on the previous recommendations and on a review of the site's constituents, the site appears eligible under CRHR Criterion 4 (data potential) and, therefore, qualifies as a historical resource pursuant to CEQA. The site is

located within an undisturbed portion of the Project area within a fenced perimeter atop the remnant of a ridgeline. No additional cultural resources were identified within or immediately adjacent to the Project, and previous mass grading of the Project area in the mid-1990s reduces the possibility for encountering intact subsurface archaeological deposits during Project-related ground disturbance. Further, (P-56-000449) does not include any historical structures that would be impacted by vibration associated with construction equipment.

The Project's current design does not propose any development or other disturbances to P-56-000449, and, therefore, the site would not be subject to direct impacts. Although no direct impacts are anticipated, the site could be subject to indirect impacts during and after Project construction as a result of increased use of the site's vicinity. Indirect impacts may include increased foot traffic through the site as well as looting. As such, the Project could impact the significance of an archaeological site that qualifies as a historical resource pursuant to CEQA. Implementation of **Mitigation Measure CUL-1 through Mitigation Measure-5** would reduce potential impacts to an archaeological resource qualifying as historical resources to less than significant.

Significance Determination: Less than Significant with Mitigation.

Mitigation Measures:

> **CUL-1 (Qualified Archaeologist Retained):** Prior to commencement of any grading activity on-site, the Applicant and/or subsequent responsible parties shall retain a qualified archaeologist, defined as an archaeologist meeting the Secretary of the Interior's Standards for professional archaeology (U.S. Department of the Interior, 2008), and with experience in California prehistoric and historic resources (experience within Project area preferred), to carry out all mitigation measures related to archaeological resources.
>
> **CUL-2 (Deed Restriction):** Prior to map recordation or issuance of the first grading permit, whichever comes first, and consistent with City of Thousand Oaks' General Plan, Conservation Element (2023) Policy 11.3, resource P-56-000449 shall be protected by a recorded deed restriction as permanent "open space", in order to prevent any future development or use that might otherwise adversely impact the resource. The recorded deed restriction shall contain stipulations to ensure the protection and maintenance of P-56-000449 in perpetuity. The recorded deed restriction shall outline the types of protective measure to be implemented (e.g., fencing, capping). The recorded deed restriction shall also include provisions for the preparation of an archaeological site maintenance plan that outlines roles and responsibilities, types of maintenance that are allowed and disallowed, as well as a maintenance schedule to ensure the site's protective measures are maintained. The draft language and contents included in the Deed Restriction and archaeological site maintenance plan shall be prepared by the developer and submitted to the City Attorney's Office and Community Development Department and a qualified archaeologist for review and approval prior to the recordation of the deed restriction. If significant new information related to the presence of a cultural resource emerges then the revaluation of the deed restriction and archaeological site maintenance plan shall occur to the satisfaction of the City Attorney's Office and Community Development Department and a qualified archaeologist. CUL-3 (Annual Site Condition Verification Program): An annual site condition verification program shall be undertaken to document the condition of P-56-000449. The site verification program shall be implemented by a City-approved qualified archaeologist hired by the Project Applicant, shall occur once every month during Project grading and construction of Building 1G and Building 2, and on an annual basis for the first three years after the completion of Project construction.

The goal of the annual site condition verification program is to monitor whether P-56-000449 is being indirectly impacting as a result of an increased use of the surrounding area. The results of the annual site condition verification shall be documented in a brief memorandum prepared by the City-approved qualified archaeologist hired by the Project Applicant and shall include: California Department of Parks and Recreations (DPR) 523 form updates, following California Office of Historic Preservation's (OHP) *Instructions for Recording Historical Resources*; confirmation of resource boundaries with sub-meter GPS; general condition and disturbances observed; photography to document whether any change in resource condition has occurred, and the qualifications/resumes of the City-approved qualified archaeologist(s). A memorandum will be submitted to the City once every month during Project grading and construction of Building 1G and Building 2, and on an annual basis for the first three years after the completion of Project construction. The memorandum shall also be filed with the South Central Coastal Information Center for P-56-000449 if changes in setting or condition are observed. The Project Applicant shall be billed by the City pursuant to the adopted Fee Schedule in effect during the review period to review the initial memorandum and any revisions required to approve the memorandum.

If no impacts to P-56-000449 are observed following the first three years, the annual site condition verification program may be discontinued. If the annual site condition verification program identifies impacts to P-56-000449 resulting from Project operations, or if, at any time, the City becomes aware of such impacts, additional protective measures shall be implemented immediately as recommended by the qualified archaeologist. If protective measures are implemented, annual verification of the measures' success shall be conducted for a period of three years. The Project Applicant shall be billed by the City pursuant to the adopted Fee Schedule in effect during the review period to review the initial memorandum and any revisions required to approve the memorandum.

CUL-4 (Archaeological Resources Sensitivity Training for Construction Personnel): Prior to the start of any ground disturbing activities associated with the Project, the qualified archaeologist shall compose a Cultural Resource Discovery Management Plan (Plan), conduct cultural resources sensitivity training for all construction personnel. The purpose of the Plan is to outline a program of treatment and mitigation in the case of an inadvertent discovery of cultural resources during ground-disturbing phases and to provide for the proper identification, evaluation, treatment, and protection of any cultural resources in accordance with CEQA throughout the duration of the Project. Existence and importance of adherence to this Plan shall be stated on all Project site plans intended for use by those conducting the ground disturbing activities. Construction personnel shall be informed of the types of archaeological resources that may be encountered, and of the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources or human remains. Construction personnel shall also be instructed to avoid P-56-000449. The Applicant shall ensure that construction personnel are made available for and attend the training and retain documentation demonstrating attendance.

CUL-5 (Unanticipated Archaeological Discovery): In the event of the unanticipated discovery of archaeological materials during Project implementation, all work shall immediately cease in the area (within approximately 100 feet) of the discovery until it can be evaluated by the qualified archaeologist. Construction shall not resume until the qualified archaeologist has conferred with the City on the significance of the resource.

If it is determined that the discovered archaeological resource constitutes a significant resource, avoidance and preservation in place is the preferred manner of mitigation. Preservation in place may be accomplished by, but is not limited to, avoidance, incorporating the resource into open space, capping, or

deeding the site into a permanent conservation easement. In the event that preservation in place is demonstrated to be infeasible and data recovery through excavation is the only feasible mitigation available, a Cultural Resources Treatment Plan shall be prepared and implemented by the qualified archaeologist in consultation with the City that provides for the adequate recovery of the scientifically consequential information contained in the archaeological resource.

Impact 3.4-2: Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5? (Less than Significant with Mitigation)

The only one known archaeological resource, P-56-000449, was identified within the Project area as a result of the cultural resources survey report prepared for the Project. Resource P-56-000449 qualifies as a historical resource, and, therefore, cannot qualify as a unique archaeological resource pursuant to CEQA. No additional archaeological resources were identified within or immediately adjacent to the Project. Previous mass grading of the Project area in the mid-1990s likely removed native soils that would have had the potential to contain intact archaeological deposits. As such, the likelihood for encountering intact archaeological deposits that qualify as unique archaeological resources during Project implementation is low. Nonetheless, should Project-related ground disturbing activities encounter subsurface archaeological deposits that qualify as unique archaeological resources, the Project could cause a substantial adverse change in the significance of a unique archaeological resources. Implementation of Mitigation Measures CUL-1, CUL-4, and CUL-5 will reduce potential impacts to unknown archaeological deposits that could qualify as unique archaeological resources to less than significant.

Significance Determination: Less than Significant with Mitigation.

Mitigation Measures: Implement Mitigation Measure CUL-1, CUL-4 and CUL-5

Impact 3.4-3: Would the Project disturb any human remains, including those interred outside of dedicated cemeteries? (Less than Significant with Mitigation)

No known formal or informal cemeteries or other burial places are known to exist within the Project area and the Project is unlikely to disturb human remains. However, because the Project would involve earthmoving activities, there is the possibility, albeit low, that such actions could unearth, expose, or disturb previously unknown human remains. With the incorporation of **Mitigation Measure CUL-6**, which requires compliance with State Health and Safety Code Section 7050.5 and PRC Section 5097.98, potential impacts to human remains would be less than significant.

Significance Determination: Less than Significant with Mitigation.

Mitigation Measures:

> **CUL-6 (Human Remains Discovery):** If human remains are encountered, the contractor shall halt work in the vicinity (within 100 feet) of the find and contact the Ventura County Coroner in accordance with Public Resources Code (PRC) Section 5097.98 and Health and Safety Code

Section 7050.5. If the County Coroner determines that the remains are Native American, the California Native American Heritage Commission (NAHC) shall be notified, in accordance with Health and Safety Code Section 7050.5, subdivision (c), and PRC Section 5097.98 (as amended by AB 2641). The NAHC shall designate a most likely descendant (MLD) for the remains per PRC Section 5097.98. The contractor shall ensure that the immediate vicinity where the Native American human remains are located is not damaged or disturbed by further development activity, according to generally accepted cultural or archaeological standards or practices, until the landowner has discussed and conferred with the MLD regarding their recommendations, as prescribed in PRC Section 5097.98, taking into account the possibility of multiple human remains.

3.4.12 Cumulative Impacts

This section presents an analysis of the cumulative effects of the proposed Project in combination with other past, present, and reasonably foreseeable future projects that could cause cumulatively considerable impacts. Cumulative projects in the vicinity of the proposed Project are presented in Chapter 3, *Environmental Setting, Impacts, and Mitigation Measures*, of this Draft EIR.

Historic Architectural Resources

Development of the Project, in combination with other projects in the area, would include ground disturbance during construction activities. These construction activities of the cumulative projects could result in significant impacts to historical resources; however, as the Project area does not include any buildings, the Project would not result in potential significant impacts to historic architectural resources, and the Project's contribution to cumulative impacts to historical architectural resources is not cumulatively considerable. No mitigation measures are required for historical architectural resources.

Significance Determination: No Impact.

Mitigation Measures: No mitigation measures are required.

Archaeological Resources

Development of the Project, in combination with other projects in the area, would include ground disturbance during construction activities. These construction activities of the cumulative projects could result in significant impacts to unknown archaeological resources. Because the Project would result in potential significant impacts, the Project's contribution to cumulative impacts to archaeological resources is cumulatively considerable. With the implementation of Mitigation Measures CUL-1 through CUL-5, the Project's contribution to potential cumulative impacts on unique archaeological resources would be reduced to less than cumulatively considerable.

Significance Determination: Less than Significant with Mitigation.

Mitigation Measures: Implement CUL-1 through CUL-5.

Human Remains

Development of the Project, in combination with other projects in the area, would include ground disturbance during construction activities. These construction activities of the cumulative projects could result in significant impacts to unknown human remains interred outside formal cemeteries. Because the Project could result in potential significant impacts if human remains interred outside formal cemeteries were encountered, the Project's contribution to cumulative impacts to unknown human remains interred outside formal cemeteries is cumulatively considerable. With implementation of Mitigation Measures CUL-6, as described above, the Project would reduce potential impacts to human remains to less than cumulatively considerable.

Significance Determination: Less than Significant with Mitigation.

Mitigation Measures: Implement CUL-6.

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3.5 Energy

This section analyzes the potential effects of the Project's impacts on energy resources. The analysis in this section is based on the Project's anticipated energy needs, impacts, and conservation measures during construction and operation of the Project. **Appendix F**, *Energy Assumptions and Modeling*, contains modeling outputs based on the detailed construction information and operational calculations based on the Project's development program.

3.5.1 Environmental Setting

Existing Project Site Energy Use

The Project site, which encompasses approximately 51.34 gross acres / 49.57 net acres, is graded, and contains infrastructure such as streets, sidewalks, and utilities for future buildings. The Project proposes a multi-phase business park development that would include 15 industrial buildings within the City of Thousand Oaks (City). As the site is currently undeveloped, there is no existing energy usage. Therefore, the Project's energy consumption would be considered net new consumption.

Energy consumption is measured in three main sectors—electricity, natural gas, and transportation—as described below.

Electricity

Clean Power Alliance (CPA) is the default electricity provider for Ventura County (County), which includes the City, and thus, the Project site.[1] The City chose 100% Green Power as their default mix, but CPA also has a choice of programs at different renewable content and price points: Lean Power (40% clean energy), Clean Power (50% renewable energy), and 100% Green Power (100% renewable energy) (CPA 2024). The Southern California Edison (SCE) provides the electrical infrastructure.

SCE's electrical infrastructure provides electrical services to approximately 15 million people, 180 incorporated cities, 15 counties, 5,000 large businesses, and 280,000 small businesses throughout its 50,000-square-mile service area (SCE 2023a). The generating capacity of a unit of electricity is expressed in megawatt (MW). One MW provides enough energy to power 1,000 average California homes per day. Net generation refers to the gross amount of energy produced by a unit; minus the amount of energy the unit consumes. Generation is typically measured in megawatt-hours (MWh), kilowatt-hours (kWh), or gigawatt-hours (GWh). In 2022, SCE's total electricity sales in the SCE service area was estimated to be 84,218 gigawatt hours (GWh) (SCE 2023b).

SCE produces and purchases its energy from a mix of conventional and renewable generating sources. **Table 3.5-1**, *Electric Power Mix Delivered to Retail Customers in 2021,* displays the electric power mix

[1] 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. Thus, the Project's CalEEMod modeling was conservatively performed using SCE as the utility provider. SCE's default greenhouse gas pollutant intensity factors (lb/MWh) were used to conservatively estimate Project GHG emissions and associated impacts. As such, the GHG analysis provides a conservative analysis as the Project's GHG emissions associated with electricity consumption would be reduced had the City's default utility provider CPA's 100% renewable Green Power mix been incorporated.

that was delivered to retail customers for SCE compared to the statewide power mix for 2021. Total electricity sales/usage for SCE is shown in Table 3.5-1 compared to the statewide electricity sales/usage.[2]

TABLE 3.5-1
ELECTRIC POWER MIX DELIVERED TO RETAIL CUSTOMERS IN 2021

Energy Resource	2021 SCE	2021 Statewide Power Mix (for comparison) [a]
Total Sales/Total Usage (million kilowatt-hours)	**82,048**	**190,913**
Eligible Renewable	**31.4%**	**33.6%**
Biomass & bio-waste	0.1%	2.3%
Geothermal	5.7%	4.8%
Small hydroelectric	0.5%	1.0%
Solar	14.9%	14.2%
Wind	10.2%	11.4%
Coal	**0%**	**3.0%**
Large Hydroelectric	**2.3%**	**9.2%**
Natural Gas	**22.3%**	**37.9%**
Nuclear	**9.2%**	**9.3%**
Other	**0.2%**	**0.2%**
Unspecified sources of power[b]	**34.6%**	**6.8%**
Total	**100%**[c]	**100%** [c]

SOURCES: SCE, 2022.; CEC 2023a.

NOTES:

a. Percentages are estimated annually by the California Energy Commission based on the electricity sold to California consumers during the previous year. The eligible renewable percentage above does not reflect RPS compliance, which is determined using a different methodology.
b. "Unspecified sources of power" means electricity from transactions that are not traceable to specific generation sources.
c. Totals may not add up exactly due to rounding.

Natural Gas

Natural gas is a combustible mixture of simple hydrocarbon compounds (primarily methane) that is used as a fuel source. Natural gas consumed in California is obtained from naturally occurring reservoirs and delivered through high-pressure transmission pipelines but relies upon out-of-state imports for nearly 90 percent of its natural gas supply (CEC 2022a). A majority of natural gas consumed in California is for electricity generation, along with the industrial, residential, and commercial sectors (CEC 2022a). Among energy commodities consumed in California, natural gas accounts for about one-third of the total primary energy consumption in terms of British thermal units (BTU) (USEIA 2022a). Natural gas is measured in terms of both cubic feet (cf) or Btu.

Natural gas is used for cooking, space heating, water heating, electricity generation, and as an alternative transportation fuel. The Project site is within service area of Southern California Gas Company

[2] As stated above, 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. Thus, the Project's CalEEMod modeling was conservatively performed using SCE as the utility provider. SCE's default greenhouse gas pollutant intensity factors (lb/MWh) were used to conservatively estimate Project GHG emissions and associated impacts. As such, the GHG analysis provides a conservative analysis as the Project's GHG emissions associated with electricity consumption would be reduced had the City's default utility provider CPA's 100% renewable Green Power mix been incorporated.

(SoCalGas), which is the principal distributor of natural gas in Southern California, serving residential, commercial, and industrial markets. SoCalGas serves approximately 21.1 million customers in more than 500 communities encompassing approximately 24,000 square miles throughout central and Southern California from Visalia to the Mexican border (SoCalGas 2023).

SoCalGas, along with five other California utility providers, released the *2022 California Gas Report*, presenting a forecast of natural gas supplies and requirements for California through the year 2035. This report predicts gas demand for all sectors (residential, commercial, industrial, energy generation and wholesale exports) and presents best estimates, as well as scenarios for hot and cold years. Overall, SoCalGas predicts a decrease in natural gas demand in future years due to a decrease in per capita usage, energy efficiency policies, and the State's transition to renewable energy displacing fossil fuels including natural gas (California Gas and Electric Utilities 2022). The demand is declining 0.1 percent faster than what was projected in the 2020 California Gas Report (California Gas and Electric Utilities 2022 and 2020).

Gas supply available to SoCalGas from California sources averaged approximately 2,443 million cf per day or 2,533,391 million Btu (MMBtu)[3] in 2021. This equates to an annual average of 891,695 million cf per year or 924,687,715 MMBtu per year (California Gas and Electric Utilities 2022).

Transportation Energy

According to the Energy Information Administration transportation accounts for approximately 37.8 percent of California's total energy consumption (USEIA 2022b). The annual transportation fuel consumption of diesel and gasoline in 2022 in California is approximately 1,846 million gallons and 11,495 million gallons, respectively (CEC 2023b). Transportation fuel consumption of diesel and gasoline for Ventura County in 2022 is 79.5 million gallons[4] and 303 million gallons, respectively. The estimated Ventura County and Statewide transportation fuel consumption is based on retail sale data from the California Energy Commission (CEC) (CEC 2023b).

3.5.2 Regulatory Setting

Federal

Energy Independence and Security Act

The Energy Independence and Security Act of 2007 (EISA) facilitates the reduction of national GHG emissions by requiring the following:

- Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard (RFS) that requires fuel producers to use at least 36 billion gallons of biofuel in 2022.
- Prescribe or revise standards affecting regional efficiency for heating and cooling products, procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

[3] 1 million cubic feet per day (MMSCFD) = 1037 million Btu/day (MMBtu)

[4] Diesel is adjusted to account for retail (50.3%) and non-retail (49.7%) diesel sales.

- Set a target of 35 miles per gallon (mpg) for the combined fleet of cars and light trucks by model year 2020 and direct the National Highway Traffic Safety Administration (NHTSA) to establish a fuel economy program for medium-and heavy-duty trucks and create a separate fuel economy standard for work trucks.

Additional provisions of EISA address energy savings in government and public institutions, promote research for alternative energy, additional research in carbon capture, international energy programs, and the creation of green jobs.[5]

Federal Vehicle Standards

Passenger Cars and Light Trucks

Established by the U.S. Congress in 1975, the Corporate Average Fuel Economy (CAFE) standards reduce energy consumption by increasing the fuel economy of passenger cars and light trucks. The National Highway Traffic Safety Administration (NHTSA) and United States Environmental Protection Agency (USEPA) jointly administer the CAFE standards. The U.S. Congress has specified that CAFE standards must be set at the "maximum feasible level" with consideration given for: (1) technological feasibility; (2) economic practicality; (3) effect of other standards on fuel economy; and (4) need for the nation to conserve energy (NHTSA 2020).

In 2007, President Bush signed Executive Order 13432 on May 14, directing the USEPA, along with the Departments of Transportation, Energy, and Agriculture, to establish regulation that reduce Greenhouse Gas (GHG) emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. In 2009, the NHTSA issued a final rule regulating fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011, and in 2010, the USEPA and NHTSA issued a final rule regulating CAFÉ standards for cars and light-duty trucks for model years 2012–2016.

On May 19, 2009, President Obama announced a national policy for fuel efficiency and emissions standards in the United States auto industry. In August 2012, stricter CAFE standards were adopted for model year 2017 through 2025 passenger cars and light-duty trucks. By 2020, new vehicles are projected to achieve 41.7 mpg (if GHG reductions are achieved exclusively through fuel economy improvements) and 213 grams of CO_2 per mile (Phase II standards). By 2025, vehicles will achieve 54.5 mpg (if GHG reductions are achieved exclusively through fuel economy improvements) and 163 grams of CO_2 per mile. According to the USEPA, under these standards a model year 2025 vehicle would emit one-half of the GHG emissions from a model year 2010 vehicle (USEPA and NHTSA 2012). In 2017, the USEPA recommended no change to the GHG standards for light-duty vehicles for model years 2022–2025.

In August 2018, the USEPA and NHTSA issued the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule that would maintain the CAFE standards applicable in model year 2020 for model years 2021 through 2026. The estimated CAFE standards for model year 2020 are 43.7 mpg for passenger cars and 31.3 mpg for light trucks, projecting an overall industry average of 37 mpg, as compared to 46.7 mpg under the standards issued in 2012. However, Consistent with President Biden's executive order on Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis, USEPA and NHTSA evaluated whether and how to replace the SAFE Rule (United States District Court

[5] A green job, as defined by the United States Department of Labor, is a job in business that produces goods or provides services that benefit the environment or conserve natural resources.

for the District Court of Columbia). On March 14, 2022, EPA ruled to revise the greenhouse gas emissions standards under the Clean Air Act section 202(a) for light-duty vehicles for 2023 and later model years to make the standards more stringent (Federal Register 2021). Moreover, on August 5, 2021, the President signed an executive order that targets making half of all new vehicles sold in 2030 zero-emissions vehicles, including battery electric, plug-in hybrid electric, or fuel cell electric vehicles (White House Briefing Room 2021).

On December 30, 2021, the USEPA finalized the federal greenhouse gas emissions standards for passenger and light trucks for model years 2023 through 2026 (USEPA 2021). This rule prompts auto makers to utilize clean technologies available today and incentivizes them to produce vehicles with zero and near-zero emissions technology. The final rule revises the current SAFE rules standards, beginning in model year 2023 and increases in stringency year over year through model year 2026. The standards finalized for model year 2026 establish the most stringent GHG standards ever set for the light-duty vehicle sector. The final rule sets a stringency increase in model year 2023 by almost 10% (compared to the SAFE rule standards of model year 2022), followed by stringency increases of 5% for model year 2024, 6.6% for model year 2025, and 10% for model year 2026. The USEPA projects that the final standards will result in a reduction of 3.1 billion tons of GHG emissions by 2050 and will also reduce emissions of some criteria pollutants and air toxics.

Medium- and Heavy-Duty Trucks

On October 25, 2010, the USEPA and the United States Department of Transportation (USDOT) proposed the first national standards to reduce GHG and improve fuel efficiency of heavy-duty trucks and buses (also known as “Phase 1”). For combination tractors, the agencies are proposing engine and vehicle standards that begin in the 2014 model year and achieve up to a 20 percent reduction in carbon dioxide emissions and fuel consumption by the 2018 model year. For heavy-duty pickup trucks and vans, the agencies are proposing separate gasoline and diesel truck standards, which phase in starting in the 2014 model year and achieve up to a 10 percent reduction for gasoline vehicles and up to a 15 percent reduction for diesel vehicles by 2018 model year (12% and 17% respectively if accounting for air conditioning leakage). Lastly, for vocational vehicles (includes other vehicles like buses, refuse trucks, concrete mixers; everything except for combination tractors and heavy-duty pickups and vans), the agencies are proposing engine and vehicle standards starting in the 2014 model year, which would achieve up to a 10 percent reduction in fuel consumption and carbon dioxide emissions by the 2018 model year. Building on the success of the standards, the USEPA and USDOT jointly finalized additional standards (called “Phase 2”) for medium- and heavy-duty vehicles through model year 2027 that will improve fuel efficiency and cut carbon pollution. The final standards are expected to lower CO_2 emissions by approximately 1.1 billion metric tons.

Construction Equipment Emission Standards

The USEPA sets emission standards for construction equipment which have resulted in more efficient equipment. The first three sets of standards, Tier 1 through Tier 3, implemented between 1994 and 2008, mandated emission reductions to be met through engine design, which generally resulted in more fuel-efficient equipment. Tier 4 standards, phased-in between 2008-2015, were designed such that they could be met using control technologies such as exhaust gas after treatment. This allowed Tier 3 engines to be converted to Tier 4. However, manufacturers have continued to increase efficiency in construction

equipment engines as it serves both to meet standards and reduce costs to the end user, making a more competitive product.

State

Senate Bill 1389

Senate Bill (SB) 1389 (Public Resources Code Sections 25300–25323; SB 1389) requires the California Energy Commission (CEC) to prepare a biennial integrated energy policy report that assesses major energy trends and issues facing the state's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the state's economy; and protect public health and safety (Public Resources Code Section 25301[a]). The 2022 Integrated Energy Policy Report, the latest published report from CEC, provides the CEC's assessments related to energy sector trends, building decarbonization, energy reliability, decarbonizing California's gas system, the California energy demand forecast, and quantifying the benefits of the Clean Transportation Program (CEC 2023a).

California's Renewables Portfolio Standard

Senate Bill 100

The State of California has adopted standards to increase the percentage that retail sellers of electricity, including investor-owned utilities and community choice aggregators, must provide from renewable sources. The standards are referred to as the Renewables Portfolio Standards (RPS) and require retail sellers of electric services to increase procurement from eligible renewable energy resources to 33 percent by 2020 (CPUC 2018).

On September 10, 2018, Governor Brown signed SB 100, which supersedes prior legislation and requires retail sellers and local publicly owned electric utilities to procure eligible renewable electricity for 44 percent of retail sales by December 31, 2024, 52 percent by December 31, 2027, and 60 percent by December 31, 2030, and that the California Air Resources Board (CARB) should plan for 100 percent eligible renewable energy resources and zero-carbon resources by December 31, 2045. The California Public Utilities Commission (CPUC) and the CEC jointly implement the RPS program. The CPUC's responsibilities include: (1) determining annual procurement targets and enforcing compliance; (2) reviewing and approving each investor-owned utility's renewable energy procurement plan; (3) reviewing contracts for RPS-eligible energy; and (4) establishing the standard terms and conditions used in contracts for eligible renewable energy (CPUC 2018).

The electricity provider is required to commit to the use of renewable energy sources for compliance with the RPS. Eligible renewable resources are defined in the RPS to include biodiesel; biomass; hydroelectric and small hydro (30 Mega Watts [MW] or less); aqueduct hydro power plants; digester gas; fuel cells; geothermal; landfill gas; municipal solid waste; ocean thermal, ocean wave, and tidal current technologies; renewable derived biogas; multi-fuel facilities using renewable fuels; solar photovoltaic (PV); solar thermal electric; wind; and other renewables that may be defined later. CPA and SCE are required to meet the SB 100 (Chapter 312, Statutes of 2018) targets as defined above.

Senate Bill 1020

Senate Bill 1020, Clean Energy, Jobs, and Affordability Act of 2022, approved September 16, 2022, revises SB 100, to require that eligible renewable energy resources and zero-carbon resources supply 90 percent of all retail sales of electricity to end use customers by December 31, 2035, 95 percent of all retail sales to end users by December 31, 2040, and 100 percent of all retail sales to end users by December 31, 2045, and 100 percent of electricity procured to serve all state agencies by December 31, 2035 (California Legislative Information 2022).

California Building Standards Code (Title 24)

California Building Energy Efficiency Standards (Title 24, Part 6)

The California Building Energy Efficiency Standards for Residential and Non-residential Buildings (California Code of Regulations, Title 24, Part 6) were adopted to ensure that building construction and system design and installation achieve energy efficiency and preserve outdoor and indoor environmental quality. The current California Building Energy Efficiency Standards (Title 24 standards) are the 2022 Title 24 standards, which became effective on January 1, 2023. (CEC 2022c). The 2022 Title 24 standards include efficiency improvements to the residential and non-residential standards (CEC 2022c).

The Energy Efficiency Standards for Residential and Nonresidential Buildings focuses on several key areas to improve the energy efficiency of renovations and addition to existing buildings as well as newly constructed buildings and renovations and additions to existing buildings. The most significant efficiency improvements to the residential Standards include the encouragement of electric heat pumps, expands solar photovoltaic (PV) and battery storage standards, establishes electric-ready requirements for new homes, and improvements for attics, walls, water heating, ventilation, and lighting (CEC, 2022c). The most significant efficiency improvements to the nonresidential Standards include alignment with the ASHRAE 90.1 2017 national standards, battery storage standards, and strengthens ventilation standards. The 2022 updates to the Title 24 standards also include changes made throughout all of its sections to improve the clarity, consistency, and readability of the regulatory language. Furthermore, the standards require that enforcement agencies determine compliance with state regulations (24 CCR Part 6) before issuing building permits for any construction (CEC 2022c).

California Green Building Standards (Title 24, Part 11)

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 reduced negative impact or 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" (CBSC 2022) The CALGreen Code is not intended to substitute for or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission. As of January 1, 2011, 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 (CBSC 2022).

The CALGreen Code was most recently updated in 2022 to include new mandatory measures for residential as well as nonresidential uses; the new measures took effect on January 1, 2023.

Senate Bill 350

SB 350, signed October 7, 2015, is the Clean Energy and Pollution Reduction Act of 2015. The objectives of SB 350 are: (1) to increase the procurement of electricity from renewable sources from 33 percent to 50 percent; and (2) to double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation.

California Assembly Bill 1493 (AB 1493, Pavley)

In response to the transportation sector accounting for a large percentage of California's CO_2 emissions, AB 1493 (HSC Sections 42823 and 43018.5) (also referred to as the Pavley standards) enacted on July 22, 2002, required CARB to set GHG emission standards for passenger vehicles, light-duty trucks, and other vehicles whose primary use is non-commercial personal transportation manufactured during and after 2009. In setting these standards, CARB must consider cost effectiveness, technological feasibility, economic impacts, and provide maximum flexibility to manufacturers.

The federal Clean Air Act (CAA) ordinarily preempts State regulation of motor vehicle emission standards; however, California is allowed to set its own standards with a federal CAA waiver from the USEPA. In August 2012, USEPA and the U.S. Department of Transportation adopted GHG emissions standards for model year 2017–2025 vehicles, which corresponds to the state's Pavley standards; however, these standards were rescinded and replaced under the federal SAFE Vehicles Rule. California, 22 other states, and the District of Columbia filed a petition for review of the final SAFE rule on May 27, 2020. Also, on January 20, 2021, President Biden signed EO 13990, directing the government to revise fuel economy standards with the goal of further reducing emissions. On April 22, 2021, NHTSA proposed to formally roll back portions of the SAFE Vehicles Rule, thereby restoring California's right to set more stringent fuel efficiency standards.

In January 2007, Governor Brown signed EO S-01-07, which mandates the following actions: (1) establish a statewide goal to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020; and (2) adopt a Low Carbon Fuel Standard for transportation fuels in California. CARB identified the Low Carbon Fuel Standard as one of the nine discrete early actions in the Climate Change Scoping Plan. In 2018, CARB amended the Low Carbon Fuel Standard to strengthen and smooth the carbon intensity benchmarks through 2030 in line with California's 2030 GHG emissions reduction target enacted through SB 32.

California Health and Safety Code, Division 25.5/California Global Warming Solutions Act of 2006

In 2006, the California State Legislature adopted AB 32 (codified in the California Health and Safety Code [HSC], Division 25.5 – California Global Warming Solutions Act of 2006), which focuses on reducing GHG emissions in California to 1990 levels by 2020. AB 32 defines GHGs as CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6 and represents the first enforceable statewide program to limit GHGs from all major industries with penalties for noncompliance. Under HSC Division 25.5, CARB has the primary responsibility for reducing the State's GHG emissions; however, AB 32 also tasked the CEC and the

CPUC with providing information, analysis, and recommendations to CARB regarding strategies to reduce GHG emissions in the energy sector.

In 2016, the California State Legislature adopted SB 32 and its companion bill AB 197; both were signed by Governor Brown. SB 32 and AB 197 amend HSC Division 25.5 and establish a new climate pollution reduction target of 40 percent below 1990 levels by 2030 and include provisions to ensure that the benefits of state climate policies reach into disadvantaged communities. Refer to Section 3.7, *Greenhouse Gas Emissions*, of this Draft EIR, for additional details regarding these regulations.

California Air Resources Board

CARB is responsible for the coordination and administration of both federal and state air pollution control programs in California. Some of the regulations and measures that CARB has adopted to reduce particulate matter, nitrogen oxides, and other emissions have the co-benefits of reducing GHG emissions. Regulations and measures include:

- On December 12, 2008, CARB approved the Truck and Bus Regulation to significantly reduce particulate matter and nitrogen oxide (NOx) emissions from existing diesel vehicles operating in California. Amendments to this regulation were approved by CARB on April 25, 2014.

  The regulation applies to nearly all diesel fueled, dual-fueled, or alternative diesel-fueled trucks and buses with a gross vehicle weight rating (GVWR) greater than 14,000 pounds that are privately or federally owned and for privately and publicly owned school buses. The purpose of this regulation is to reduce emissions of diesel particulate matter, NOx, and other criteria pollutants from in-use diesel-fueled vehicles.

- Heavier trucks and buses with a GVWR greater than 26,000 pounds must comply with a schedule by engine model year or owners can report to show compliance with more flexible options. Starting January 1, 2012, heavier trucks were required to meet the engine model year schedule. Fleets that comply with the schedule must install the best available PM filter on 1996 model year and newer engines and replace the vehicle 8 years later. Trucks with 1995 model year and older engines must be replaced starting in 2015. Replacements with a 2010 model year or newer engines meet the final requirements, but owners can also replace with used trucks that have a future compliance date on the schedule. For example, a replacement with a 2007 model year engine complies until 2023. By 2023, all trucks and buses must have 2010 model year engines with few exceptions. No reporting is required if complying with this schedule (CARB 2014). In 2012, CARB approved the Advanced Clean Cars Program, which includes low-emission-vehicle regulations that reduce criteria pollutant and GHG emissions from light- and medium-duty vehicles, and the zero-emissions vehicle (ZEV) regulation, which requires manufacturers to produce an increasing number of pure ZEVs (meaning battery electric and fuel cell electric vehicles), with provisions to also produce plug-in hybrid electric vehicles in the 2018–2025 model years. The program aims to reduce smog-forming pollution from passenger vehicles by 75 percent by 2025, with the ultimate goal of total fleet electrification and elimination of tailpipe emissions. CARB is in the process of establishing the next set of low-emission-vehicle and ZEV requirements to contribute to meeting federal ambient air quality ozone standards and California's carbon neutrality targets.

- In 2022, CARB approved the Advanced Clean Cars II Program, for model years 2026 through 2035, which requires that all new passenger cars, trucks and SUVs sold in California be zero emissions by 2035. The regulation amends the Zero-emission Vehicle (ZEV) Regulation to require an increasing number of ZEVs, and relies on advanced vehicle technologies, including battery-electric, hydrogen fuel cell electric and plug-in hybrid electric-vehicles, to meet air quality and climate change emissions

standards, in support of EO N-79-20 (CARB 2022e). This Program also amended the Low-emission Vehicle Regulations to include increasingly stringent standards for gasoline cars and heavier passenger trucks to continue to reduce smog-forming emissions. By increasing the number of ZEVs on the road and continuing to clean up conventional internal combustion vehicles, the regulations will reduce exposure to vehicle pollution in communities throughout California, including in frontline communities that are disproportionately exposed to vehicular pollution.

- In 2023, CARB approved the Advanced Clean Fleets (ACF) regulation was adopted by California Air Resources Board (CARB) in April 2023 and was effective, as a matter of state law, on October 1). The ACF regulation complements CARB's Advanced Clean Trucks regulation and advance the introduction of ZEVs into California's truck and bus fleets requiring fleets that are well suited for electrification to transition to zero emission technologies (CARB 2024). Specifically, the ACF includes the following components:
  - **Manufacturer sales mandate:** Manufacturers may sell only zero-emissions medium- and heavy-duty vehicles in California starting in 2036.
  - **Drayage fleets**. Beginning December 31, 2023, drayage trucks must be registered in Truck Regulation Upload, Compliance, and Reporting System (TRUCRS) to conduct drayage activities in California. Non-zero-emissions "legacy" drayage trucks may register in TRUCRS through December 31, 2023. Legacy drayage trucks can continue to operate through their minimum useful life. Beginning January 1, 2024, only zero-emissions drayage trucks may register in TRUCRS. All drayage trucks entering seaports and intermodal railyards are required to be zero-emissions by 2035.
  - **High priority and federal fleets.** High priority and federal fleets may purchase either ZEVs or near-ZEVs, or a combination of ZEVs and near-ZEVs, until 2035. Starting in 2035, only ZEVs will meet the requirements. These fleets must initially submit a compliance report by February 1, 2024 and comply with the Model Year Schedule or may elect to use the optional ZEV Milestones Option to phase ZEVs into their California fleets.
    - Model Year Schedule: Fleets must purchase only ZEVs beginning 2024 and, starting January 1, 2025, must remove internal combustion engine vehicles at the end of their useful life, as specified in the regulation.
    - ZEV Milestones Option (Optional): Instead of the Model Year Schedule, fleet owners may elect to meet ZEV targets as a percentage of the total fleet starting with vehicle types that are most suitable for electrification.
  - **State and local agencies.** California State and local government fleets, including city, county, special district, and State agency fleets, would be required to ensure 50 percent of vehicle purchases are zero-emissions beginning in 2024 and 100 percent of vehicle purchases are zero-emissions by 2027. They must also initially submit a compliance report by April 1, 2024. Small government fleets of 10 or fewer vehicles and those in designated counties would start their ZEV purchases beginning in 2027. Alternatively, State and local government fleet owners may elect to use the ZEV Milestones Option. State and local government fleets may purchase either ZEVs or near-ZEVs, or a combination of ZEVs and near-ZEVs, until 2035. Starting in 2035, only ZEVs will meet the requirements.
- In 2004, CARB adopted an Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling, to reduce public exposure to diesel particulate matter and other toxic air contaminants (13 CCR Section 2485). This measure generally prohibits diesel-fueled commercial vehicle idling for more than five minutes at any given location, with certain exemptions for equipment in which idling is a necessary function, such as concrete trucks.

- In 2008, CARB approved the Truck and Bus regulation to reduce particulate matter and nitrogen oxide emissions from existing diesel vehicles operating in California (13 CCR Section 2025[h]).
- In 2007, CARB promulgated emission standards for off-road diesel construction equipment of greater than 25 horsepower such as bulldozers, loaders, backhoes, and forklifts, as well as many other self-propelled off-road diesel vehicles. The regulation aims to reduce emissions by installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission-controlled models.

While these regulations primarily target reductions in criteria air pollutant emission, they have the co-benefits of minimizing GHG emissions due to improved engine and fuel efficiencies and reduction of idling times.

Advanced Clean Trucks Program

The purpose of the Advanced Clean Trucks (ACT) Regulation (June 2020) is to accelerate the market for zero-emission vehicles in the medium- and heavy-duty truck sector and to reduce emissions of oxides of nitrogen (NOx), fine particulate matter, toxic air contaminants (TACs), GHGs, and other criteria pollutants generated from on-road mobile sources (CARB 2021b). Requiring medium- and heavy-duty vehicles to transition to zero-emissions technology will reduce health risks to people living in and visiting California and is needed to help California meet established near- and long-term air quality and climate mitigation targets. The regulation has two components including (1) a manufacturer sales requirement and (2) a reporting requirement:

1. Zero-emission truck sales: Manufacturers who certify Class 2b-8 chassis or complete vehicles with combustion engines will be required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales would need to be 55% of Class 2b – 3 truck sales, 75% of Class 4 – 8 straight truck sales, and 40% of truck tractor sales.

2. Company and fleet reporting: Large employers including retailers, manufacturers, brokers and others will be required to report information about shipments and shuttle services. Fleet owners, with 50 or more trucks, will be required to report about their existing fleet operations. This information will help identify future strategies to ensure that fleets purchase available zero-emission trucks and place them in service where suitable to meet their needs.

Sustainable Communities Strategy

SB 375 (Chapter 728, Statutes of 2008), which establishes mechanisms for the development of regional targets for reducing passenger vehicle GHG, was adopted by the State on September 30, 2008. Under SB 375, CARB is required, in consultation with the State's Metropolitan Planning Organizations, to set regional GHG reduction targets for the passenger vehicle and light-duty truck sector for 2020 and 2035. CARB has adopted the GHG emissions reduction targets of 8 percent by 2020 and 19 percent by 2035 relative to 2005 GHG emissions for the Southern California Association of Governments (SCAG), which is the Metropolitan Planning Organization for the region in which the City is located (CARB 2018). The proposed reduction targets explicitly exclude emission reductions expected from the Pavley regulations and the LCFS regulations.

Under SB 375, the reduction target must be incorporated within that region's Regional Transportation Plan (RTP), which is used for long-term transportation planning, in a Sustainable Communities Strategy (SCS). Certain transportation planning and programming activities would then need to be consistent with the SCS; however, SB 375 expressly provides that the SCS does not regulate the use of land, and further provides that local land use plans and policies (e.g., general plan) are not required to be consistent with either the RTP or SCS.

California Environmental Quality Act

In accordance with CEQA and Appendix F, Energy Conservation, of the State CEQA Guidelines, and to assure that energy implications are considered in project decisions, EIRs are required to include a discussion of the potential significant energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. In addition, while not described or required as significance thresholds for determining the significance of impacts related to energy, Appendix F provides the following topics for consideration in the discussion of energy use in the Draft EIR, to the extent the topics are applicable or relevant to the Project:

The Project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the Project including construction, operation, maintenance, and/or removal. If appropriate, the energy intensiveness of materials may be discussed:

- The effects of the Project on local and regional energy supplies and on requirements for additional capacity;
- The effects of the Project on peak and base period demands for electricity and other forms of energy;
- The degree to which the Project complies with existing energy standards;
- The effects of the Project on energy resources; and
- The Project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

Regional

Southern California Association of Governments

The Project site is located within the planning jurisdiction of SCAG, as is all of Ventura County. Pursuant to SB 375, SCAG prepared its first-ever SCS that was included in the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (2012–2035 RTP/SCS), which was adopted by SCAG in April 2012. The goals and policies of that SCS demonstrated a reduction in per capita VMT (and a corresponding decrease in per capita transportation-related fuel consumption) and focused on transportation and land use planning strategies that included encouraging infill projects, locating residents closer to where they work and play, and designing communities with access to high quality transit services.

On April 4, 2024, the SCAG's Regional Council formally adopted the 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) also known as Connect SoCal 2024 (SCAG 2024a), which is an update to the previous 2020–2045 RTP/SCS (SCAG 2020). Connect SoCal

2024 describes how the region can attain the GHG emission-reduction targets set by CARB by achieving reductions in per-capita transportation GHG emissions of 8 percent by 2020 and 19 percent by 2035, compared to the 2005 level (SCAG 2024a). Compliance with and implementation of the Connect SoCal policies and strategies would have the co-benefit of reducing per capita criteria air pollutant emissions (e.g., nitrogen dioxide, carbon monoxide, etc.) associated with reduced per capita vehicle miles traveled and corresponding decreases in per capita transportation-related fuel consumption. In addition, refer to Section 3.7, *Greenhouse Gas Emissions*, of this Draft EIR, for additional details regarding these policies and strategies.

Local

City of Thousand Oaks General Plan

The Thousand Oaks 2045 General Plan is s a long-range plan that guides decision-making for the future social, economic, and physical development of the City through 2045. This plan was approved in December 2023, and the following Goals and Policies which pertain to Energy resources apply to this Project:

Mobility Element

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 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 service to social services, healthcare facilities, and major employment areas.

Policy 2.7 Regional Programs: Support regional congestion management and air quality programs.

Goal M-3: Create and maintain a transportation system that improves community health.

Policy 3.1 Active Travel Faculties: 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 3.2 Neighborhood Streets: Create neighborhood streets that unify neighborhoods, reduce vehicle speeds, reduce barriers for people walking, biking, and riding transit, and provide connectivity to arterials. Extend stubbed-end streets through future developments, where appropriate, to provide necessary circulation within a developing area and for adequate internal circulation within and between neighborhoods.

Policy 3.3 Truck Routing: Identify, designate, and enforce truck routes to minimize impact of truck traffic on residential neighborhoods.

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 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.

Policy 3.7 Clean Fuels and Vehicles: Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

Goal M-4: Create a transportation system that will accommodate future growth that provides for all modes.

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 4.7 Parking Management: Implement a comprehensive parking management strategy that supports economic growth and vitality, and environmental sustainability, and ensures that the available parking supply is utilized at levels that meet ongoing needs.

Goal M-5: Create and maintain a transportation system that fosters vibrant commercial centers and economic resiliency.

Policy 5.2 Flexible Parking Requirements: Allow creative and flexible approaches to parking, including maximizing use of existing public supply and sharing between uses to create a "park once environment" and facilitate the revitalization of underutilized land.

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 leaving 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 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.

Conservation Element

Goal C-10: Achieve and maintain air quality that protects public health, safety, and welfare for those who live or work in the city for visitors.

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.

Community Facilities and Services

Goal CFS-4: Encourage building and landscape design that conserves or recycles water.

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 4.5 Building Water Efficiency: Minimize future water use by requiring all new developments to meet Green Building Standards identified by the USEPA and other regulatory entities.

City of Thousand Oaks Climate and Environmental Action Plan

The City adopted the Climate & Environmental Action Plan (CEAP) on May 7, 2024, which details the strategies and actions that the City will pursue to protect the environment and address the challenges of climate change (City of Thousand Oaks 2024). Actions are aimed at reducing the community's collective carbon emissions, sustaining a healthy environment 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.

3.5.3 Thresholds of Significance

According to Appendix G of the State CEQA Guidelines, the proposed Project could have a potentially significant impact with respect to energy if it would:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation (see Impact 3.5-1, below).
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency (see Impact 3.5-2, below).

For this analysis, the Appendix G Thresholds are relied upon. The analysis utilizes factors and considerations identified in Appendix G and Appendix F of the CEQA Guidelines, as appropriate, to assist in answering the Appendix G questions. The factors to evaluate energy impacts under Impact 3.5-1 include the Project's energy requirements and effects of the Project on local and regional energy supplies. The factors to evaluate energy impacts under Impact 3.5-2 include the degree to which the Project complies with existing energy standards, as applicable.

3.5.4 Methodology

Construction

The Project site includes construction of a 15-building business park on 16 privately owned parcels. The 16 parcels include previously created lots which are to be reconfigured as part of the proposed Project. Construction of the Project would occur over seven phases with various phases occurring over different time periods. The seven phases are as follows:

- Phase 1: Buildings 1A, 1B, 1C, and 1D
- Phase 2: Buildings 1E, 1F, and 1G
- Phase 3: Building 2
- Phase 4: Building 3
- Phase 5: Buildings 5A and 5B
- Phase 6: Buildings 6A and 6B
- Phase 7: Buildings 4A and 4B

Construction activities under each phase would include: (1) grading and site preparation; (2) building construction; (3) paving; and (4) architectural coating activities. Construction of proposed project is modeled to occur over seven phases beginning as early as 2025 and full buildout anticipated by 2035with various phases occurring over different time periods.[6]

Construction energy consumption would result primarily from transportation fuels (e.g., diesel and gasoline) used for haul trucks, heavy-duty construction equipment, and construction workers traveling to and from the Project site. Construction activities can vary substantially from day to day, depending on the

[6] Project construction is estimated to start in 2025 with final buildout expected in 2035. For modeling purposes, an earlier construction completion end year of 2031 was used only as a conservative assessment, which assumes no gaps in construction activities or phases. The conservative schedule used in the modeling analyses assumes the phases would be built sequentially rather than include between 6 and 12 months of a gap between the end of the construction within the prior phase in order to accommodate the planning and permitting activity specific to the subsequent phase as potentially described in Section 2.6 of the Project Description of this Draft EIR. Further, construction could commence at a later date due to unforeseen delays, changing market conditions, or other unforeseeable reasons. If this occurs, construction impacts would be lower than those analyzed below due to the use of a more energy-efficient construction vehicle fleet mix, pursuant to State regulations.

specific type of construction activity and the number of workers and vendors traveling to the Project site (see Appendix F of this Draft EIR for detailed construction assumptions and calculations). As per CEQA Guidelines Appendix F, this analysis considers these factors and provides the estimated maximum construction energy consumption for the purposes of evaluating the associated impacts on energy resources and requirements.

Electricity

Construction electricity was estimated for the energy consumed off-site related to treatment and conveyance of water to the Project site for dust control. In addition, electricity from water conveyance for dust control was also calculated based on the estimated exposed area and water needs to cover the area during construction activity. Default CalEEMod water electricity intensity factors were used to convert the volume of water needed to electricity demand from water conveyance.

Natural Gas

Construction activities, including the construction of new buildings and facilities, typically do not involve the consumption of natural gas. Accordingly, natural gas is not expected to be consumed during Project construction. Therefore, natural gas associated with construction activities was not calculated.[7]

Transportation Fuels

Fuel consumption from on-site heavy-duty construction equipment was calculated based on the equipment mix and usage factors provided in the CalEEMod construction output files included in Appendix F of this Draft EIR. The total horsepower was then multiplied by fuel usage estimates per horsepower-hour from CARB's off-road vehicle (OFFROAD) model. Fuel consumption from construction on-road worker, vendor, and delivery/haul trucks was calculated using the trip rates and distances provided in the emissions modeling worksheets and CalEEMod construction output files. Total VMT for these on-road vehicles were then calculated for each type of construction-related trip and divided by the corresponding county-specific miles per gallon factor using CARB's EMFAC2021 model. EMFAC provides the total annual VMT and fuel consumed for each vehicle type. CalEEMod default trip lengths were used for worker commutes while vendor, management visits, concrete, and haul truck trips were taken from emissions modeling worksheets that used EMFAC2021 emission factors. Consistent with CalEEMod, construction worker trips for the Project were assumed to include a mix of light-duty gasoline automobiles and light-duty gasoline trucks. Construction vendor trucks were assumed to be a mix of medium-heavy-duty and heavy-duty diesel trucks, and concrete and haul trucks were assumed to be heavy-duty diesel trucks.

The energy usage required for Project construction has been estimated based on the number and type of construction equipment that would be used during Project construction by assuming a conservative estimate of construction activities (i.e., maximum daily equipment usage levels) during the relevant timeframe for such construction activities Energy for construction worker commuting trips has been estimated based on the predicted number of workers for the various phases of construction and the

[7] In general, natural gas would not be expected to be used, and this energy analysis assumes heavy-duty construction equipment is diesel-fueled, as is typically the case. However, natural gas-fueled heavy-duty construction equipment could be used to replace some diesel-fueled heavy-duty construction equipment. If this does occur, diesel fuel demand would be slightly reduced and replaced by a small amount of temporary natural gas demand. This would not substantially affect the energy analysis or conclusions provided herein.

estimated VMT based on the conservative values in the CalEEMod and EMFAC2021 models. The assessment also includes a discussion of the Project's compliance with relevant energy-related regulatory requirements that would minimize the amount of energy usage during construction. These measures are also discussed in Chapter 2, *Project Description*, Section 3.2, *Air Quality*, and Section 3.7, *Greenhouse Gas Emissions*, of this Draft EIR.

The construction equipment and haul trucks would likely be diesel-fueled, while the construction worker commute vehicles would primarily be gasoline-fueled. For the purposes of this assessment, it is conservatively assumed that all heavy-duty construction equipment and haul trucks would be diesel-fueled. The estimated fuel economy for heavy-duty construction equipment is based on fuel consumption factors from the CARB OFFROAD emissions model, which is a State-approved model for estimating emissions from off-road heavy-duty equipment. The estimated fuel economy for haul trucks and worker commute vehicles is based on fuel consumption factors from the CARB EMFAC emissions model, which is a State-approved model for estimating emissions on-road vehicles and trucks. Both OFFROAD and EMFAC are incorporated into CalEEMod. However, emissions for worker, vendor, and concrete/haul trucks were calculated outside of CalEEMod using emission factors from EMFAC2021 to provide a more detailed and accurate account of truck emissions.

Operation

Operation of the Project would require energy in the form of electricity for building heating, cooling, lighting, water demand and wastewater treatment, consumer electronics, and other energy needs, and transportation-fuels, primarily gasoline, for vehicles traveling to and from the Project site (see Appendix F of this Draft EIR for detailed operational assumptions and calculations). As per CEQA Guidelines Appendix F, this analysis quantifies the Project's energy consumption from operations and evaluates the associated impacts on energy resources and requirements, peak and based period demand, effects on the local and regional energy supplies, and analyses the Project's compliance with existing energy requirements including the 2022 Title 24 standards and CALGreen Code.

Electricity

The Project's estimated electricity demand was analyzed relative to SCE's existing energy supplies available to serve the Project site in the initial buildout completed in 2027, and full buildout expected by 2035 to determine if the utilities would be able to meet the Project's energy demands.[8,9] Annual consumption of electricity (including electricity usage associated with the supply and conveyance of water) from Project operations was calculated using demand factors provided in CalEEMod based on the

[8] 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. Thus, the Project's CalEEMod modeling was conservatively performed using SCE as the utility provider. SCE's default greenhouse gas pollutant intensity factors (lb/MWh) were used to conservatively estimate Project GHG emissions and associated impacts. As such, the GHG analysis provides a conservative analysis as the Project's GHG emissions associated with electricity consumption would be reduced had the City's default utility provider CPA's 100% renewable Green Power mix been incorporated.

[9] Project buildout is expected in 2035. For modeling purposes, an earlier operational year of 2031 was used only as a conservative assessment, which assumes no gaps in construction activities or phases. In reality, buildout of the Project would include between 6 and 12 months of a gap between the end of the construction within the prior phase in order to accommodate the planning and permitting activity specific to the subsequent phase as potentially described in Section 2.6 of the Project Description of this Draft EIR. Therefore, the operational modeling is conservative and may slightly overestimate operational energy impacts.

2022 Title 24 standards, which went into effect on January 1, 2023. Energy usage from water demand (e.g., electricity used to supply, convey, treat, and distribute) are estimated herein based on the new buildings and facilities proposed by the Project. The assessment also includes a discussion of the Project's compliance with relevant energy-related regulatory measures that would minimize the amount of energy usage during operation. These measures are also discussed in Section 3.2, *Air Quality*, and Section 3.7, *Greenhouse Gas Emissions*, of this Draft EIR.

Natural Gas

The Project's estimated natural gas demand was analyzed relative to SoCalGas' existing and planned energy supplies for Project initial buildout completed in 2027, and full buildout expected by 2035 to determine if the utility would be able to meet the Project's energy demands. Natural gas demand for the Project would be generated mainly by building heating and appliances. Natural gas demand generated by the existing site was calculated using demand factors provided in CalEEMod and subtracted from the Project's natural gas demand to obtain the net annual natural gas demand.

Transportation Fuels

Energy for transportation from visitors traveling to and from Project site is estimated based on the peak daily trips to and from the Project site. Mobile emissions were estimated based on emissions factors from EMFAC2021, trip generation rates, and VMT values provided in the Traffic Study and CEQA Transportation Analysis prepared for the proposed project (Horn, 2024; Iteris, 2024) (TIA) (Appendix F of this Draft EIR) to estimate project transportation fuel consumption.[10,11, 12] The Project consumption is compared to both supply and infrastructure availability.

3.5.5 Impact Analysis

Impact 3.5-1: Would the Project result in the wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation, and the Project would result in less than significant and less than cumulatively considerable impacts on energy resources? (Less than Significant)

Construction

During construction of the Project, energy would be consumed in the form of electricity for powering the construction trailers (lights, electronic equipment, and heating and cooling) and exterior uses, such as lights, water conveyance for dust control, and other construction activities. Natural gas would not be used for construction purposes. Project construction would also consume energy in the form of petroleum-based fuels associated with the use of off-road construction vehicles and equipment on the Project site, construction workers travel to and from the Project site, and delivery and haul truck trips (e.g., hauling of demolition material to off-site reuse and disposal facilities). **Table 3.5-2,** *Project Construction Energy*

[10] Shapell Development Traffic Study, Kimley Horn. March 2024.

[11] Shapell Conejo Summit Industrial Project – CEQA Transportation Analysis, Iteris. March 2024.

[12] The operational energy calculations do not account for Mitigation Measure TRAF-1, which would require implementation of site-specific VMT reduction measures as shown in Section 3.12, *Transportation*, of this Draft EIR and the CEQA Transportation Analysis prepared for the proposed Project. As such, with incorporation of Mitigation Measure TRAF-1, the Project's operational transportation fuels would be reduced even further.

Usage, provides a summary of the annual average electricity, gasoline fuel, and diesel fuel estimated to be consumed during construction of the Project.

TABLE 3.5-2
PROJECT CONSTRUCTION ENERGY USAGE

Energy Type	Total Quantity [a, b,c]	Annual Average Quantity During Construction [a, b,c]
Electricity		
Temporary Construction Trailer	51,053 MWh	8,878 MWh
Total Electricity	**51,053 MWh**	**8,878 MWh**
Gasoline		
On-Road Construction Vehicles	574,058 gallons	99,836 gallons
Total Gasoline	**574,058 gallons**	**99,836 gallons**
Diesel		
On-Road Construction Vehicles	311,684 gallons	54,206 gallons
Off-Road Construction Equipment	238,663 gallons	41,507 gallons
Total Diesel	**550,347 gallons**	**95,712 gallons**

SOURCES: ESA 2024; CalEEMod 2022; EMFAC2021
NOTES: MWh = megawatt-hours.
a. Detailed calculations are provided in Appendix F of this Draft EIR.
b. Totals may not add up due to rounding of decimals.
c. Diesel fuel consumption is reduced compared to Project IS/MND due to updated Project construction schedule compared to the construction schedule analyzed in Project IS/MND. Available Project information for this EIR indicates that Project construction is estimated to start in 2025 with final buildout expected in 2035. For modeling purposes, an earlier construction completion end year of 2031 was used only as a conservative assessment, which assumes no gaps in construction activities or phases. The conservative schedule used in the modeling analyses assumes the phases would be built sequentially rather than include between 6 and 12 months of a gap between the end of the construction within the prior phase in order to accommodate the planning and permitting activity specific to the subsequent phase as potentially described in Section 2.6 of the Project Description of this Draft EIR. Further, construction could commence at a later date due to unforeseen delays, changing market conditions, or other unforeseeable reasons. If this occurs, construction impacts would be lower than those analyzed below due to the use of a more energy-efficient construction vehicle fleet mix, pursuant to State regulations.

Electricity

During construction of the Project, electricity would be consumed, on a limited basis, to power lighting, electric equipment, and supply and convey water for dust control. Electricity would be supplied to the Project site by SCE and would be obtained from the existing electrical lines that connect to the Project site.

As shown in Table 3.5-2, annual average construction electricity usage would be approximately 8,878 MWh. The electricity demand would be well within the supply and infrastructure capabilities of SCE (which reported 84,218 GWh of total energy sales in the 2021–2022 fiscal year) (SCE 2023b). The electricity demand at any given time would vary throughout the construction period based on the construction activities being performed, and would cease upon completion of construction. Electricity use from construction would be short-term, limited to working hours, used for necessary construction-related activities, and represent a small fraction of the Project's net annual operational electricity. Therefore, the Project would not result in a wasteful, inefficient, and unnecessary consumption of energy associated with electricity used for construction, and impacts would be less than significant.

Natural Gas

As previously stated above, construction activities, including the construction of new buildings and facilities, typically do not involve the consumption of natural gas. Accordingly, natural gas would not be supplied to support Project construction activities; thus, there would be no expected demand generated by construction of the Project. Therefore, the Project would not result in the wasteful, inefficient, and unnecessary consumption of energy associated with natural gas used for construction, and impacts would be less than significant.

Transportation Energy

Table 3.5-2 reports the estimated amount of petroleum-based transportation energy that could potentially be consumed during Project construction based on the conservative set of assumptions provided in Appendix F of this Draft EIR. Heavy-duty construction equipment would be primarily diesel-fueled. The assumption that diesel fuel would be used for most equipment represents the most conservative scenario for maximum potential energy use during construction. The estimated total diesel fuel that would be consumed by heavy-duty construction equipment is approximately 550,347 gallons over the entire construction period. This results in annual consumption over an 69-month project of 95,712 gallons. Calculation details are provided in Appendix F of this Draft EIR. Although construction would occur over 69 months, 2025 fuel economy values were used to provide a conservative assessment as fuel economies would increase in future years.

The number of construction workers that would be required would vary based on the phase of construction and activity taking place. The transportation fuel required by construction workers to travel to and from the project Site would depend on the total number of worker trips estimated for the duration of construction activity. The total gasoline fuel was estimated for workers is 574,058 gallons over the total construction period or an annual average of 99,836 gallons per year.

For comparison purposes only, and not for the purpose of determining significance, the annual average fuel usage would represent approximately 0.03 percent of the 2022 annual on-road gasoline-related energy consumption and 0.12 percent of the 2022 annual diesel fuel-related energy consumption in Ventura County (CEC 2023b).

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

Construction of the Project would utilize fuel-efficient trucks and equipment consistent with federal and State regulations, such as fuel efficiency regulations in accordance with CARB's Pavley Phase I and II standards, the anti-idling regulation in accordance with CCR, Title 13, Section 2485, and fuel requirements in accordance with CCR, Title 17, Section 93115, as well as the In-Use Off-Road Diesel-Fueled Fleets regulation (CARB 2016). As such, the Project would comply with State measures to reduce the inefficient, wasteful, and unnecessary consumption of energy, such as petroleum-based transportation

fuels. While these regulations are intended to reduce construction emissions, compliance with the anti-idling and emissions regulations discussed above would also result in fuel savings from the use of more fuel-efficient engines. Diversion of mixed construction debris would reduce truck trips to landfills, which are typically located some distance away from population centers, and increase the amount of waste recovered (e.g., recycled, reused) at material recovery facilities, thereby further reducing transportation fuel consumption.

Based on the analysis above, construction would utilize energy only for necessary on-site activities and to transport construction materials to and from the Project site. As discussed above, idling restrictions and the use of cleaner, energy-efficient equipment would result in less fuel combustion and energy consumption and, thus, reduce the Project's construction-related energy use. Therefore, the Project would not result in the wasteful, inefficient, and unnecessary consumption of energy, and impacts associated with transportation fuels for construction would be less than significant.

Operation

Operational energy consumption would occur as a result of the building's energy needs and the use of transportation fuels (e.g., diesel and gasoline) associated with vehicles traveling to and from the Project site. Neither the Project plans nor written Project description include any enclosures for diesel generators, so this analysis does not include energy impacts from diesel generators. This analysis estimates the maximum operational energy consumption to evaluate the project's associated impacts on energy resources. During operation of the Project, energy would be consumed for multiple purposes, including, but not limited to HVAC, lighting, and the use of electronics, equipment, and appliances. Energy would also be consumed during Project operations related to water usage, solid waste disposal, and vehicle trips. **Table 3.5-3,** *Project Operational Electricity Usage for Initial Buildout*, and **Table 3.5-4,** *Project Operational Electricity Usage for Full Buildout*, displays the Project's energy demand from electricity, gasoline, and diesel.

TABLE 3.5-3
PROJECT OPERATIONAL ENERGY USAGE FOR INITIAL BUILDOUT

Energy Type	Annual Quantity [a,b]
Electricity	
Building Energy	3,379 MWh
Water Conveyance and Treatment	4,549 MWh
Electric Vehicle Charging	396 MWh
Project Subtotal	**8,325 MWh**
Natural Gas	
Building Usage	15,499 cf
Transportation	
Gasoline	126,862 gallons
Diesel	461,030 gallons

SOURCE: ESA 2024

NOTES: MWh = megawatt-hours; cf = cubic feet.

a. Detailed calculations are provided in Appendix F of this Draft EIR.
b. Totals may not add up due to rounding of decimals.

TABLE 3.5-4
PROJECT OPERATIONAL ELECTRICITY USAGE FOR FULL BUILDOUT

Energy Type	Annual Quantity [a,b]
Electricity	
Building Energy	7,106 MWh
Water Conveyance and Treatment	9,555 MWh
Electric Vehicle Charging	881 MWh
Project Subtotal	**17,543 MWh**
Natural Gas	
Building Usage	32,594 cf
Transportation	
Gasoline	258,404 gallons
Diesel	928,259 gallons

SOURCE: ESA 2024

NOTES: MWh = megawatt-hours; cf = cubic feet.

a. Detailed calculations are provided in Appendix F of this Draft EIR.
b. Totals may not add up due to rounding of decimals.

Electricity

Project operation will increase the demand for electricity resources including water supply, conveyance, distribution, and treatment. The Project's estimated operational electricity demand, including water demand for Project initial buildout, is provided in Table 3.5-3. As shown in Table 3.5-3, the Project would result in a projected consumption of electricity totaling approximately 8,325 MWh per year for interim buildout conditions. The Project's estimated operational electricity demand, including water demand for Project full buildout, is provided in Table 3.5-4. As shown in Table 3.5-4, the Project would result in a projected consumption of electricity totaling approximately 17,543 MWh per year for full buildout conditions.[13]

As discussed previously, the Project would comply with the applicable provisions of the Title 24 standards and the CALGreen Code in effect at the time of building permit issuance. The Project would be designed to include numerous energy-saving features that would allow the Project to comply with the 2022 Title 24 standards and achieve energy savings required by state regulations. Per compliance with the 2022 CALGreen Code, the Project would use all new electric appliances, install high-efficiency lighting, Low-E or ENERGY STAR windows, and utilize passive sustainable design strategies including daylighting, natural sources of heating and cooling, operable windows, shading on south facing windows,

[13] Project construction is estimated to start in 2025 with final buildout between 2031 and 2035. Construction could commence at a later date due to unforeseen delays, changing market conditions, or other unforeseeable reasons. The conservative schedule used in the technical analyses assumes the phases would be built sequentially rather than include between 6 and 12 months of a gap between the end of the construction within the prior phase in order to accommodate the planning and permitting activity specific to the subsequent phase as potentially described in Section 2.6 of the Project Description of this Draft EIR. If this occurs, construction impacts would be lower than those analyzed below due to the use of a more energy-efficient and cleaner burning construction vehicle fleet mix, pursuant to State regulations that require vehicle fleet operators to phase-in less polluting heavy-duty equipment.

ceiling fans, well-designed building envelopes with high-U values. The Project would also provide water efficiency features such as low-flush toilets, low-flow fixtures and appliances, drought-tolerant landscaping, smart weather-based irrigation controllers, and water-saving irrigation lines such as drip tubing. As a result, the Project would also comply with the City's General Plan and the CALGreen Code to reduce energy as well as encourage renewable energy use and production by ensuring that of the 1,633 parking spaces within the Project's parking lots 249 parking spaces (15.2%) are electric vehicle capable spaces (EVCS) and approximately 84 of the EVCS spaces (33.7%) would include electric vehicle supply equipment (EVSE) charging stations. Furthermore, as detailed in the Traffic Study and Draft CEQA Transportation Analysis for the project, VMT reductions would be achieved through regulatory requirements to provide pedestrian and bicycle network improvements, bicycle parking, a preferential rideshare parking program, and commuter trip reduction marking plus a combination of mitigation measures providing pedestrian network and bike network improvements, electric chargers for bicycles and scooters, end of trip facilities, on-site facilities, and/or providing additional electrical vehicle charging stations.[14,15] As a result, operation of the project would provide employees and visitors with alternative transportation options. Therefore, with the incorporation of these features, operation of the Project would not result in the wasteful, inefficient, and unnecessary consumption of electricity.

SCE is required to procure at least 33 percent of its energy portfolio from renewable sources by 2020. With the passage of SB 100 in September 2018, SCE will be required to update its long-term plans to demonstrate compliance including providing 60 percent of its energy portfolio from renewable sources by December 31, 2030, and ultimately planning for 100 percent eligible renewable energy resources and zero-carbon resources by December 31, 2045. SCE's current sources include wind, solar, eligible hydroelectric, biomass/biowaste, and geothermal sources. These sources accounted for 36 percent of SCE's overall energy mix in 2021 (CEC 2022c).

For the 2022 fiscal year, SCE had an annual electric sale to customers of approximately 84,218 GWh (SCE 2023b). The Project represents approximately 0.02 percent of the SCE network sales for 2022. In addition, the CEC forecasts that SCE's peak demand in the initial Project buildout year (modeled as 2027) and the full Project buildout year (anticipated by 2035 by conservatively modeled as 2031), would be approximately 26,649 MW and 27,735 MW, respectively (CEC 2023c). Under peak conditions, the Project would consume a net increase of 8,325 MWh on an annual basis in the interim year and a net increase of 17,543 MWh on an annual basis in the full buildout year, which is equivalent to a peak of approximately 1 to 2 MW and 2 to 4 MW, respectively (assuming 8,760 hours or 4,380 hours per year of active electricity demand). In comparison to the SCE power grid base peak load of 26,649 MW for the interim buildout year and 27,735 MW for the full buildout year, the Project would represent approximately 0.004 to 0.008 percent of the SCE base peak load conditions for 2027 and approximately 0.007 to 0.014 percent of the SCE base peak load conditions for 2031. In addition, as previously described, the proposed project would incorporate a variety of energy conservation measures to reduce energy usage. Therefore, operation of the project would not result in the wasteful, inefficient, or unnecessary consumption of electricity. Furthermore, as per CEQA Guidelines Appendix F, the impacts

[14] Shapell Development Traffic Study, Kimley Horn. March 2024.

[15] Shapell Conejo Summit Industrial Project –CEQA Transportation Analysis, Iteris, March 2024.

related to electrical supply and infrastructure capacity and the Project's effect on peak and base period demands would be less than significant.

Natural Gas

The Project would increase the demand for natural gas resources. With compliance with 2022 Title 24 standards and applicable 2022 CALGreen requirements, the Project is projected to generate a net increase in the on-site annual demand for natural gas totaling 15,499 cf in the interim buildout year and 32,594 cf in full buildout year, respectively.

SoCalGas accounts for anticipated regional demand based on various factors, including growth in employment by economic sector, growth in housing and population, and increasingly demanding State goals for reducing GHG emissions. SoCalGas accounts for an increase in employment and housing between 2018 to 2035. Furthermore, the 2022 California Gas Report estimates that natural gas supplies within SoCalGas' planning area will be 831,470 million cf in the interim buildout year, 781, million cf in the full buildout year and 622,838 million cf in 2040.[16] As stated above, the Project's annual net increase in demand for natural gas is estimated to be 15,499 cf in the interim buildout year and 32,594 cf in the full buildout year. The Project would account for <0.0000001 percent, and <0.0000001 percent, respectively, of the forecasted annual consumption in SoCalGas' planning area and would fall within SoCalGas' projected consumption for the area and would be consistent with SoCalGas' anticipated regional demand from population or economic growth.

As would be the case with electricity, the Project would comply with the applicable provisions of Title 24 and the CALGreen Code in effect at the time of building permit issuance to minimize natural gas demand. As such, the Project would minimize energy demand. Therefore, with the incorporation of these measures and features, operation of the Project would not result in the wasteful, inefficient, or unnecessary consumption of natural gas.

Transportation Energy

The Project's estimated operational transportation fuel demand is provided in Table 3.5-3 for the interim buildout year and Table 3.5-4 for the full buildout year. During operation, Project-related traffic would result in the consumption of petroleum-based fuels related to vehicular travel to and from the Project site. As summarized in Table 3.5-3, the proposed Project's estimated net increase in petroleum-based fuel usage would be approximately 126,862 gallons of gasoline and 461,030 gallons of diesel per year for the interim buildout year. As summarized in Table 3.5-4, the proposed Project's estimated net increase in petroleum-based fuel usage would be approximately 258,404 gallons of gasoline and 928,259 gallons of diesel per year for the full buildout year.

Based on the CEC's California Annual Retail Fuel Outlet Report, Ventura County consumed approximately 303 million gallons of gasoline and approximately 62.9 million gallons of diesel fuel in 2022 (CEC 2023b). The proposed project would account for 0.04 percent of County gasoline consumption and 0.73 percent of County diesel consumption for the interim buildout year and 0.09

[16] California Gas and Electric Utilities, 2022 California Gas Report, 20, page 189. Based on initial values from 2027-2030 and 2035 and linear scaling was applied for other years.

percent of County gasoline consumption and 1.48 percent of County diesel consumption for the full buildout year (based on the available County fuel sales data for the year 2022).

As discussed previously, the Project would support statewide efforts to improve transportation energy efficiency and reduce transportation energy consumption with respect to private automobiles. Per CEQA Guidelines Appendix F, the Project would minimize gasoline and diesel fuel use and encourage efficient alternatives through the addition of approximately 249 parking spaces EVCS and approximately 84 EVSE charging stations, per the 2022 CalGreen Code requirements. Furthermore, as detailed in the Traffic Study and CEQA Transportation Analysis for the project, VMT reductions would be achieved through regulatory requirements to provide pedestrian and bicycle network improvements, bicycle parking, a preferential rideshare parking program, and commuter trip reduction marking plus a combination of mitigation measures providing pedestrian network and bike network improvements, electric chargers for bicycles and scooters, end of trip facilities, on-site facilities, and/or providing additional electrical vehicle charging stations.[17,18] As a result, operation of the project would provide employees, and visitors with alternative transportation options. Transportation fuels (gasoline and diesel) are produced from crude oil, which can be domestic or imported from various regions around the world. Based on current proven reserves, crude oil production would be sufficient to meet over 50 years of worldwide consumption (BP Global 2018). The Project would comply with CAFE and SAFE standards, which would result in more efficient use of transportation fuels (lower consumption). Project-related vehicle trips would also comply with Pavley Standards, which are designed to reduce vehicle GHG emissions by mandating increasingly stringent emissions standards on new vehicles, but would also result in fuel savings from more efficient engines in addition to compliance with CAFE and SAFE standards.

Furthermore, the Project would be consistent with the energy efficiency policies emphasized by the Connect SoCal 2024. The Project would not conflict with the Connect SoCal 2024goals and benefits intended to improve mobility and access to diverse destinations, provide better “placemaking,” provide more transportation choices, and reduce vehicular demand and associated emissions. Therefore, the project would not conflict with the energy reduction-related actions and strategies contained in the Connect SoCal 2024.

As the above discussion demonstrates, the project would minimize operational transportation fuel demand consistent with and not in conflict with State, regional, and City goals. Therefore, operation of the project would not result in the wasteful, inefficient, and unnecessary consumption of energy.

Significant Determination: Less than Significant.

Mitigation Measures: No mitigation measures are required.

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[17] Shapell Development Traffic Study, Kimley Horn. March 2024.

[18] Shapell Conejo Summit Industrial Project – CEQA Transportation Analysis, Iteris, March 2024.

Impact 3.5-2: Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and therefore, the Project would result in less than significant and less than cumulatively considerable impacts on state and local energy plans? (Less than Significant)

Construction

The Project would utilize construction contractors who must demonstrate compliance with applicable regulations. Construction equipment would be required to comply with federal, state, and regional requirements, where applicable. With respect to truck fleet operators, USEPA and NHSTA have adopted fuel-efficiency standards for medium- and heavy-duty trucks that will be phased in over time. Phase 1 heavy-duty truck standards apply to combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles for model years 2014 through 2018 and result in a reduction in fuel consumption from 6 to 23 percent over the 2010 baseline, depending on the vehicle type (USEPA 2011). USEPA and NHTSA also adopted the Phase 2 heavy-duty truck standards, which cover model years 2021 through 2027 and require the phase-in of a 5 to 25 percent reduction in fuel consumption over the 2017 baseline depending on the compliance year and vehicle type (USEPA 2016). The energy modeling for trucks does not take into account specific fuel reductions from these regulations, since they would apply to fleets as they incorporate newer trucks meeting the regulatory standards; however, these regulations would have an overall beneficial effect on reducing fuel consumption from trucks over time as older trucks are replaced with newer models that meet the standards.

In addition, construction equipment and trucks are required to comply with CARB regulations regarding heavy-duty truck idling limits of 5 minutes per occurrence. Additionally, off-road emissions standards will increase equipment efficiencies as they are phased-in overtime and less-efficient equipment is phased out of construction fleets. These limitations would result in an increase in energy savings in the form of reduced fuel consumption from more fuel-efficient engines. Although these requirements are intended to reduce criteria pollutant emissions, compliance with the anti-idling and emissions regulations would also result in the efficient use of construction-related energy. Thus, based on the information above, construction and operation of the Project would comply with existing energy standards.

Per CEQA Guidelines Appendix F, the Project's construction equipment used would be consistent with the energy standards applicable to construction equipment including limiting idling fuel consumption and using contractors that comply with applicable CARB regulatory standards that affect energy efficiency. Therefore, the Project would comply with existing energy standards, and impacts would be less than significant.

Operation

The Project would be designed in a manner that is consistent with relevant energy conservation plans designed to encourage development that results in the efficient use of energy resources. The Project would comply with CALGreen, the 2022 Title 24 standards, the Ventura County General Plan 2040, and the City of Thousand Oaks 2045 General Plan. The Project would use all new electric appliances, install high-efficiency lighting, Low-E or ENERGY STAR windows, and utilize passive sustainable design strategies including daylighting, natural sources of heating and cooling, operable windows, shading on south facing windows, ceiling fans, well-designed building envelopes with high-U values. The Project would also provide water efficiency features such as low-flush toilets, low-flow fixtures and appliances, drought-tolerant landscaping, smart weather-based irrigation controllers, and water-saving irrigation lines

such as drip tubing. Further, the Project would ensure approximately 249 parking spaces EVCS and approximately 84 EVSE charging stations, per the 2022 CalGreen Code requirements. The non-residential structures would comply with solar requirements in the CALGreen code. See Section 3.7, *Greenhouse Gas Emissions*, for more information on consistency with CALGreen, 2022 Title 24 Standards, and general plan policies.

With respect to operational transportation-related fuel usage and in relation to CEQA Guidelines Appendix F, the Project would support statewide efforts to improve transportation energy efficiency and reduce transportation energy consumption with respect to private automobiles. The Project would comply with CAFE fuel economy standards and the Pavley Standards, which are designed to result in more efficient use of transportation fuels. Furthermore, as detailed in the Traffic Study and Draft CEQA Transportation Analysis for the project, VMT reductions would be achieved through regulatory requirements to provide pedestrian and bicycle network improvements, bicycle parking, a preferential rideshare parking program, and commuter trip reduction marking plus a combination of mitigation measures providing pedestrian network and bike network improvements, electric chargers for bicycles and scooters, end of trip facilities, on-site facilities, and/or providing additional electrical vehicle charging stations.[19,20]

The Project would not conflict with the Connect SoCal 2024 goals and benefits intended to improve mobility and access to diverse destinations, provide better "placemaking," provide more transportation choices, and reduce vehicular demand and associated emissions. The proposed Project would provide a pedestrian-friendly design, as well as provide bicycle storage areas for Project employees and visitors.

The Project would comply with the CALGreen, 2022 Title 24 standards, the SCAG Connect SoCal 2024, and the City of Thousand Oaks 2045 General Plan. Overall, the Project's features would support and promote the use of renewable energy and energy efficiency through compliance with CALGreen, 2022 Title 24 requirements, and regional and local general plan policies and would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, the Project impacts would be less than significant.

Significant Determination: Less than Significant.

Mitigation Measures: No mitigation measures are required.

3.5.6 Cumulative Impact

Wasteful, Inefficient and Unnecessary use of Energy and Consistency with State or Local Plans

Both construction and operational activities associated with the development of the Project would require energy resources in the form of fuel consumption. In order to determine the cumulative impacts based on Appendix G of the *CEQA Guidelines*, the Project must comply with the requirements outlined in Section 4.14.2, *Energy*, of the City of Thousand Oaks 2045 General Plan Update EIR. Specifically, the

[19] Shapell Development Traffic Study, Kimley Horn. March 2024.
[20] Shapell Conejo Summit Industrial Project – CEQA Transportation Analysis, Iteris, March 2024.

Project must facilitate the development of buildings that would adhere to existing California energy standards, support transportation systems, and not result in a wasteful, inefficient, or unnecessary consumption of energy.

Electricity

The geographic context for the cumulative conservative analysis of electricity is SCE's service area. Growth within this geography is anticipated to increase the demand for electricity and the need for infrastructure, such as new or expanded facilities.

Future development, including the Project, would result in the increased use of electricity resources. However, SCE has determined that the use of such resources would be minor compared to existing supply and infrastructure within the SCE service area and would be consistent with growth expectations (CEC 2023c). Furthermore, like the Project, other cumulative developments would be required to incorporate energy conservation features in order to comply with applicable mandatory regulations including CALGreen Code, state energy standards under Title 24, and incorporate mitigation measures, as necessary. As such, the Project's contribution to cumulative impacts due to wasteful, inefficient, and unnecessary consumption of energy would be less than cumulatively considerable.

Buildout of the Project, related projects, and additional forecasted growth in SCE's service area would cumulatively increase the demand for electricity supplies and on infrastructure capacity. It is expected that SCE would continue to expand delivery capacity as necessary to meet demand increases within its service area. Development projects within the SCE service area would also be anticipated to incorporate site-specific infrastructure improvements, as necessary. SCE would review each cumulative project to identify necessary power facilities and service connections to meet individual project needs.

Related projects, as with the Project, would be required to evaluate electricity conservation features and compliance with applicable electricity efficiency plans and requirements including the 2022 Title 24 standards, CALGreen Code, the SCAG Connect SoCal 2024, and the City of Thousand Oaks General Plan, and incorporate mitigation measures, as necessary under CEQA. Related projects, as with the Project, would also be required to evaluate potential impacts related to local and regional supplies or capacity based on regional growth plans, such as the SCE energy supply projections for long-term planning.

As such, the Project's contribution to cumulative impacts due to conflicts with or obstruction of a state or local plan for renewable energy or energy efficiency would be less than cumulatively considerable.

Natural Gas and Propane

The geographic context for the cumulative analysis of natural gas is the SoCalGas service area. Growth within this service area is anticipated to increase the demand for natural gas and the need for infrastructure, such as new or expanded facilities.

Cumulative development projects in the SoCalGas service area could result in the use of natural gas resources, however the use of such resources would be consistent with regional and local growth expectations for the SoCalGas service area, as discussed above. Further, future development projects would be required to incorporate energy conservation features in order to comply with applicable

mandatory regulations including CALGreen and state energy standards in Title 24. As such, since the Project would not consume natural gas, its contribution to cumulative impacts due to wasteful, inefficient, and unnecessary consumption of energy would be less than cumulatively considerable.

Buildout of related projects, and additional forecasted growth in SoCalGas' service area would cumulatively increase the demand for natural gas supplies and infrastructure capacity. However, as discussed above, SoCalGas forecasts take into account projected population growth and development based on local and regional plans, and the Project's growth and development in the vicinity pursuant to the cumulative projects would not conflict with those projections.

Related projects would be required to evaluate natural gas conservation features and compliance with applicable regulations including the 2022 Title 24 standards, CALGreen Code, the SCAG Connect SoCal 2024, and the City of Thousand Oaks 2045 General Plan, and incorporate mitigation measures, as necessary under CEQA. Related projects would also be required to evaluate potential impacts related to consistency with local and regional supplies or capacity based on regional growth plans, such as the SoCalGas energy supply projections for long-term planning. Further, SoCalGas expects overall natural gas demand to decline through 2035, even accounting for population and economic growth, with efficiency improvements and the State's transition away from fossil fuel-generated electricity to increased renewable energy. The 2022 California Gas Report states, "SoCalGas projects total gas demand to decline at an annual rate of 1.5 percent per year from 2022 to 2035 (California Gas and Electric Utilities 2022). The decline in throughput demand is due to modest growth in the natural gas vehicle market and across-the-board declines in other market segments." As such, cumulative project demand for natural gas would decline since future projects would have to comply with RPS and the State's efforts to increase electrification.

As such, since the Project does not consume natural gas and consumes minimal amounts of propane, its contribution to cumulative impacts due to conflicts with or obstruction of a state or local plan for renewable energy or energy efficiency would be less than cumulatively considerable

Transportation Energy

The geographic context for the cumulative analysis of transportation energy is the SCAG region. Growth within this region is anticipated to increase the demand for transportation and the need for infrastructure, such as new or expanded facilities.

Buildout of the Project and cumulative projects in the SCAG region would cumulative increase the demand for transportation-related fuel in the state and region; however, the effect on transportation fuel demand would be reduced by future improvements to vehicle fuel economy pursuant to federal and state regulations. By 2026, vehicles are required to achieve 54.5 mpg (based on USEPA measurements), which is a 54 percent increase from the 35.5 mpg standard in the 2012–2016 standards. Cumulative development projects would need to demonstrate consistency with these goals and incorporate any mitigation measures required under CEQA, which would also ensure cumulative development projects contribute to transportation energy efficiency. Further, cumulative development projects would also comply with the 2022 Title 24 standards requiring pre-wiring for electric vehicle charging and electric vehicle charging stations, which would incentivize use of electric vehicles and reduce fossil fuel use. All cumulative projects would benefit from the implementation of RPS, which would reduce demand for fossil fuels

through adoption of cleaner, renewable energy options by energy providers. As such, the Project's contribution to cumulative impacts due to wasteful, inefficient, and unnecessary consumption of energy would be less than cumulatively considerable.

Buildout of the Project, related projects, and additional forecasted growth would not conflict with the energy efficiency policies emphasized by the Connect SoCal 2024. Furthermore, as detailed in the Traffic Study and Draft CEQA Transportation Analysis for the project, VMT reductions would be achieved through providing regulatory requirements to provide pedestrian and bicycle network improvements, bicycle parking, a preferential rideshare parking program, and commuter trip reduction marking plus a combination of mitigation measures implemented for individual projects.[21,22]

The Connect SoCal 2024 is a regional planning tool that addresses cumulative growth and resulting environmental effects and is applicable to the Project, and related projects with respect to transportation energy efficiency. Related projects would be required under CEQA to evaluate if their respective developments would conflict with the energy efficiency policies emphasized by the Connect SoCal 2024. Furthermore, related projects would be required to implement mitigation measures, as needed, if found to be in conflict with applicable provisions of the SCAG Connect SoCal 2024 for the land use type.

Since the Project would not conflict with the Connect SoCal 2024 with respect to energy use, the Project's contribution to cumulative impacts with respect to potentially significant environmental impacts due to conflicts with or obstruction of a state or local plan for transportation energy efficiency would be less than cumulatively considerable.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation measures are required.

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[21] Shapell Development Traffic Study, Kimley Horn. March 2024.

[22] Shapell Conejo Summit Industrial Project – CEQA Transportation Analysis, Iteris, March 2024.

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3.6 Geology, Soils, and Seismicity

This section evaluates potential existing geologic, soils, and seismic hazards associated with the Project site, including surface fault rupture, strong seismic ground shaking, liquefaction, landslides, soil erosion or topsoil loss, expansive soils, and the Project's potential impacts related to geology, soils, and seismicity. This section is largely based on information and findings gathered as part of the geotechnical report prepared for the Project Site by Gorian & Associates, *Geotechnical Site Evaluation Update Commercial Development of Tract 4823, Phases 1 and 3 Conejo Center Drive and Rancho Conejo Boulevard in the Newbury Park area of Thousand Oaks, California* (Gorian 2019 and 2024). The geotechnical report can be found in **Appendix G** of this draft EIR.

This section also evaluates potential impacts to paleontological resources and unique geologic features. The analysis of paleontological resources is based on the results of the of a literature review and a records search conducted by the Los Angeles County Natural History Museum (LACM).

3.6.1 Environmental Setting

Regional Geology

The site is within the Conejo Valley basin area of Ventura County. The Conejo Valley basin is a non-structural basin bounded on the south and west by the western Santa Monica Mountains and on the north and east by highlands formed of the Conejo Volcanics. The basin is part of the Transverse Ranges Geomorphic Province, a series of sub parallel east to west trending ridgelines and valleys. This province is tectonically characterized by active compression in a north-south direction with associated east to west trending reverse/thrust faulting, folding, and normal faulting.

Local Geology

Prior to the grading of the lots, the area was a wide mesa with drainages along the northern edge. This mesa was predominately comprised of a thick sequence of Older Alluvium (Terrace Deposits). During grading the higher areas of the mesa were cut and the low-lying areas were filled with engineered compacted fill. The Older Alluvium is under-lain by bedrock of the Conejo Volcanics.

Bedrock

Bedrock directly underlying the Older Alluvium at depth and within the bedrock cut slopes consists of the Conejo Volcanics of Miocene age. The usage of the name Conejo Volcanics follows Taliaferro (1924), Yerkes and Campbell (1979), and Dibblee and Ehrenspeck (1990) and is equivalent to the middle member of the Topanga Formation of Durrell (1954). Conejo Volcanics in the immediate vicinity is represented primarily by very thick units of basalt agglomerate/breccia. Overall, the basaltic agglomerate/breccia lacks distinct internal stratification and appears massive. The Conejo Volcanics is a widespread rock unit in the Thousand Oaks/Newbury Park area and is generally considered the region's most stable bedrock unit.

Conejo Volcanics in the immediate vicinity is represented primarily by very thick units of basalt and basalt agglomerate/breccia. An orange-tan varnish develops locally on reddish-brown weathering basalt. Fresh breaks show the basalt to range in color from dark grayish-black to greenish-black. Basalt is irregular and randomly oriented and discontinuous fracturing of the basalt is common. Northeast trending

"bedding" joints are locally well developed that dip at low angle to the northwest (4 to 23 degrees). Deep weathering of the basalt is typical and exposure is limited to steep canyon slopes or road cuts.

Basaltic agglomerate/breccia is relatively resistant to erosion and supports steep slopes and outcrops of bold relief. An orange-tan varnish is also commonly developed on exposed agglomerate outcrops which have an overall grey color. Basaltic clasts are closely packed, generally subrounded to angular and range from granule-size to large blocks. Overall, the basaltic agglomerate/breccia lacks distinct internal stratification and appears massive. The contact between the basalt and basalt agglomerate/breccia unit is poorly exposed, but the outcrop pattern suggests that these units dip at moderate angle to the north. Northeast trending, high angle, porphyritic basalt dikes are relatively common.

Older Alluvium

Covering a large area of the mesa is a thick sequence (locally over 100 plus feet thick) of sediments referred to as Older Alluvium. Overall, this sequence is graded (i.e., upward fining) and sub-horizontally stratified. Silty clay, clayey sand, fine to coarse sand, and gravelly sand are characteristic of these deposits. Clasts range from subrounded to subangular, are gravel to cobble-size and consist of various volcanic types. Coarser facies range from grayish to orangish-brown and tan, while light gray and greenish-grey are typical of the finer sediments. The sediments (soils) are generally in a dense to hard condition.

Caliche (calcium carbonate) is common in the finer grained sediments of the Older Alluvium. Calcareous occurrence is variable ranging from large, indurated blocks to small nodules and from punky irregular masses to faint "veinlets." Calcareous crusts are common on clasts.

Based on off-site exposures and prior subsurface investigation for adjacent projects, the Older Alluvium/bedrock contact is relatively sharp and gently undulates under the "mesa". Vertebrate fossils have been recovered from Older Alluvium near the site. Preliminary analysis of the faunal remains and the geologic context and unconsolidated nature (geologically) of this unit suggest it is of Pleistocene age.

Engineered Fill Soils

The lots were graded in phases, with completion in 2000, using cuts and fills with surface soil removal and/or recompaction. Fills consist predominately of sandy silty clay and clayey silt and sand. Prior to placing the compacted fill, native overburden was removed to either bedrock or Older Alluvial soils. Removal of native soils within areas to receive engineered fill, where applicable, extended approximately 2 to 3 feet below existing grades. These removals were in addition to the removal of any encountered non-engineered fill. The upper 12 inches of exposed soil were processed after completion of the removals and recompacted.

Groundwater

Perched water is present locally in the Older Alluvium and at the Older Alluvium-bedrock contact as encountered during previous subsurface explorations and grading adjacent to the site by this office. On-site exploration by others (McLaren 1988) encountered groundwater of depths ranging from 12 feet to greater than 88 feet below existing grade. In the Seismic Hazard Zone Report of the Newbury Park 7.5 Minute Quadrangle, Ventura County, California (CDMG, 2002, rev. 1-13-06) it appears the historic high groundwater could be 10 feet or more in depth (Gorian 2019 and 2024).

However, groundwater levels can fluctuate depending upon the season and rainfall, such as in a perched condition and can vary based on seasonal rains and landscape watering. In addition, seepage can occur from fractures within the Conejo Volcanics (Gorian 2019 and 2024).

Geologic Hazards

Fault Rupture

Fault rupture is defined as the displacement that occurs along the surface of a fault during an earthquake. Based on criteria established by the California Geological Survey (CGS), faults are classified as either active, potentially active, or inactive. Faults are considered active when they have shown evidence of movement within the past 11,000 years (i.e., Holocene epoch). Potentially active faults are those that have shown evidence of movement between 1.6 million and 11,000 years ago (Quaternary age). Faults showing no evidence of surface displacement within the last 1.6 million years are considered inactive (CGS 2018a). Blind thrust faults are defined as faults that are deeper and do not exhibit surface expression or displacement but that nonetheless can become a potential significant source of seismic activity. Since they are essentially buried, their existence is usually not known until they produce an earthquake.

The Alquist-Priolo Earthquake Fault Zoning Act (formerly known as the Alquist-Priolo Special Studies Zones Act) established state policy to identify active faults and determine a boundary zone on either side of a known fault trace, called the Alquist-Priolo Earthquake Fault Zone. The delineated width of an Alquist-Priolo Earthquake Fault is based on the location precision, complexity, or regional significance of the fault and can be between 200 and 500 feet in width on either side of the fault trace. If a site lies within a designated Alquist-Priolo Earthquake Fault Zone, a geologic fault rupture investigation must be performed to demonstrate that a proposed building site is not threatened by surface displacement from the fault, before development permits may be issued (CGS 2018a).

According to the Geotechnical Report (Appendix G of this Draft EIR), there are no active faults known to cross the site nor is it currently within an Alquist-Priolo Earthquake Fault Zone as defined by the State and, as such, the potential for surface fault rupture at the Project site is considered low (CGS, 2018). The closest active fault to the site is the Simi Santa Rosa Fault (Gorian 2019 and 2024), and the Simi Santa Rosa Faults is discussed below. The San Andreas fault, which is the largest active fault in California, is approximately 45 miles northeast of the Project site, and the San Andreas fault is discussed below.

Simi-Santa Rosa Fault

The Simi-Santa Rosa fault zone is located approximately 2 miles north of the Project site. It is a complex fault zone up to 30 miles (98 km) long that extends from Simi Valley to Camarillo. In Simi Valley, the Simi Fault forms a linear, low-sinuosity mountain front along the northern side of the valley (Hanson 1983). Although geologic and geomorphic features indicative of Quaternary to Holocene activity on this fault were reported as early as 1977, conclusive evidence of Holocene activity on the Santa Rosa segment of the fault system was first reported in 1991. In Simi Valley, the Simi Fault has been observed to thrust Sespe bedrock over alluvial sediments of late Quaternary to Holocene age (AEG 1991).

San Andreas Fault

The San Andreas Fault is widely recognized as the longest fault in California with the greatest potential to generate the highest magnitude and strong ground motion earthquakes in the state of California. Its

activity is known from historic earthquakes (some of which have caused rupture of the ground surface) and from many fault studies that have shown that the San Andreas offsets or displaces recently deposited sediments. The San Andreas Fault has been mapped from Cape Mendocino in northern California to an area near the Mexican border, a distance of about 600 miles (965 km). Recent work indicates that large earthquakes have occurred along the fault at time intervals averaging about 160 years, and that during these major earthquakes, the fault breaks along distinct segments. The closest segment of the San Andreas Fault to the site is the 1857 Rupture Segment, located about 43 miles (69.2 km) to the northeast. This segment is thought capable of producing a maximum credible earthquake (a worst-case scenario) of moment magnitude 7.8 (Peterson, et al. 1996).

Ground Shaking

Seismicity is the geographic and historical distribution of earthquakes, including their frequency, intensity, and distribution. The level of ground shaking at a given location depends on many factors, including the size and type of earthquake, distance from the earthquake, and subsurface geologic conditions. The type of construction also affects how particular structures and improvements perform during ground shaking. A common measure of ground motion is the peak ground acceleration (PGA). It is not a measure of total energy of an earthquake, such as the Richter and moment magnitude scales, but rather of how hard the ground shakes in given geographic area. PGA is expressed as the percentage of the acceleration due to gravity, or ground motion (G), which is approximately 980 centimeters per second squared.

The Project site will be subjected to ground motion from occasional earthquakes in the region. Significant earthquakes have occurred within a 40-mile radius of the site within the last 45 years. The 1994 Northridge earthquake produced strong ground motion at the site and a peak horizontal acceleration of approximately 0.25 (g) to 0.3 (g) for the soil / rock site (Chang, et al., 1994). Significant earthquakes will likely occur in this area within the life expectancy of the proposed Project and the site will experience strong ground shaking from these events.

Liquefaction and Induced Landslide Hazard

Liquefaction is the loss of soil strength or stiffness due to a buildup of pore-water pressure during severe ground shaking. Liquefaction is associated primarily with loose (low density), saturated, fine- to medium-grained, cohesionless soils. Effects of severe liquefaction can include sand boils, excessive settlement, bearing capacity failures, and lateral spreading.

The proposed Project is not within an area shown to have a potential for liquefaction or landsliding on the State's Seismic Hazard Zones Map (CDMG, 2002). The alluvium and engineered fill underlying the site are not considered susceptible to liquefaction or seismic induced settlement. Geomorphic features typical of significant landslides were not identified on or directly off-site the site (Gorian 2019 and 2024).

Areas prone to seismically induced landslides are slopes with steep gradients covered with weakly indurated bedrock, loose weak soils, or debris from previous landslides. These soil conditions combined with strong ground shaking caused by an earthquake can cause the cohesive strength of soils to weaken and move down slope under the force of gravity.

Ground Subsidence

Regional ground subsidence generally occurs due to rapid and intensive removal of subterranean fluids, typically water or oil. It is generally attributed to the consolidation of sediments as the fluid in the sediment is removed. The total load of the soils in partially or fully saturated deposits is born by their granular structure and the fluid. When the fluid is removed, the load is born by the sediment alone and it settles. Subsidence values are estimated to be 2 to 3 inches and based on an assumption that the fills will be placed and compacted as recommended in the geotechnical report (Gorian 2019 and 2024). However, the Project would not involve the removal of water or oil at the site, and therefore, resulting in the low potential for ground subsidence to occur at the site.

Seismically-Induced Settlement

Seismically-induced settlement consists of dry dynamic settlement (above groundwater) and liquefaction-induced settlement (below groundwater). These settlements occur primarily within loose to moderately dense sandy soil due to reduction in volume during and shortly after an earthquake event.

Based on analysis within the Geotechnical Report, the alluvium and engineered fill underlying the site are not considered susceptible to seismically-induced settlement (Gorian 2019 and 2024).

Erosion/Debris Flow

The lots as part of the Project site were originally graded with cut and fill slopes that have been weathered and disturbed. The erosion characteristics of the unconsolidated alluvial deposits exposed on cut slopes on-site is expected to be moderately susceptible to erosion andany manufactured slopes composed of compacted fill would be expected to be moderately susceptible to erosion.

According to the Geotechnical Report, any excessive erosion on the existing slopes should be repaired and erosion mitigation should be used to reduce the risk of erosion and degradation with time due to natural or man-made conditions (Gorian 2019 and 2024).

Flooding

Flooding According to a Federal Emergency Management Agency (FEMA) flood insurance rate map (FEMA 2010), the Project site is located within a flood hazard area identified as “Zone X”, which is defined as an area of minimal flood hazard. Based on the FEMA designation, the Project site is not located within a 100-year or 500-year flood hazard zone. Regionally, storm runoff flow is generally directed to the southwest.

Earthquake-induced flooding can be caused by failure of dams or other water retaining structures as a result of an earthquake. The Project site is located outside of a dam inundation area. Due to the absence of such structures near the site, the potential for earthquake-induced flooding at the site is considered low.

Expansive Soils

Expansive soils contain significant amounts of clay particles that swell considerably when wetted and shrink with the loss of water. Foundations and structures constructed on these soils can be subjected to uplifting forces caused by the swelling, potentially resulting in heaving, and cracking of both building foundations and slabs-on-grade.

Based on the geotechnical report, the soils within the Project site are within the 91 to 130 expansion range and indicate high expansion potential (Gorian 2019 and 2024).

Corrosive Soils

According to the geotechnical report, soil samples were submitted for corrosion testing and the results indicated that the tested soils were considered negligible for sulfate exposure. The tested soils also indicated corrosiveness to unprotected ferrous metals (Gorian 2019 and 2024).

Methane Hazards

Based on review of State of California Geologic Energy Management Division (CalGEM) records, the Project site is not located within a documented oil field, and there are no documented oil wells on-site (CalGEM 2024). Based on these findings, methane is not considered a hazard at the site.

Tsunamis

The site is not located within a coastal area, therefore tsunamis are not considered a significant hazard at the project area.

Paleontological Resources

The Society of Vertebrate Paleontology (SVP) has established standard guidelines (SVP 2010[1]) that outline professional protocols and practices for conducting paleontological resource assessments and surveys, monitoring and mitigation, data and fossil recovery, sampling procedures, and specimen preparation, identification, analysis, and curation. Most practicing professional vertebrate paleontologists adhere closely to the SVP's assessment, mitigation, and monitoring requirements as specifically provided in its standard guidelines. Most state and local regulatory agencies accept and use the professional standards set forth by the SVP.

Paleontological sensitivity is defined as the potential for a geologic unit to produce scientifically significant fossils. This is determined by rock type, past history of the geologic unit in producing significant fossils, and fossil localities recorded from that unit. Paleontological sensitivity is derived from the known fossil data collected from the entire geologic unit, not just from a specific survey. In its "Standard Guidelines for the Assessment and Mitigation of Adverse Impacts to Non-renewable Paleontologic Resources," the SVP (2010) defines four categories of paleontological sensitivity (potential) for rock units: high, low, undetermined, and no potential, and makes recommendations for the level of monitoring for each.

Paleontological resources are the fossilized remains or impressions of plants and animals, including vertebrates (animals with backbones; mammals, birds, fish, etc.), invertebrates (animals without backbones; starfish, clams, coral, etc.), and microscopic plants and animals (microfossils). They are valuable, nonrenewable, scientific resources used to document the existence of extinct life forms and to reconstruct the environments in which they lived. Fossils can be used to determine the relative ages of the depositional layers in which they occur and of the geologic events that created those deposits. The age, abundance, and distribution of fossils depend on the geologic formation in which they occur and the topography of the area in which they are exposed. The geologic environments within which the plants or

[1] SVP Standard procedures for the assessment and mitigation of adverse impacts to paleontological resources: http://vertpaleo.org/Membership/Member-Ethics/SVP_Impact_Mitigation_Guidelines.aspx

animals became fossilized usually were quite different from the present environments in which the geologic formations now exist.

1. **High Potential.** Rock units from which vertebrate or significant invertebrate, plant, or trace fossils have been recovered are considered to have a high potential for containing additional significant paleontological resources. Rocks units classified as having high potential for producing paleontological resources include, but are not limited to, sedimentary formations and some volcaniclastic formations (e.g., ashes or tephras), and some low-grade metamorphic rocks which contain significant paleontological resources anywhere within their geographical extent, and sedimentary rock units temporally or lithologically suitable for the preservation of fossils (e.g., middle Holocene and older, fine-grained fluvial sandstones, argillaceous and carbonate-rich paleosols, cross-bedded point bar sandstones, fine-grained marine sandstones, etc.).

2. **Low Potential.** Reports in the paleontological literature or field surveys by a qualified professional paleontologist may allow determination that some rock units have low potential for yielding significant fossils. Such rock units will be poorly represented by fossil specimens in institutional collections, or based on general scientific consensus only preserve fossils in rare circumstances and the presence of fossils is the exception not the rule (e.g., basalt flows or Recent colluvium). Rock units with low potential typically will not require impact mitigation measures to protect fossils.

3. **Undetermined Potential.** Rock units for which little information is available concerning their paleontological content, geologic age, and depositional environment are considered to have undetermined potential. Further study is necessary to determine if these rock units have high or low potential to contain significant paleontological resources. A field survey by a qualified professional paleontologist to specifically determine the paleontological resource potential of these rock units is required before a paleontological resource impact mitigation program can be developed. In cases where no subsurface data are available, paleontological potential can sometimes be determined by strategically located excavations into subsurface stratigraphy.

4. **No Potential.** Some rock units have no potential to contain significant paleontological resources, for instance high-grade metamorphic rocks (such as gneisses and schists) and plutonic igneous rocks (such as granites and diorites). Rock units with no potential require no protection nor impact mitigation measures relative to paleontological resources.

For geologic units with high potential, full-time monitoring is generally recommended during any ground disturbance. For geologic units with low potential, monitoring will not generally be required. For geologic units with undetermined potential, field surveys by a qualified vertebrate paleontologist or observations of excavations should be conducted to specifically determine the paleontological potential of the rock units present within the study area.

Literature Review

A geologic map review indicates the surficial geology of the Project area consists of the Miocene-aged (23.03 to 5.333 million years ago) Conejo Volcanics (map unit Tco) and Pleistocene-age (2,580,000 to 11,700 years ago) Quaternary older alluvium (map unit Qoa) (Campbell et al., 2014). The Conejo Volcanics geologic unit consists of igneous rock, which is not conducive to the preservation of fossil resources. The Pleistocene-age Quaternary older alluvium is of appropriate age to contain paleontological resources.

Paleontological Resources Records Search

A records search conducted by the Los Angeles County Natural History Museum (LACM) did not identify any fossil localities in the Project area; however, it did indicate the presence two fossil localities within Pleistocene-age alluvial deposits in the project vicinity (McLeod, 2020). The closest fossil locality is LACM 1680, located approximately 2 miles southeast of the Project, which produced fossil specimens of mammoth (*Mammuthus*) and horse (*Equus*) at depths of 14-15 below the ground surface. The second fossil locality is LACM 560, located approximately 3 miles north of the Project, which produced fossil specimens of horse (*Equus*) from unknown depths.

3.6.2 Regulatory Setting

Geology and Soils

Federal

Earthquake Hazards Reduction Act

The United States Congress passed the Earthquake Hazards Reduction Act in 1977 to reduce the risks to life and property from future earthquakes in the United States through the establishment and maintenance of an effective earthquake hazards reduction program. To accomplish this goal, the act established the National Earthquake Hazards Reduction Program. This program was substantially amended in November 1990 by the National Earthquake Hazards Reduction Program Act, which refined the description of agency responsibilities, program goals, and objectives.

National Pollutant Discharge Elimination System

The National Pollution Discharge Elimination System (NPDES) is a program created to implement the Clean Water Act (CWA). In response to the 1987 amendments to the CWA and as part of Phase I of its NPDES permit program, U.S. Environmental Protection Agency (USEPA) began requiring NPDES permits for (1) municipal separate storm sewer systems (MS4s) generally serving or located in incorporated cities with 100,000 or more people (referred to as municipal permits); (2) 11 specific categories of industrial activity (including landfills); and (3) construction activity that disturbs five acres or more of land. Phase II of USEPA's NPDES permit program, which went into effect in early 2003, extended the requirements for NPDES permits to (1) numerous small MS4s; (2) construction sites of 1 to 5 acres; and (3) industrial facilities owned or operated by small MS4s.[2] In 2009, USEPA published effluent limitation guidelines and new source performance standards for the construction and development industry that became effective in 2010. The NPDES permit program is typically administered by individual authorized states.

USEPA has delegated management of California's NPDES program to the State Water Resources Board (SWRCB) and the nine regional water quality control board (RWQCB) offices that grant permits to regulate point-source discharges of industrial and municipal wastewater into the waters of the United States.

[2] A small municipal separate storm sewer system (MS4) is any municipal separate storm sewer not already covered by the Phase I program as a medium or large MS4. The Phase II Rule automatically covers on a nationwide basis all small MS4s located in "urbanized areas" as defined by the Bureau of the Census (unless waived by the NPDES permitting authority) and, on a case-by-case basis, those MS4s located outside of urbanized areas that the NPDES permitting authority designates.

State

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act (Public Resources Code Section 2621) was enacted by the State of California in 1972 to address the hazard of surface faulting to structures for human occupancy. The Alquist-Priolo Earthquake Fault Zoning Act was a direct result of the 1971 San Fernando Earthquake, which was associated with extensive surface fault ruptures that damaged homes, commercial buildings, and other structures. The primary purpose of the Alquist-Priolo Earthquake Fault Zoning Act is to prevent the construction of buildings intended for human occupancy on the surface traces of active faults. The Alquist-Priolo Earthquake Fault Zoning Act is also intended to provide the citizens with increased safety and to minimize the loss of life during and immediately following earthquakes by facilitating seismic retrofitting to strengthen buildings against ground shaking.

The Alquist-Priolo Earthquake Fault Zoning Act requires the State Geologist to establish regulatory "earthquake fault zones" around the surface traces of active faults and to issue appropriate maps to assist cities and counties in planning, zoning, and building regulation functions. Maps are distributed to all affected cities and counties to assist them in regulating new construction and renovations. These maps are required to sufficiently define potential surface rupture or fault creep. The State Geologist is charged with continually reviewing new geologic and seismic data, revising existing zones, and delineating additional earthquake fault zones when warranted by new information. Local agencies must enforce the Alquist-Priolo Earthquake Fault Zoning Act in the development permit process, where applicable, and may be more restrictive than State law requirements. Projects within an earthquake fault zone can be permitted, but only after cities and counties have required a geologic investigation, prepared by licensed geologists, to demonstrate that buildings will not be constructed across active faults. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back. Although setback distances may vary, a minimum 50-foot setback is generally required. The Alquist-Priolo Earthquake Fault Zoning Act and its regulations are presented in the California Geological Survey (CGS) Special Publication (SP) 42, Fault-rupture Hazard Zones in California (CGS 2018b).

Seismic Hazards Mapping Act

The purpose of the Seismic Hazards Mapping Act is to protect the public from the effects of non-surface fault rupture earthquake hazards, inducing strong ground shaking, liquefaction, seismically induced landslides, or other ground failure caused by earthquakes. The Seismic Hazards Mapping Act requires delineated maps to be created by the State Geologist to reflect where potential ground shaking, liquefaction, or earthquake-induced landslides may occur.[3] Cities and counties are required to obtain approval for development on non-surface fault rupture hazard zones and mitigate seismic hazards.

Natural Hazards Disclosure Act

California Health and Safety Code Sections 17953-17955 and Section 1802 of the California Building Code identify requirements for soils investigations for subdivisions requiring tentative and final maps, and for other specified types of structures. Testing of samples from subsurface investigations is required, such as from borings or test pits. Studies must be done as needed to evaluate slope stability, soil strength,

[3] Seismic Hazards Mapping Act, PRC sec. 2690–2699.6

position and adequacy load-bearing soils, the effect of moisture variation on load-bearing capacity, compressibility, liquefaction, differential settlement, and expansiveness.

California Building Code, California Code of Regulations

The California Building Standards Code (CBC) is administered by the California Building Standards Commission (CBSC). The CBC governs all development within the State of California, as amended and adopted by each local jurisdiction. These regulations include provisions for site work, demolition, and construction, which include excavation and grading, as well as provisions for foundations, retaining walls, and expansive and compressible soils. The CBC provides guidelines for building design to protect occupants from seismic hazards. The most recent version of the code, the 2022 CBC, went into effect on January 1, 2023.

In addition, the CBC regulates excavation, foundations, and retaining walls; contains specific requirements pertaining to site demolition, excavation, and construction to protect people and property from hazards associated with excavation cave-ins and falling debris or construction materials; and regulates grading activities, including drainage and erosion control.

State Water Resources Control Board – Construction General Permit Order 2009-0009-DWQ

The SWRCB administers water rights, water pollution control, and water quality functions throughout the State, while the RWQCBs conduct planning, permitting, and enforcement activities. For the proposed project, the NPDES permit would be addressed in two parts: construction and post-construction (operations). Construction permitting would be administered by the SWRCB, while post-construction permitting would be administered by the RWQCB. On November 16, 1990, the EPA published final regulations that established stormwater permit application requirements for specific categories of industries. The regulations prohibit discharges of stormwater to waters of the United States from construction projects unless the discharge complies with an NPDES Permit (Water Quality Order 99-08-DWQ). On December 8, 1999, the SWRCB amended Order 99-08-DWQ to apply to sites as small as one acre.

Dischargers whose projects disturb one or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under Construction General Permit Order 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore a facility's original line, grade, or capacity. The Construction General Permit requires the development of a Stormwater Pollution Prevention Plan (SWPPP).

Construction General Permit Section A describes the elements that must be contained in a SWPPP, which include a site map(s), a list of Best Management Practices (BMPs) the discharger would use to protect stormwater runoff, and the placement of those BMPs. Additionally, the SWPPP is required to 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. A project applicant must submit a Notice of Intent (NOI) to the SWRCB, to be covered by the Construction General Permit, and prepare the SWPPP prior to construction. Implementation of the plan begins at commencement of construction and continues through

project completion. Upon project completion, the applicant is required to submit a Notice of Termination (NOT) to the SWRCB to indicate that construction is completed.

Regional

There are no regional regulations that apply to geology and soils on or in the vicinity of the proposed project site.

Local

County of Ventura Stormwater Program

The County of Ventura Stormwater Program reviews proposed land development projects in order to prevent potential impacts to surface water quality and to ensure compliance with the requirements in the NPDES Ventura County Stormwater Municipal Permit No. CAS004002 issued by the Los Angeles RWQCB. Proposed projects that are deemed complete after October 11, 2011 are subject to the 2010 Ventura County Stormwater Municipal Permit (Order No. R4-2010-0108).

City of Thousand Oaks General Plan

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

Safety Element: 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 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 1.3 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 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 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.

Safety Element: Landslides, Debris Flows, Soil Expansion and Settlement

Goal S-2: Mitigate loss, injury, damage, and economic and social dislocations resulting from soil landslide, debris flow, soil expansion, and settlement.

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 2.5 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.

Safety Element: Soil Hazards

Goal S-3: Mitigate loss, injury, damage, and economic and social dislocation resulting from soil hazards.

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.

Safety Element: Flood Hazards

Goal S-4: Mitigate loss of life, injury, property damage, and economic and social dislocations resulting from inundation by dam failure or floods.

Policy 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.

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 4.8 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.

Conservation Element: Grading

Goal C-2: Minimize and mitigate the visual effects of new urban development on hillsides.

Policy 2.3 Grading: Update standards for the height of manufactured slopes and limitations on grading in areas of 25% or greater natural grade.

City of Thousand Oaks Municipal Code

Title 7, Chapter 3, Grading, within the City of Thousand Oaks Municipal Code (TOMC) establishes minimum requirements for regulating grading and procedures for the purpose of safeguarding life, limb, health, property, and the public welfare by establishing minimum requirements for regulating grading and procedures by which such requirements may be enforced.

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 therein.

Paleontological Resources

Federal

There are no federal regulations that apply to paleontological resources on or in the vicinity of the proposed project site.

State

California Environmental Quality Act

The State CEQA Guidelines (Title 14, Chapter 3 of the California Code of Regulations, Section 15000 *et seq*.), are prescribed by the Secretary of Resources to be followed by state and local agencies in California in their implementation of the CEQA. Appendix G of the State CEQA Guidelines includes an Environmental Checklist Form with questions that may be used by public agencies in their assessment of impacts on the environment. The question within Appendix G of the CEQA Guidelines that relates to paleontological resources states: "Will the proposed project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?" CEQA protects paleontological resources by requiring an assessment of a Project's potential paleontological impacts.

Public Resources Code Section 5097.5 and Section 30244

Other state requirements for paleontological resource management are included in PRC Section 5097.5. These statutes prohibit the removal of any paleontological site or feature from public lands without permission of the jurisdictional agency, define the removal of paleontological sites or features as a misdemeanor.

Section 30244 states that "where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required."

Regional

There are no regional regulations that apply to paleontological resources on or in the vicinity of the proposed project site.

Local

City of Thousand Oaks General Plan

The City of Thousand Oaks General Plan Cultural Resources Element contains the following policies that pertain to paleontological resources within the Project area:

Cultural and Historic Resources

> **Goal C-11:** Protect historical and culturally significant resources, which contribute to the community's sense of identity.
>
> > **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.

3.6.3 Thresholds of Significance

According to Appendix G of the State CEQA Guidelines, the proposed Project could have a potentially significant impact with respect to geology and soils if it would:

- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - 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 (see Impact 3.6-1i, below).
  - Strong seismic ground shaking (see Impact 3.6-1i, below).
  - Seismic-related ground failure, including liquefaction (see Impact 3.6-1iii, below).
  - Landslides (see Impact 3.6-1iv, below).
- Result in substantial soil erosion or the loss of topsoil (see Impact 3.6-2, below).
- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse (see Impact 3.6-3, below).
- 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 (see Impact 3.6-4, below).
- 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 wastewater (see Impact 3.6-5, below)
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature (see Impact 3.6-6, below).

3.6.4 Methodology

Geology and Soils

The analysis of impacts related to geology and soils is based on the geotechnical evaluations prepared for the Project. These evaluations are provided in Appendix G (Gorian 2019 and 2024) of this Draft EIR. The objective of the analysis was to evaluate the soil and geologic conditions at and in the vicinity of the Project site and the potential for seismic-related and existing soil condition impacts.

Paleontology

The analysis of paleontological resources is based on a paleontological records search conducted by the Natural History Museum of Los Angeles County (LACM), as well as geologic map and literature reviews. The objective of the analysis was to determine the geological formations underlying the Project site, whether any paleontological localities have previously been identified within the Project site or in the same or similar formations near the Project site, and the potential for excavations associated with the Project to encounter paleontological resources. These methods are consistent with the SVP guidelines for assessing the importance of paleontological resources in areas of potential environmental effect.

3.6.5 Impact Analysis

Impact 3.6-1: The proposed Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. (Less than Significant)

ii. Strong seismic ground shaking. (Less than Significant)

The Project site is in a seismically active area of California, with numerous active and potentially active faults in the region. The primary geologic hazard at the Project site is moderate to strong ground motion (acceleration) caused by an earthquake on any of the local or regional faults (Appendix G of this draft EIR). The most significant historic earthquake in the Project region was the 1994 Northridge earthquake, which resulted in a moment magnitude 6.7 earthquake.

As discussed above in Section 3.6.1, Geologic Hazards, no "active" or "potentially active" faults are known to exist within the Project site, and the Project site is not located within an Alquist-Priolo Earthquake Fault Zone as defined by the CGS. In addition, CGS considers a fault seismically active when evidence suggests seismic activity within roughly the last 11,000 years. The Project site is not within an Alquist-Priolo earthquake fault zone (CGS 2022) or underlain by any other known active (i.e., Holocene age) earthquake fault. The closest active faults to the Project site are the Simi–Santa Rosa Fault Zone, located approximately four miles north of the site; the Malibu Coast Fault, located approximately eleven miles south of the site; and the Oak Ridge Fault, located approximately thirteen miles to the northwest. The nearest pre-Holocene, or potentially active, fault is the Sycamore Canyon Fault, located approximately two mile southeast of the Project site (CGS 2022).

Project design and construction would occur in compliance with provisions of the California Building Code, which requires that grading, structural design, and construction be completed such that seismically induced damage would be minimized. In compliance with the California Building Code, recommendations provided in the Project-specific geotechnical report (Appendix G of this draft EIR). All proposed structures on-site would be designed and constructed in accordance with the California Building Code guidelines currently adopted by the City of Thousand Oaks. Therefore, given the distance of the nearest fault and magnitude of past seismic activity, the Project would not expose people or structures to potential substantial adverse effects associated with the rupture of a known earthquake fault and impacts would be less than significant.

Significance Determination: Less than Significant.

Mitigation Measures: No mitigation measures are required.

iii. Seismic-related ground failure, including liquefaction. (Less than Significant)

Liquefaction is a phenomenon where unconsolidated and/or near saturated soils lose cohesion and are converted to a fluid state as a result of severe vibratory motion. The relatively rapid loss of soil during strong earthquake shaking results in the temporary fluid-like behavior of the soil. The proposed development is not within an area shown to have a potential for liquefaction or landslides on the State's Seismic Hazard Zones Map. The alluvium and engineered fill underlying the site are not considered susceptible to liquefaction or seismic induced settlement and the geomorphic features typical of significant landslides were not identified on or directly off-site the site (Gorian 2019 and 2024). Groundwater is not anticipated to be encountered during the proposed site development. Additionally, the proposed Project would comply with the CBC and would execute all recommendation provided in the geotechnical report prepared for the Project to ensure safety and reduce risk related to geologic hazards. Impacts would be less than significant.

Significance Determination: Less than Significant.

Mitigation Measures: No mitigation measures are required.

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iv. Landslides. (Less than Significant)

The proposed development is not within an area shown to have a potential for landsliding on the State's Seismic Hazard Zones Map. Geomorphic features typical of significant landslides were not identified on or directly off-site the site (Gorian 2019 and 2024). Final grading, drainage, and erosion control plans would be reviewed and approved by the City Engineer before the issuance of a grading permit. This would ensure that the Project would be consistent with the City's Code to minimize the potential for landslides. Accordingly, compliance with the California Building Code and implementation of seismic design parameters would ensure that impacts from landslides or seismically induced landslides would be less than significant.

Significance Determination: Less than Significant.

Mitigation Measures: No mitigation measures are required.

Impact 3.6-2: Would the Project result in substantial soil erosion or the loss of topsoil? (Less than Significant Impact)

Construction

The upper soils in the Project area have become weathered and disturbed. Therefore, within all areas of construction or grading soil removals would extend to the previously placed engineered fill or native soils.

The proposed Project would require approximately 156,186 cubic yards of cut and fill, which would be balanced on the site. The grading is anticipated to removal approximately 18 inches from the present

grade. Soil exposed by construction activities could be subject to erosion if exposed to heavy rain, winds, or other storm events. Grading and ground-disturbing activities would potentially result in substantial soil erosion or loss of topsoil. However, the proposed project would require a NPDES Construction General Permit from the Regional Water Quality Control Board, as the proposed project would disturb at least one acre of soil. A project specific SWPPP would be prepared in compliance with the Construction General Permit. The SWPPP would identify erosion control and sediment control BMPs that would be implemented to minimize the occurrence of soil erosion or loss of topsoil.

The SWPPP would incorporate best management practices (BMPs) to ensure that potential water quality impacts during construction from erosion would be reduced to less than significant. Typical BMPs would ensure grading is conducted during dry-weather conditions, water is used for moisture control of exposed soils to prevent wind erosion when temporarily disturbed, coverings for temporary stockpiles, temporary catch basins, and sandbagging, etc., as required by the Los Angeles RWQCB.

Construction activities would also be required to comply with the statewide general stormwater construction permit in addition to the City's requirements to eliminate or reduce erosion or sedimentation and prohibit flows from the Project site from causing or contributing to exceedances of water quality standards in downstream receiving waters. Once land disturbance and construction are completed, landscaping, non-erosive drainage features such as private storm drains and debris/infiltration basins and associated infrastructure, and the maintenance of these structures would be conducted over the long-term operations of the Project. Disturbed areas would be protected until sustainable plant growth is established. Typically, BMPs include but are not limited to temporary catchment basins and/or sandbagging to control runoff and contain sediment transport within the Project site during construction in accordance with City of Thousand Oaks and statewide general construction stormwater permit requirements. In addition, the Project would be required to comply with all applicable City grading permit regulations, plans, and inspections to reduce sedimentation and erosion.

Thus, through compliance with the City's construction requirements, implementation of BMPs, compliance with applicable City grading permit regulations, and requirements of the statewide general construction stormwater permit, the Project construction activities would not result in substantial erosion or loss of topsoil. Therefore, Project impacts associated with erosion or siltation during construction would be less than significant.

Operation

Operation of the Project could result in a limited degree of soil erosion from vegetated areas. The Project would be required to have a Post-Construction Stormwater Management Plan in place during the operational life of the Project that would include BMPs, developed in accordance with the Ventura County's Low Impact Design (LID) Ordinance (see Section 3.9, Hydrology and Water Quality, of this Draft EIR) and the recommendations included within the Geotechnical Report. Following completion of the Project, the site will be improved with structures, hardscape, landscaping, and appropriate drainage infrastructure. Therefore, impacts associated with erosion or siltation during the operational phase of the project would be less than significant.

Significance Determination: Less than Significant.

Mitigation Measures: No mitigation measures are required.

Impact 3.6-3: Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (Less than Significant)

As discussed above, the proposed development is not within an area shown to have a potential for liquefaction or landslides on the State's Seismic Hazard Zones Map. The alluvium and engineered fill underlying the site are not considered susceptible to liquefaction or seismic induced settlement and the geomorphic features typical of significant landslides were not identified on or directly off-site the site (Gorian 2019 and 2024). Additionally, the proposed Project compliance with the California Building Code and execute all recommendation provided in the geotechnical report prepared for the Project would ensure safety and reduce risk related to geologic hazards. Impacts would be less than significant.

Significance Determination: Less than Significant.

Mitigation Measures: No mitigation measures are required.

Impact 3.6-4: Would the proposed 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)

Expansive soils are predominantly comprised of clays, which expand in volume when water is absorbed and shrink when the soil dries. Expansion is measured by shrink-swell potential, which is the volume change in soil with a gain in moisture. Soils with a moderate to high shrink-swell potential can cause damage to roads, buildings, and infrastructure (USDA, 2019). The Project site is surrounded by Older Alluvium (Terrace Deposits) and underlain by bedrock of the Conejo Volcanics. The lots were graded in phases in 2000 to the bedrock and then engineered fill was placed on each lot. Eight- and ten-inch diameter subdrains were installed within the lots in accordance with the recommendation of the geotechnical report to avoid future water ponding and/or drainage issues. With proper drainage the proposed Project would not pose an issue related to shrinking and swelling. Further, the proposed Project would be subject to the California Building Code which controls the design and location of facilities in order to safeguard the public and reduce potential impacts related to expansive soils to less than significant levels.

Significance Determination: Less than Significant.

Mitigation Measures: No mitigation measures are required.

Impact 3.6-5: Would the Project have soils incapable of adequately supporting the use of onsite wastewater treatment systems where sewers are not available for the disposal of wastewater? (No Impact)

The Project would not involve the use of septic tanks or alternative wastewater disposal systems. As such, no impacts would occur in this regard.

Significance Determination: No Impact.

Mitigation Measure: No mitigation measures are required.

Impact 3.6-6: Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (Less than Significant with Mitigation)

A geologic map review indicates the surficial geology of the Project area consists of the Miocene-aged (23.03 to 5.333 million years ago) Conejo Volcanics (map unit Tco) and Pleistocene-age (2,580,000 to 11,700 years ago) Quaternary older alluvium (map unit Qoa) (Campbell et al., 2014). The Conejo Volcanics geologic unit consists of igneous rock, which is not conducive to the preservation of fossil resources. The Pleistocene-age Quaternary older alluvium is of appropriate age to contain paleontological resources.

The geotechnical report prepared for the Project indicates the Project area was subject to mass grading from mid-1990s through 2000 during which the project area's higher elevations were reduced and the lower elevations filled in (Gorian 2019 and 2024). As part of the grading, building pads were also developed using fill material. Grading removed the surficial sediments to depths wherein either bedrock or older alluvial sediments were encountered (Gorian 2019 and 2024). As such, the present surface of the Project area is comprised of engineered fill (map unit afl), Pleistocene-age alluvial terrace deposits (map unit Qt), and Conejo Volcanic bedrock.

A records search conducted by the Los Angeles County Natural History Museum (LACM) did not identify any fossil localities in the Project area; however, it did indicate the presence two fossil localities within Pleistocene-age alluvial deposits in the Project vicinity (McLeod, 2020). The closest fossil locality is LACM 1680, located approximately two miles southeast of the Project, which produced fossil specimens of mammoth (*Mammuthus*) and horse (*Equus*) at depths of 14-15 below the ground surface. The second fossil locality is LACM 560, located approximately three miles north of the Project, which produced fossil specimens of horse (*Equus*) from unknown depths.

The geotechnical report indicates Pleistocene-age terrace deposits (Qt) are mapped at surface at various points within the Project area. These deposits are of appropriate age to contain paleontological resources as indicated by the LACM's identification of two fossil localities originating from similar Pleistocene deposits in the Project's vicinity. As such, project-related ground disturbance into portions of the Project area mapped as containing Pleistocene terrace deposits at the surface have the potential to directly or indirectly destroy a unique paleontological resource or unique geologic feature (Buildings 1, 4, 5, and 6). Implementation of **Mitigation Measures GEO-1 through GEO-4** would reduce impacts to paleontological resource and unique geologic features to less than significant.

Significance Determination: Less than Significant with Mitigation.

Mitigation Measures:

GEO-1 (Qualified Paleontologist Retained): Prior to the start of Project-related ground disturbing activities, the Applicant shall retain a Qualified Paleontologist that meets the standards of the Society of Vertebrate Paleontology (2010) to carry out all mitigation measures related to paleontological resources.

GEO-2 (Paleontological Resources Sensitivity Training for Construction Personnel): Prior to the start of ground disturbing activities, all construction personnel shall be trained to identify the types of paleontological resources that may be encountered during Project implementation. The training may be provided during the archaeological sensitivity training conducted pursuant to Mitigation Measure CUL-4. Documentation shall be retained demonstrating that all construction personnel attended the training.

GEO-3 (Paleontological Monitoring): The qualified paleontologist shall supervise a paleontological monitor meeting the Society for Vertebrate Paleontology standards (2010). The monitor shall be present during all ground-disturbing activities occurring within undisturbed native soils within areas mapped as Quaternary Terrace Deposits (Qt). Monitoring shall consist of visually inspecting fresh exposures of rock for larger fossil remains and, where appropriate, collecting wet or dry screened sediment samples of promising horizons for smaller fossil remains. Monitoring can be reduced to part-time inspections or ceased entirely if determined adequate by the qualified paleontologist in consultation with the City. Monitoring activities shall be documented in a Paleontological Resources Monitoring Report to be prepared by the qualified paleontologist at the completion of construction and shall be provided to the City and filed with the Natural History Museum of Los Angeles County within six (6) months of project completion.

GEO-4 (Discovery): If a unique geologic feature or paleontological resource is discovered during construction, the paleontological monitor shall be empowered to temporarily divert or redirect grading and excavation activities in the area of the exposed fossil to facilitate evaluation of the discovery. An appropriate buffer area shall be established by the qualified paleontologist around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. At the qualified paleontologist's discretion and to reduce any construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing and evaluation of the find. All significant fossils shall be collected by the paleontological monitor and/or the qualified paleontologist. Collected fossils shall be prepared to the point of identification and catalogued before they are submitted to their final repository. Any fossils collected shall be curated at a public, non-profit institution with a research interest in the materials, such as the Los Angeles County Natural History Museum, if such an institution agrees to accept the fossils. If no institution accepts the fossil collection, they shall be donated to a local school in the area for educational purposes. Accompanying notes, maps, and photographs shall also be filed at the repository and/or school.

3.6.6 Cumulative Impacts

Geotechnical impacts tend to be site-specific rather than cumulative in nature, and any development occurring within the City of Thousand Oaks would be subject to, at a minimum, site development and construction standards relative to seismic and other geologic conditions that are prevalent within the region. As with the Project site, cumulative projects would be subject to the same local, regional, State,

and federal regulations pertaining to geology and soils, including the CBC and TOMC requirements. In addition, cumulative project impacts would be addressed through imposition of recommendations specific to each project. With conformance to such regulations, cumulative impacts related to geology and soils would be less than significant.

As discussed in Impact GEO3.6-6, *Paleontological Resources*, the proposed Project has the potential to encounter significant paleontological resources. To reduce the potential impact to less than significant, the proposed Project would implement Mitigation Measures GEO-1 through GEO-4. Do to the region, the cumulative projects would also have the potential to encounter significant paleontological resources. If potential for significant impacts on paleontological resources is identified, mitigation measures similar to those required for the Project would be implemented for the cumulative projects. With implementation of these mitigation measures, the Project's potential impacts to paleontological resources would not be cumulatively considerable and potential cumulative impacts would be less than significant. (Less than Significant with Mitigation)

Significance Determination: Less than Significant with Mitigation.

Mitigation Measure: Implement Mitigation Measures GEO-1 through GEO-4.

3.7 Greenhouse Gas Emissions

This section discusses global climate change and greenhouse gas (GHG) emissions in relationship to the proposed Project, presents the associated regulatory framework, and provides an analysis of potential impacts that would result from construction and implementation of the proposed Project.

3.7.1 Environmental Setting

This section presents a discussion of existing climate conditions, the current state of climate change science, and GHG emissions sources in California.

Global Climate Change

Global climate change refers to changes in average climatic conditions on Earth as a whole, including changes in temperature, wind patterns, precipitation and storms. Historical records indicate that global climate changes have occurred in the past due to natural phenomena; however, current data increasingly indicate that the current global conditions differ from past climate changes in rate and magnitude. Global climate change attributable to anthropogenic (human) greenhouse gas (GHG) emissions is currently one of the most important and widely debated scientific, economic and political issues in the United States and the world. The extent to which increased concentrations of GHGs have caused or will cause climate change and the appropriate actions to limit and/or respond to climate change are the subject of significant and rapidly evolving regulatory efforts at the federal and state levels of government.

GHGs are those compounds in the Earth's atmosphere which play a critical role in determining temperature near the Earth's surface. More specifically, these gases allow high-frequency shortwave solar radiation to enter the Earth's atmosphere, but retain some of the low frequency infrared energy which is radiated back from the Earth towards space, resulting in a warming of the atmosphere. Not all GHGs possess the same ability to induce climate change; as a result, GHG contributions are commonly quantified in the units of equivalent mass of carbon dioxide (CO_2e). Mass emissions are calculated by converting pollutant specific emissions to CO_2e emissions by applying the proper global warming potential (GWP) value.[1] These GWP ratios are available from the Intergovernmental Panel on Climate Change (IPCC). Historically, GHG emission inventories have been calculated using the GWPs from the IPCC's Second Assessment Report (SAR). The IPCC updated the GWP values based on the latest science in its Fourth Assessment Report (AR4). The updated GWPs in the IPCC AR4 have begun to be used in recent GHG emissions inventories. By applying the GWP ratios, Project-related CO_2e emissions can be tabulated in metric tons per year. Typically, the GWP ratio corresponding to the warming potential of CO_2 over a 100-year period is used as a baseline. The CO_2e values are calculated for construction years as well as existing and Project build-out conditions in order to generate a net change in GHG emissions for construction and operation. Compounds that are regulated as GHGs are discussed below (IPCC 1995 and 2007).

[1] GWPs and associated CO_2e values were developed by the Intergovernmental Panel on Climate Change (IPCC), and published in its Second Assessment Report (SAR) in 1996. Historically, GHG emission inventories have been calculated using the GWPs from the IPCC's SAR. The IPCC updated the GWP values based on the latest science in its Fourth Assessment Report (AR4). The California Air Resources Board (CARB) has begun reporting GHG emission inventories for California using the GWP values from the IPCC AR4.

- **Carbon Dioxide (CO_2):** CO_2 is the most abundant GHG in the atmosphere and is primarily generated from fossil fuel combustion from stationary and mobile sources. CO_2 is the reference gas (GWP of 1) for determining the GWPs of other GHGs (IPCC 2007).
- **Methane (CH_4):** CH_4 is emitted from biogenic sources (i.e., resulting from the activity of living organisms), incomplete combustion in forest fires, landfills, manure management, and leaks in natural gas pipelines. The GWP of CH_4 is 21 in the IPCC SAR and 25 in the IPCC AR4 (IPCC 2007).
- **Nitrous Oxide (N_2O):** N_2O produced by human-related sources including agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuel, adipic acid production, and nitric acid production. The GWP of N_2O is 310 in the IPCC SAR and 298 in the IPCC AR4 (IPCC 2007).
- **Hydrofluorocarbons (HFCs):** HFCs are fluorinated compounds consisting of hydrogen, carbon, and fluorine. They are typically used as refrigerants in both stationary refrigeration and mobile air conditioning systems. The GWP of HFCs ranges from 140 for HFC-152a to 11,700 for HFC-23 in the IPCC SAR and 124 for HFC-152a to 14,800 for HFC-23 in the IPCC AR4 (IPCC 2007).
- **Perfluorocarbons (PFCs):** PFCs are fluorinated compounds consisting of carbon and fluorine. They are primarily created as a byproduct of aluminum production and semiconductor manufacturing. The GWPs of PFCs range from 6,500 to 9,200 in the IPCC SAR and 7,390 to 17,700 in the IPCC AR4 (IPCC 2007).
- **Sulfur Hexafluoride (SF_6):** SF_6 is a fluorinated compound consisting of sulfur and fluoride. It is a colorless, odorless, nontoxic, nonflammable gas. It is most commonly used as an electrical insulator in high voltage equipment that transmits and distributes electricity. SF_6 has a GWP of 23,900 in the IPCC SAR and 22,800 in the IPCC AR4 (IPCC 2007).
- **Nitrogen Trifluoride (NF_3):** NF3 is a fluorinated compound consisting of nitrogen and fluoride. It is an inorganic, colorless, non-flammable, toxic gas with a slightly musty odor. NF_3 is used as a replacement for SF_6 in the electronics industry. It is typically used in plasma etching and chamber cleaning during the manufacturing of semi-conductors and liquid crystal display (LCD) panels (Greenhouse Gas Protocol 2013). NF_3 has a GWP of 17,200 in the IPCC AR4, and 16,100 in the IPCC AR5 (IPCC 2007).

Worldwide man-made emissions of GHGs are approximately 49,000 million metric tons of carbon dioxide equivalent ($MMTCO_2e$) annually including ongoing emissions from industrial and agricultural sources and emissions from land use changes (e.g., deforestation) (IPCC 2014). Emissions of CO_2 from fossil fuel use and industrial processes account for 65 percent of the total while CO_2 emissions from all source's accounts for 76 percent of the total. Methane emissions account for 16 percent and N_2O emissions for 6.2 percent. In 2019, the United States was the world's second largest emitter of carbon dioxide at 6,600 $MMTCO_2e$ (China was the largest emitter of carbon dioxide at 14,000 $MMTCO_2e$) (PBL 2020).

Existing Statewide Greenhouse Gas Emissions

The California Air Resources Board (CARB), a part of the California Environmental Protection Agency (CalEPA), is responsible for the coordination and administration of both federal and State air pollution control programs within California. CARB compiles the State's GHG emissions inventory. Based on the 2022 GHG inventory data (i.e., the most updated inventory for which data are available from CARB), California emitted 371.1 million metric tons of CO_2e ($MMTCO_2e$) including emissions resulting from imported electrical power (CARB 2024). Between 1990 and 2020, the population of California grew by

approximately 9.8 million (from 29.7 to 39.5 million) (US Census Bureau 2024). This represents an increase of approximately 39.5 percent from 1990 population levels. In addition, the California economy, measured as gross state product, grew from $773 billion in 1990 to $3.6 trillion in 2022 representing an increase of over three times the 1990 gross state product (California Department of Finance 2024). Despite the population and economic growth, California's net GHG emissions have been reduced to below 1990 levels since 2016. According to CARB, the declining trend coupled with the state's GHG reduction programs (such as the Renewables Portfolio Standard, Low Carbon Fuel Standard (LCFS), vehicle efficiency standards, and declining caps under the Cap-and-Trade Program) demonstrate that California has met the 2020 GHG reduction target codified in California Health and Safety Code (HSC), Division 25.5, also known as AB 32 and SB 32 (CARB 2016a).

Table 3.7-1, *State of California Greenhouse Gas Emissions*, identifies and quantifies statewide anthropogenic GHG emissions and sinks (e.g., carbon sequestration due to forest growth) in 1990 and 2022 (i.e., the most recent year in which data are available from CARB). As shown in the table, the transportation sector is the largest contributor to statewide GHG emissions at approximately 39 percent in 2022.

TABLE 3.7-1
STATE OF CALIFORNIA GREENHOUSE GAS EMISSIONS

Category	Total 1990 Emissions ($MMTCO_2e$)	Percent of Total 1990 Emissions	Total 2022 Emissions ($MMTCO_2e$)	Percent of Total 2022 Emissions
Transportation	150.7	35%	139.9	37.7%
Electric Power	110.6	26%	59.8	16.1%
Commercial	14.4	3%	14.8	4.0%
Residential	29.7	7%	24.7	6.6%
Industrial	103.0	24%	72.7	19.6%
Recycling and Waste[a]	–	–	8.2	2.2%
High GWP/Non-Specified[b]	1.3	<1%	21.3	5.7%
Agriculture/Forestry	23.6	6%	29.8	8.0%
Forestry Sinks	-6.7	–	–[c]	–
Net Total (IPCC AR4)[d]	**431**	**100%**	**371.1**	**100%**

SOURCE: CARB 2024

NOTES:

a. Included in the Industrial sector of CARB's GHG Emission Inventory.
b. Included in the Industrial and Electric Power sectors of ARB's GHG Emission Inventory.
c. Forestry sinks were not calculated for 2022 pending a revised methodology under development. Forestry sinks are ecosystem carbon stored in plants and soils.
d. CARB revised the State's 1990 level GHG emissions using GWPs from the IPCC AR4.

Existing Project Site Greenhouse Gas Emissions

The Project site, which encompasses approximately 51.34 gross acres / 49.57 net acres, is graded and contains infrastructure such as streets, sidewalks, and utilities for future buildings. The Project proposes a multi-phase business park development that would include 15 industrial buildings within the City of Thousand Oaks (City). As the site is currently undeveloped, there are no existing GHG emissions. Therefore, the Project's GHG emissions are considered net new emissions.

Effects of Global Climate Change

The scientific community's understanding of the fundamental processes responsible for global climate change has improved over the past decade, and its predictive capabilities are advancing. However, there remain significant scientific uncertainties in, for example, predictions of local effects of climate change, occurrence, frequency, and magnitude of extreme weather events, effects of aerosols, changes in clouds, shifts in the intensity and distribution of precipitation, and changes in oceanic circulation. Due to the complexity of the Earth's climate system and inability to accurately model it, the uncertainty surrounding climate change may never be completely eliminated. Nonetheless, the IPCC)'s *Fifth Assessment Report, Summary for Policy Makers*, states that, "it is *extremely likely* that more than half of the observed increase in global average surface temperature from 1951 to 2010 was caused by the anthropogenic increase in greenhouse gas concentrations and other anthropogenic forcings [*sic*] together" (IPCC 2014). A report from the National Academy of Sciences concluded that 97 to 98 percent of the climate researchers most actively publishing in the field support the tenets of the IPCC in that climate change is very likely caused by human (i.e., anthropogenic) activity (Anderegg 2010). In the most recent IPCC *Sixth Assessment Report, Summary for Policy Makers*, it states "It is unequivocal that human influence has warmed the atmosphere, ocean, and land" (IPCC 2021).

According to CalEPA, the potential impacts in California due to global climate change may include loss in snowpack; sea-level rise; more extreme heat days per year; more high ozone days; more large forest fires; more drought years; increased erosion of California's coastlines and sea water intrusion into the Sacramento and San Joaquin Deltas and associated levee systems; and increased pest infestation (CalEPA 2006). Below is a summary of some of the potential effects that could be experienced in California as a result of global warming and climate change. Data regarding potential future climate change impacts are available from the Cal-Adapt website which represents a projection of potential future climate scenarios. The data are comprised of the average values from a variety of scenarios and models and are meant to illustrate how the climate may change based on a variety of different potential social and economic factors. Below is a summary of some of the potential climate change effects that could be experienced in California as a result of global warming and climate change.

Temperature and Air Quality

Higher temperatures, conducive to air pollution formation, could worsen air quality in California. Climate change may increase the concentration of ground-level ozone, but the magnitude of the effect and, therefore, its indirect effects, are uncertain. If higher temperatures are accompanied by drier conditions, the potential for large wildfires could increase, which, in turn, would worsen air quality. Additionally, severe heat accompanied by drier conditions and poor air quality could increase the number of heat-related deaths, illnesses, and asthma attacks throughout the State (CEC 2006).

However, if higher temperatures are accompanied by wetter, rather than drier conditions, the rains would temporarily clear the air of particulate pollution and reduce the incidence of large wildfires, thus ameliorating the pollution associated with wildfires.

Heat events are projected to become more frequent and last longer. Since the 1980s, heat waves have become more humid, in part due to ocean warming, which prevents surfaces from cooling down at night, leading to higher nighttime temperatures. Southern California also has experienced the greatest nighttime

extreme heat trends, at least two times greater than daytime tends, and it experiences the greatest increases in both daytime and nighttime heat extremes during late spring (April–June) (OEHHA 2018). Data suggest that the predicted future increase in temperatures resulting from climate change could potentially interfere with efforts to control and reduce ground-level ozone in the region.

According to the Cal-Adapt website's "Local Climate Change Snapshot" database (CalAdapt 2024), the Project Site could see an average annual increase in maximum temperature of 77.6 to 78.4 °F in the mid-century (2035-2064) and 78.7 to 81.4 °F at the end of the century (2070-2099) compared to 73.9 °F for the baseline period (1961-1990). The average annual number of extreme heat days also could increase to 11 to 14 days in the mid-century (2035-2064) and 15 to 32 days at the end of the century (2070-2099) compared to 3 days for the baseline period (1961-1990).

Water Supply

California's highly variable climate includes inconsistent precipitation with multi-year wet or dry periods, such as the unusually wet years of 2005, 2011, and 2017, as well as the droughts of 2001-2004, 2007-2010, 2012-2016 (CNRA 2018), and 2022. More than other regions of the western United States, the presence or absence of these large storms within a given winter season determines California's water resources because of their contribution to snowpack (PISDES 2003). Warmer, wetter winters would increase the amount of runoff available for groundwater recharge; however, this additional runoff would occur at a time when some basins are either being recharged at their maximum capacity or are already full (PISDES 2003). Conversely, reductions in spring runoff and higher evapotranspiration because of higher temperatures could reduce the amount of water available for recharge (PIDES 2003).

In California, the spring snowpack runoff accounts for approximately 70 percent of the total water supply in the Colorado River Basin, which supplies approximately 55 percent of Southern California's water. Since the 1950's, the snow water storage measurements on April 1 have declined by about 10 percent. Models predict that the mean snow water equivalent declines to less than two-thirds of its historical average by 2050, and by less than half by 2100. Unfortunately, the decline in the spring snowpack occurs even if precipitation amounts remain relatively stable; the snow loss results from a warmer climate (CNRA 2018). The loss of snowpack would reduce the amount of water available.

According to the Cal-Adapt website's "Local Climate Change Snapshot" database (Cal-Adapt 2024), the Project location could see an average annual length of dry spells of 169 to 170 days in the mid-century (2035–2064) and 168 to 176 days at the end of the century (2070–2099) compared to 161 days for the baseline period (1961–1990). The average annual precipitation could decrease to 14.5 to 14.6 inches in the mid-century (2035–2064) and 14.8 to 14.7 inches at the end of the century (2070–2099) compared to 15.0 inches for the baseline period (1961–1990) (Cal-Adapt 2024).

The California Natural Resources Agency (CNRA) and California Energy Commission (CEC) report dated 2018 (CNRA and CEC 2018) on climate change and effects on the State Water Project (SWP), the Central Valley Project (CVP), and the Sacramento-San Joaquin Delta, concluded that "climate change poses an ever-growing threat to the well-being, public health, natural resources, economy, and environment of California. Even under the best scenario for global emission reductions, additional climate change impacts are inevitable. …[C]limate change would bring significant negative impacts on current SWP and CVP operations due to the [global] warming." By the middle of the century, climate change

would cause negative effects on the water supply, including south of Delta exports being reduced by a half million-acre feet, north Delta carryover storage being diminished by 1.5-million-acre feet, with worsening water quality (CNRA and CEC 2018). In its *Fifth Assessment Report*, the IPCC states "Changes in the global water cycle in response to the warming over the 21st century will not be uniform. The contrast in precipitation between wet and dry regions and between wet and dry seasons will increase, although there may be regional exceptions" (IPCC 2013). The *Sixth Assessment Report* further states, "Continued global warming is projected to further intensify the global water cycle, including its variability, global monsoon precipitation and the severity of wet and dry events" (IPCC 2021).

To enhance the long-term reliability of water supply in the Project area, the City of Thousand Oaks has set the following demand management measures in its 2020 Urban Water Management Plan (City of Thousand Oaks 2021): (1) water waste prevention ordinances, (2) metering, (3) conservation pricing, (4) public education and outreach, (5) programs to assess and manage distribution system real loss, (6) water conservation program coordination and staffing support, and (7) other demand management measures. Additionally, the City has adopted a Water Conservation Ordinance, as required by the State, which includes six different conservation levels: 1) 10% reduction, 2) 20% reduction, 3) 30% reduction, 4) 40% reduction, 5) 50% reduction, and 6) More than a 50% reduction in water usage.

Hydrology and Sea-Level Rise

The central and southern coast has experienced a sea level rise of more than 5.9 inches over the 20th century and sea levels will continue to rise substantially over the 21st century. Sea level rise can be a product of global warming through two main processes: expansion of seawater as the oceans warm and melting of ice over land. Flooding from sea level rise and coastal wave events leads to bluff, cliff, and beach erosion, which could affect large geographic areas. Future modeling simulations estimate that 31–67 percent of Southern California beaches may become completely eroded to the landward limit of coastal infrastructure or cliffs by the end of the century, assuming sea level rise scenarios from 3 to 6.6 feet and limited human intervention (CNRA and CEC 2018). The rise in sea levels could jeopardize California's water supply. Increased storm intensity and frequency could also affect the ability of flood-control facilities, including levees, to handle storm events.

California historically has experienced multi-year droughts and has been able to support agricultural water demands through groundwater reserves, winter snowpack, reservoir storage, and conveyance of water throughout the state in canals. However, the higher temperatures that come with climate change will likely decrease snow storage and cause more frequent and severe droughts and will require additional preparedness for more frequent surface water shortages and reliance on sustainable groundwater management (CNRA and CEC 2018).

Agriculture

California has a $49 billion agricultural industry that produces half the country's fruits and vegetables. nuts, flowers, and nursery crops. (CDFA 2022). Many of California's important crops, including fruit and nut trees, are particularly vulnerable to climate change impacts like changing temperature regimes and water-induced stress. Under changing climate conditions, agriculture is projected to experience lower crop yields due to extreme heat waves, heat stress and increased water needs of crops and livestock (particularly during dry and warm years), and new and changing pest and disease threats (CNRA 2018). Higher CO_2 levels can stimulate plant production and increase plant water use efficiency. However, if

temperatures rise and drier conditions prevail, water demand could increase; crop-yield could be threatened by a less reliable water supply; and greater ozone pollution could render plants more susceptible to pest and disease outbreaks and interfere with plant growth. In addition, temperature increases could change the time of year crops are harvested, and thus affect their quality (CCCC 2006).

Ecosystems and Wildlife

Increases in global temperatures and the potential resulting changes in weather patterns could have ecological effects on a global and local scale. Increasing concentrations of GHGs are likely to accelerate the rate of climate change. Scientists expect that the average global surface temperature could rise by 2°F–11.5°F (1.1°C–6.4°C) by 2100, with significant regional variation (National Research Council 2010). Soil moisture is likely to decline in many regions, and intense rainstorms are likely to become more frequent. Rising temperatures could have four major impacts on plants and animals: (1) timing of ecological events; (2) geographic range; (3) species' composition within communities; and (4) ecosystem processes such as carbon cycling and storage (Parmesan 2004).

Changes in temperature, precipitation, food sources, competition for prey, and other physical or biological features of the habitat may force changes in the timing of key life-cycle events for plants and animals and shift the ranges where these plants and animals live (CNRA 2018). Range shifts have been observed in approximately 75 percent of small animal species and over 80 percent of bird species in the Sierra Nevada. High-elevation mammals moved upslope, while birds and low-elevation mammals moved downslope as frequently as upslope. The varied responses reflect the species intrinsic sensitivity to temperature, precipitation, or other physical factors, such as changes in food sources, vegetation, and interactions with competitors. Additionally, range shifts have been noted in wintering bird species and time shifts of arriving species have been noted in butterflies and migratory birds. Furthermore, ocean acidification has affected many marine organisms and their food chain. Chinook salmon have been affected by climate change by both the number of adults returning to spawn and the increased mortality rate among juvenile salmon. Finally, during years of warmer sea temperature, California sea lions have had fewer birth rates, higher pup mortality, and increased numbers of pups having poor conditions (OEHHA 2018).

Wildfire

Wildfires in California over the past two decades are shown to be increasing in size, severity, and adverse impacts (CARB 2020a). Warming temperatures as a result of climate change influences the length of both the fire and growing seasons and consequently affects the amount of time and intensity fires burn at and the amount of available fuels. Higher temperatures lead to drought, which decreases the fuel moisture and increases the likelihood of ignitions (CARB 2020a).

According to the Cal-Adapt website's "Local Climate Change Snapshot" database (Cal-Adapt 2023), the Project location could see an average annual area burned of approximately 73.5 to 74.8 acres in the mid-century (2035–2064) and 75.9 to 71.8 acres at the end of the century (2070–2099) compared to 76.4 to 76.6 acres for the baseline period (1961–1990) (Cal-Adapt 2023). Increased wildfire activity leads to more GHG emissions from sources that would otherwise be carbon sinks. Between 2000 and 2023, emissions from wildfires ranged from a low of 1.2 $MMTCO_2e$ in 2010 to a high of 106 $MMTCO_2e$ in 2020, with an annual average of 22 $MMTCO_2e$ (CARB 2024a).

Human Adaptation

Humans are better able to adapt to a changing climate than plants and animals in natural ecosystems. Nevertheless, climate change poses direct and indirect risks to public health, as people will experience earlier death and worsening illnesses. Temperature increases cause heat-related deaths and illnesses. In 2006, reported heat-related deaths and illness were much higher than in any other year because of a prolonged heat wave (OEHHA 2018). Nineteen heat-related events that had significant impacts on human health occurred from 1999 to 2009, resulting in about 11,000 excess hospitalizations (CNRA 2018). Additionally, indicators of the impacts of climate change on human health show that warming temperatures and changes in precipitation also can affect vector-borne pathogen transmission and disease patterns in California.

3.7.2 Regulatory Setting

International

Paris Agreement

During the Leaders' Summit on Climate in April 2021, President Biden fulfilled his promise to rejoin the Paris Agreement and set a course for the United States to tackle the climate crisis at home and abroad, reaching net zero emissions economy-wide by no later than 2050. Additionally, as part of reentering the Paris Agreement, the United States established a new 2030 GHG emissions target, known as the "nationally determined contribution," which is a formal submission to the United Nations Framework Convention on Climate Change. The United States' nationally determined contribution target aims for a 50–52 percent reduction in GHG emissions from 2005 levels by 2030 (White House Briefing Room 2021b). To achieve these goals, the United States has committed to all the following actions:

- Achieve 100 percent carbon pollution-free electricity by 2035.
- Support efficiency upgrades and electrification in buildings.
- Reduce carbon pollution from the transportation sector.
- Reduce emissions from forests and agriculture and enhance carbon sinks.
- Address carbon pollution from industrial process.
- Reduce non-CO_2 GHGs, including methane, hydrofluorocarbons, and other potent short-lived climate pollutants.
- Invest in innovation of affordable, reliable, and resilient clean technologies and infrastructure.

Federal

The United States Environmental Protection Agency (USEPA) is responsible for implementing federal policy to address GHGs. The federal government administers a wide array of public-private partnerships to reduce the GHG intensity generated in the United States. These programs focus on energy efficiency, renewable energy, methane and other non-CO_2 gases, agricultural practices, and implementation of technologies to achieve GHG reductions. The USEPA implements numerous voluntary programs that contribute to the reduction of GHG emissions. These programs (e.g., the Energy Star labeling system for energy-efficient products) encourage voluntary reductions by large corporations, consumers, industrial and commercial buildings, and many major industrial sectors.

Clean Air Act

In *Massachusetts v. Environmental Protection Agency* (2007) 549 U.S. 497, the U.S. Supreme Court held in April of 2007 that the USEPA has statutory authority under Section 202 of the CAA to regulate GHGs. The court did not hold that the USEPA was required to regulate GHG emissions; however, it indicated that the agency must decide whether GHGs cause or contribute to air pollution that is reasonably anticipated to endanger public health or welfare. On December 7, 2009, the USEPA Administrator signed two distinct findings regarding GHGs under Section 202(a) of the CAA. First, the USEPA adopted a Final Endangerment Finding for the six defined GHGs (CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6). The Endangerment Finding is required before USEPA can regulate GHG emissions under Section 202(a)(1) of the CAA consistently with the United States Supreme Court decision. Second, the USEPA adopted a Cause or Contribute Finding in which the USEPA Administrator found that GHG emissions from new motor vehicle and motor vehicle engines are contributing to air pollution, which is endangering public health and welfare. These findings do not, by themselves, impose any requirements on industry or other entities. However, these actions were a prerequisite for implementing GHG emissions standards for vehicles.

Energy Independence and Security Act

The Energy Independence and Security Act of 2007 (EISA) facilitates the reduction of national GHG emissions by requiring the following:

- Increasing the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard (RFS) that requires fuel producers to use at least 36 billion gallons of biofuel in 2022;
- Prescribing or revising standards affecting regional efficiency for heating and cooling products, procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances;
- Requiring approximately 25 percent greater efficiency for light bulbs by phasing out incandescent light bulbs between 2012 and 2014; requiring approximately 200 percent greater efficiency for light bulbs, or similar energy savings, by 2020; and
- While superseded by the USEPA and the National Highway Traffic Safety Administration (NHTSA), (i) establishing miles per gallon targets for cars and light trucks and (ii) directing the NHTSA to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for trucks.

Additional provisions of EISA address energy savings in government and public institutions, promote research for alternative energy, additional research in carbon capture, international energy programs, and the creation of green jobs.[2]

Executive Order 13432

In response to the *Massachusetts v. Environmental Protection Agency* ruling, President Bush signed Executive Order 13432 on May 14, 2007, directing the USEPA, along with the Departments of Transportation, Energy, and Agriculture, to initiate a regulatory process that responds to the Supreme

[2] A green job, as defined by the United States Department of Labor, is a job in business that produces goods or provides services that benefit the environment or conserve natural resources.

Court's decision. Executive Order 13432 was codified into law by the 2009 Omnibus Appropriations Law signed on February 17, 2009. The order sets goals in the areas of energy efficiency, acquisition, renewable energy, toxics reductions, recycling, sustainable buildings, electronics stewardship, fleets, and water conservation.

Light-Duty Vehicle Greenhouse Gas and Vehicle Fuel Efficiency Standards

On May 19, 2009, President Obama announced a national policy for fuel efficiency and emissions standards in the United States auto industry. The adopted federal standard applied to passenger cars and light-duty trucks for model years 2012 through 2016. The rule surpassed the prior Corporate Average Fuel Economy (CAFE)[3] standards and required an average fuel economy standard of 35.5 miles per gallon (mpg) and 250 grams of CO_2 per mile by model year 2016, based on USEPA calculation methods. These standards were formally adopted on April 1, 2010. In August 2012, standards were adopted for model year 2017 through 2025 passenger cars and light-duty trucks. By 2020, new vehicles are projected to achieve 41.7 mpg (if GHG reductions are achieved exclusively through fuel economy improvements) and 213 grams of CO_2 per mile (Phase II standards). By 2025, vehicles will achieve 54.5 mpg (if GHG reductions are achieved exclusively through fuel economy improvements) and 163 grams of CO_2 per mile. According to the USEPA, under these standards a model year 2025 vehicle would emit one-half of the GHG emissions from a model year 2010 vehicle (USEPA and NHTSA 2012). In 2017, the USEPA recommended no change to the GHG standards for light-duty vehicles for model years 2022-2025.

In August 2018, the USEPA and NHTSA proposed the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule that would maintain the CAFE and CO_2 standards applicable in model year 2020 for model years 2021 through 2026. The estimated CAFE and CO_2 standards for model year 2020 are 43.7 mpg and 204 grams of CO_2 per mile for passenger cars and 31.3 mpg and 284 grams of CO_2 per mile for light trucks, projecting an overall industry average of 37 mpg, as compared to 46.7 mpg under the standards issued in 2012. The SAFE vehicles rule would also exclude CO_2-equivalent emission improvements associated with air conditioning refrigerants and leakage (and, optionally, offsets for nitrous oxide and methane emissions) after model year 2020 (NHTSA and USEPA 2012). As of March 31, 2020, the SAFE Vehicles Rule, issued by NHTSA and EPA, was finalized, and set fuel economy and CO_2 standards that increase 1.5 percent in stringency each year for model years 2021 through 2026 for passenger cars and light trucks. (This is less stringent than the 2012 proposed standard, which would have required increases of 5 percent each year.) The anticipated average required fuel economy would be 40.4 mpg by model year 2026 (NHTSA 2021).

On January 20, 2021, President Biden issued Executive Order 13990 ''Protecting Public Health and the Environment and Restoring Science To Tackle the Climate Crisis'' directing the USEPA to consider whether to propose suspending, revising, or rescinding the standards previously revised under the "The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021–2026 Passenger Cars and Light Trucks," promulgated in April 2020. On February 8, 2021, the United States Court of Appeals for the District of Columbia Circuit issued an order granting the Biden Administration's motion to stay litigation over Part 1 of SAFE Rule. Consistent with President Biden's executive order on Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis, USEPA and

[3] The Corporate Average Fuel Economy standards are regulations in the United States, first enacted by Congress in 1975, to improve the average fuel economy of cars and light trucks. The U.S Department of Transportation has delegated the National Highway Traffic Safety Administration as the regulatory agency for the Corporate Average Fuel Economy standards.

NHTSA evaluated whether and how to replace the SAFE Rule (USDCDCC 2021). On April 28, 2021, the EPA reconsidered the withdrawal of the waiver of preemption for California's zero emission vehicle (ZEV) programs and GHG emission standards within California's Advanced Clean Car program for purposes of rescinding that action under the Clean Air Act. Moreover, on August 5, 2021, President Biden signed an executive order that targets making half of all new vehicles sold in 2030 zero-emissions vehicles, including battery electric, plug-in hybrid electric, or fuel cell electric vehicles (White House Briefing Room 2021a). On March 14, 2022, EPA rescinded their 2019 waiver withdrawal, thus bringing back into force the 2013 Advanced Clean Car program waiver, including a waiver of preemption for California's ZEV sales mandate and GHG emissions standards (Federal Register 2022). EPA ruled to revise the greenhouse gas emissions standards under the Clean Air Act section 202(a) for light-duty vehicles for 2023 and later model years to make the standards more stringent (Federal Register 2021).

On December 30, 2021, the USEPA finalized the federal greenhouse gas emissions standards for passenger and light trucks for model years 2023 through 2026 (USEPA 2021). This rule prompts auto makers to use clean technologies available today and incentivizes them to produce vehicles with zero and near-zero emissions technology. The final rule revises the current SAFE rules standards, beginning in model year 2023 and increases in stringency year over year through model year 2026. The standards finalized for model year 2026 establish the most stringent GHG standards ever set for the light-duty vehicle sector. The final rule sets a stringency increase in model year 2023 by almost 10% (compared to the SAFE rule standards of model year 2022), followed by stringency increases of 5% for model year 2024, 6.6% for model year 2025, and 10% for model year 2026. The USEPA projects that the final standards will result in a reduction of 3.1 billion tons of GHG emissions by 2050 and will also reduce emissions of some criteria pollutants and air toxics (USEPA 2021).

Heavy-Duty Engines and Vehicle Fuel Efficiency Standards

On October 25, 2010, the USEPA and the United States Department of Transportation (USDOT) proposed the first national standards to reduce GHG and improve fuel efficiency of heavy-duty trucks and buses (also known as "Phase 1"). For combination tractors, the agencies are proposing engine and vehicle standards that begin in the 2014 model year and achieve up to a 20 percent reduction in carbon dioxide emissions and fuel consumption by the 2018 model year. For heavy-duty pickup trucks and vans, the agencies are proposing separate gasoline and diesel truck standards, which phase in starting in the 2014 model year and achieve up to a 10 percent reduction for gasoline vehicles and up to a 15 percent reduction for diesel vehicles by 2018 model year (12 percent and 17 percent respectively if accounting for air conditioning leakage). Lastly, for vocational vehicles (includes other vehicles like buses, refuse trucks, concrete mixers; everything except for combination tractors and heavy-duty pickups and vans), the agencies are proposing engine and vehicle standards starting in the 2014 model year, which would achieve up to a 10 percent reduction in fuel consumption and carbon dioxide emissions by the 2018 model year. Building on the success of the standards, the USEPA and USDOT jointly finalized additional standards (called "Phase 2") for medium- and heavy-duty vehicles through model year 2027 that will improve fuel efficiency and cut carbon pollution. The final standards are expected to lower CO_2 emissions by approximately 1.1 billion metric tons.

State

California has promulgated a series of executive orders, laws, and regulations aimed at reducing both the level of GHGs in the atmosphere and emissions of GHGs from commercial and private activities within the State.

California Greenhouse Gas Reduction Targets

Assembly Bill 32 (California Global Warming Solutions Act of 2006) and Senate Bill 32 (Emissions Limit)

In 2006, the California State Legislature adopted Assembly Bill (AB) 32 (codified in the California Health and Safety Code [HSC], Division 25.5 – California Global Warming Solutions Act of 2006), which focuses on reducing GHG emissions in California to 1990 levels by 2020. AB 32 defines GHGs as CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6 and represents the first enforceable Statewide program to limit emissions of these GHGs from all major industries with penalties for noncompliance. The law further requires that reduction measures be technologically feasible and cost effective. Under AB 32, CARB has the primary responsibility for reducing GHG emissions. AB 32 required CARB to adopt rules and regulations directing State actions that would achieve GHG emissions reductions equivalent to 1990 Statewide levels by 2020.

In 2016, the California Legislature adopted Senate Bill (SB) 32 and its companion bill AB 197, and both were signed by Governor Brown to update AB 32 and include an emissions reductions goal for the year 2030. SB 32 and AB 197 amend AB 32, and establish a new climate pollution reduction target of 40 percent below 1990 levels by 2030, and include provisions to ensure the benefits of State climate policies reach into disadvantaged communities. SB 32 suggests approaches to achieving the new reduction target, which include increasing renewable energy use, imposing tighter limits on the carbon content of gasoline and diesel fuel, putting more electric cars on the road, improving energy efficiency, and curbing emissions from key industries. The 2017 Climate Change Scoping Plan and the most recent scoping plan, the 2022 Scoping Plan for Achieving Carbon Neutrality, are discussed below.

EO B-30-15

In 2015, EO B-30-15 promulgated the following targets and measures (Office of the Governor of California 2015):

- Established a new interim statewide reduction target to reduce GHG emissions to 40 percent below 1990 levels by 2030.
- Ordered all state agencies with jurisdiction over sources of GHG emissions to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 reduction targets.
- Directed CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent.

2017 Climate Change Scoping Plan

In response to the 2030 GHG reduction target, adopted the 2017 Climate Change Scoping Plan at a public meeting held in December 2017 (CARB, 2017). The 2017 Scoping Plan outlines the strategies the State will implement to achieve the 2030 GHG reduction target of 40 percent below 1990 levels by 2030 established by SB 32. The 2017 Scoping Plan is also intended to "substantially advance" toward the EO

S-3-05 2050 climate goal to reduce GHG emissions by 80 percent below 1990 levels by 2050. Additionally, the 2017 Scoping Plan builds on the Cap-and-Trade Regulation[4], the Low Carbon Fuel Standard (LCFS) [5], improved vehicle, truck and freight movement emissions standards, increasing renewable energy, and strategies to reduce methane emissions from agricultural and other wastes by using it to meet our energy needs. CARB's projected statewide 2030 emissions take into account 2020 GHG reduction policies and programs. The 2017 Scoping Plan also comprehensively addresses GHG emissions from natural and working lands of California, including the agriculture and forestry sectors. The adopted 2017 Scoping Plan includes ongoing and statutorily required programs and continuing the Cap-and-Trade Program. This "Scoping Plan Scenario" was modified from the January 2017 Proposed Scoping Plan to reflect AB 398,[6] including removal of the 20 percent refinery measure.

CARB states that the Scoping Plan Scenario "is the best choice to achieve the state's climate and clean air goals" (CARB 2017a). Under the Scoping Plan Scenario, the majority of the reductions would result from the continuation of the Cap-and-Trade regulation. Additional reductions are achieved from electricity sector standards (i.e., utility providers to supply at least 50 percent renewable electricity by 2030), doubling the energy efficiency savings at end uses, additional reductions from the LCFS, implementing the short-lived GHG strategy (e.g., hydrofluorocarbons), and implementing the mobile source strategy and sustainable freight action plan. The alternatives were designed to consider various combinations of these programs, as well as consideration of a carbon tax in the event the Cap-and-Trade regulation is not continued. However, in July 2017, the California Legislature voted to extend the Cap-and-Trade regulation to 2030.

The 2017 Scoping Plan discusses the role of local governments in meeting the state's GHG reductions goals because local governments have jurisdiction and land use authority related to: community-scale planning and permitting processes, local codes and actions, outreach and education programs, and municipal operations (CARB 2017a). Furthermore, local governments may have the ability to incentivize renewable energy, energy efficiency, and water efficiency measures (CARB 2017a).

Cap-and-Trade Program

The 2017 Climate Change Scoping Plan identifies a Cap-and-Trade Program as a key strategy CARB will employ to help California meet its GHG reduction targets for 2020 and 2030, and ultimately achieve an 80 percent reduction from 1990 levels by 2050. Pursuant to its authority under HSC Division 25.5, CARB designed and adopted a California Cap-and-Trade Program to reduce GHG emissions from major sources (deemed "covered entities") by setting a firm cap on statewide GHG emissions and employing market mechanisms to achieve the State's emission-reduction mandate of returning to 1990 levels of emissions by 2020 and 40 percent below 1990 levels by 2030 (17 CCR §§ 95800 to 96023). Under the Cap-and-Trade Program, an overall limit is established for GHG emissions from capped sectors (e.g., electricity generation, petroleum refining, cement production, and large industrial facilities that emit more than 25,000 metric tons CO_2e per year), caps declines over time, and facilities subject to the cap can trade

[4] Refer to 2017 Scoping Plan Section IV.H.2.a.2f, Cap-and-Trade Program, for a detailed description of the Cap-and-Trade Program.

[5] Refer to 2017 Scoping Plan Section IV.H.2.a.2e, Senate Bill 97 (SB 97, Dutton) (Chapter 185, Statutes of 2007), for a detailed discussion of the LCFS.

[6] AB 398 was enacted in 2017 to extend and clarify the role of the state's Cap-and-Trade Program through December 31, 2030. As part of AB 398, refinements were made to the Cap-and-Trade program to establish updated protocols and allocation of proceeds to reduce GHG emissions.

permits to emit GHGs. The statewide cap for GHG emissions from the capped sectors commenced in 2013 and declines over time, achieving GHG emission reductions throughout the Program's duration (17 CCR §§ 95800 to 96023). On July 17, 2017, the California legislature passed AB 398, extending the Cap-and-Trade program through 2030.

The Cap-and-Trade Regulation provides a firm cap, ensuring that the 2020 statewide emission limit will not be exceeded. An inherent feature of the Cap-and-Trade Program is that it does not guarantee GHG emissions reductions in any discrete location or by any particular source. Rather, GHG emissions reductions are only guaranteed on a statewide basis.

If California's direct regulatory measures reduce GHG emissions more than expected, then the Cap-and-Trade Program will be responsible for relatively fewer emissions reductions. If California's direct regulatory measures reduce GHG emissions less than expected, then the Cap-and-Trade Program will be responsible for relatively more emissions reductions. In other words, the Cap-and-Trade Program functions similarly to an insurance policy for meeting California's GHG emissions reduction mandates.

Assembly Bill 1279 (The California Climate Crisis Act)

The Legislature enacted AB 1279 (California Legislative Information 2022a), The California Climate Crisis Act, on September 16, 2022. AB 1279 establishes the policy of the State to achieve net zero GHG emissions, carbon neutrality,[7] as soon as possible, but no later than 2045 and to achieve and maintain net negative GHG emissions thereafter. Additionally, AB 1279 ensures that by 2045 Statewide anthropogenic greenhouse gas emissions are reduced at least 85 percent below 1990 levels. SB 1279 also requires CARB to ensure that the Scoping Plan identifies and recommends measures to achieve carbon neutrality, and to identify and implement policies and strategies for carbon dioxide removal solutions and carbon capture, utilization, and storage technologies. It also requires CARB to submit an annual report on progress in achieving the Scoping Plan's goals.

2022 Scoping Plan for Achieving Carbon Neutrality

The *2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan), adopted by CARB in December 2022, expands on prior scoping plans. This plan responds to more recent legislation, outlining a technologically feasible, cost-effective, and equity-focused path to achieve the state's climate target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045 and achieving carbon neutrality by 2045 or earlier (CARB 2022a). The 2022 Scoping Plan outlines the strategies the state will implement to achieve carbon neutrality by reducing GHG emissions to meet the anthropogenic target, and by expanding actions to capture and store carbon through the state's natural and working lands and using a variety of mechanical approaches.

[7] *Carbon neutrality* means "net zero" emissions of GHGs. In other words, it means that GHG emissions generated by sources such as transportation, power plants, and industrial processes must be less than or equal to the amount of carbon dioxide that is stored, both in natural sinks and through mechanical sequestration. AB 1279 uses the terminology net zero and the 2022 Scoping Plan uses the terminology carbon neutrality or carbon neutral. These terms mean the same thing and are used interchangeably.

The major element of the 2022 Scoping Plan is the decarbonization of every sector of the economy. This effort requires the following key actions:

- Rapidly move to zero-emissions transportation for cars, buses, trains, and trucks.
- Phasing out the use of fossil-fuel gas for heating.
- Clamping down on chemicals and refrigerants.
- Providing communities with sustainable options such as walking, biking, and public transit to reduce reliance on cars.
- Continuing to build out solar arrays, wind turbine capacity, and other resources to provide clean, renewable energy to displace fossil-fuel–fired electrical generation.
- Scaling up new options such as renewable hydrogen for hard-to-electrify end uses and biomethane where needed.

"Successfully achieving the outcomes called for in the Scoping Plan would reduce demand for liquid petroleum by 94 percent and total fossil fuels by 86 percent by 2045 relative to 2022" (CARB 2022a). Despite these efforts, some amount of residual emissions will remain from hard-to-abate industries such as cement, internal combustion vehicles still on the road, and other sources of GHGs, including high global warming chemicals used as refrigerants (CARB 2022a). The 2022 Scoping Plan addresses the remaining emissions by re-envisioning natural and working lands (such as forests, shrublands/chaparral, croplands, wetlands, and other lands) to ensure they incorporate and store as much carbon as possible. Since working lands will not provide enough sequestration or carbon storage on their own to address the residual emissions, additional methods of capturing, removing, and storing carbon dioxide need to be explored, developed, and deployed (CARB 2022a).

The 2022 Scoping Plan shows that the state must take unprecedented and substantial action to achieve its climate goals, far beyond anything CARB has considered in prior scoping plans. In CARB's own words, the 2022 Scoping Plan "is the most comprehensive and far-reaching Scoping Plan developed to date" and "[m]odeling for this Scoping Plan shows that this decade must be one of transformation on a scale never seen before to set us up for success in 2045" (CARB 2022a). The 2022 Scoping Plan includes the Scoping Plan Scenario, which "builds on and integrates efforts already underway to reduce the state's GHG, criteria pollutant, and toxic air contaminant emissions by identifying the clean technologies and fuels that should be phased in as the state transitions away from combustion of fossil fuels" (CARB 2022a). The 2022 Scoping Plan approaches decarbonization from two perspectives: (1) managing a phasedown of existing energy sources and technology and (2) ramping up, developing, and deploying alternative clean energy sources and technology over time (CARB 2022a).

Key actions to support success of the 2022 Scoping Plan include, but are not limited to:

- Transportation Sector
  - Decarbonizing the transportation sector, including transitioning to 100 percent sales of light-duty zero emission vehicles (ZEVs) by 2035 and medium- and heavy-duty vehicles by 2040; achieving a 20 percent zero emission target for the aviation sector, and developing a rapid and robust network of ZEV refueling infrastructure.

  - Ensuring that an adequate supply of zero-carbon alternative fuel which will require building the production and distribution network for zero-carbon fuels; strengthening the Cap-and-Trade Program; and increasing the stringency and scope of the LCFS.
  - Achieving a per capita vehicle miles traveled (VMT) reduction of at least 25 percent below 2019 levels by 2030 and 30 percent below 2019 levels by 2045 by reimagining roadway projects to decrease VMT, investing in public transit, implementing equitable roadway pricing; expanding and completing planned networks of high-quality active transportation infrastructure; deploying autonomous vehicles, ride-hailing services, and other options which have higher occupancy and low VMT; streamlining access to public transportation; and ensuring alignment of land use, housing, transportation; conservation and planning in adopted regional plans and accelerating infill development and housing production in transportation efficient places.

- Clean Electricity Grid
  - Long-term planning to support grid reliability and expansion of renewable and zero-carbon resource and infrastructure deployment; completing systemwide and local reliability assessments; facilitating resource development such as long-duration energy storage and hydrogen production; maximizing opportunities for demand response; enhancing decarbonization, reliability, and affordability in regional markets; addressing resource build-out challenges; and doubling statewide energy efficiency savings in electricity and fossil gas end uses by 2030; achieving 90 percent, 95 percent, and 100 percent renewable and zero-carbon retail sales by 2035, 2040, and 2045, respectively;

- Sustainable Manufacturing and Buildings
  - Using best available control technology (BACT) for stationary sources; prioritizing alternative fuel transitions and pilot projects to identify options to reduce materials and process emissions along with energy emissions in industrial manufacturing facilities; strengthening the Cap-and-Trade Program; developing infrastructure for Carbon Capture Sequestration (CCS) and hydrogen production; establishing markets for low-carbon products and recycled materials; developing a net-zero cement strategy; incentivizing the installation of energy efficiency and renewable energy technologies; evaluating the role of hydrogen in meeting GHG reduction goals; and addressing cost barriers to promote low-carbon fuels for hard-to-electrify industrial applications.
  - Achieving three million all-electric and electric-ready homes by 2030 and seven million by 2035 with six million heat pumps installed by 2030; strengthening building standards to support zero-emission new construction and developing building performance standards for existing buildings and by adopting a zero-emission standard for new space and water heaters beginning in 2030; expanding use of low-GWP refrigerants within buildings; increasing funding to decarbonize existing buildings and appliance replacements; and implementing biomethane procurement targets for investor-owned utilities.

- Carbon Dioxide Removal (CDR) and Capture
  - Incorporating CCS into other sectors, besides transportation, where cost-effective and technologically feasible options are not currently available and to achieve the 85 percent reduction in anthropogenic sources below 1990 levels; addressing market barriers for CCS and CDR; evaluating the role for CCS in cement decarbonization; supporting carbon management infrastructure projects; exploring carbon capture applications; consider carbon capture infrastructure when developing hydrogen roadmaps; and streamlining permitting barriers to project implementation.

- Short-Lived Climate Pollutants (Non-Combustion Gases)
  - Installing anaerobic digesters, maximizing biomethane capture, and directing biomethane to sectors that are hard to decarbonize or as a feedstock for energy; increasing alternative manure management projects; implementing enteric fermentation strategies; accelerating demand for diary and livestock product substitutes such as plant-based or cell-cultured dairy and livestock products to achieve reductions in animal populations; and deploying methane migration strategies and developing regulations to ensure that the 2030 target is achieved.
  - Maximizing and expanding existing infrastructure to reduce landfill disposal; expanding markets for products made from organic waste; recovering edible food to combat food insecurity; infrastructure to support organic recycling; and directing biomethane captured from landfills and organic waste digesters to sectors that are hard to decarbonize.
  - Mitigating emissions from leaks; utilizing zero emission equipment alternatives wherever feasible; identifying and addressing methane leaks form oil infrastructure near communities; minimizing emission from equipment that must vent fossil gas by design; installing vapor collection systems on high emitting equipment; phasing out venting and routine flaring of associated gas; reducing pipeline and compressor blowdown emissions; utilizing remote sensing capability to mitigate leaks.
  - Expanding the use of very low- or no-GWP technologies in all hydrofluorocarbon (HFC) end-use sectors; converting large HFC emitters such as existing refrigeration systems to the lowest practical GWP technologies; and improving recovery, reclamation, and reuse of refrigerants by limiting sales of new or virgin high-GWP refrigerants and requiring the use of reclaimed refrigerants.
  - Reducing fuel combustion from reductions in transportation emissions and agricultural equipment emissions and investing in residential woodsmoke reduction.

- Natural and Working Lands (NWL)
  - Increasing climate smart forest, shrubland, and grassland management to at least 2.3 million acres a year−an approximately 10-fold increase from current levels; increasing climate smart agricultural practices by at least 78,000 acres adopted a year, annually conserving at least 8,000 acres a year of croplands, and increasing organic agriculture to comprise at least 20 percent of cultivated acres by 2045−an approximately 7.5-fold increase in healthy soils practices from previous levels and a 2-fold increase in total acres of organic agriculture; increasing annual investment in urban trees in developed lands by at least 200 percent above historic levels and establishing defensible space on all parcels by 2045; restoring at least 60,000 acres, or approximately 15 percent of all Sacramento-San Joaquin River Delta wetlands by 2045; and cutting land conversion of deserts and sparsely vegetated landscapes by at least 50 percent annually from current levels, starting in 2025.
  - Establishing and expanding mechanisms that ensure NWL are protected from land conversion and parcelization and pairing land conservation projects with management plans that increase carbon sequestration.
  - Accelerating the pace and scale of climate smart forest management to at least 2.3 million acres annually by 2025; establishing and expanding mechanisms that ensure forests, shrublands, and grasslands are protected from land conversion; accelerating the deployment of long-term carbon storage from waste woody biomass residues; expanding infrastructure to facilitate processing of biomass; and streamlining permitting to accelerate implementation of climate smart forest management.

- Establishing and expanding mechanisms that ensure grasslands are protected from conversion/parcelization and that support ongoing management actions that improve carbon sequestration and to deliver waste diversion goals through nature-based solutions.
- Accelerating healthy soils practices to 80,000 acres annually by 2025, conserving at least 8,000 acres of annual crops annually, and increasing organic agriculture to 20 percent of all cultivated acres by 2045; accelerating deployment of healthy soils practices, organic farming, and climate smart agriculture practices.
- Restoring 60,000 acres of Delta wetlands annually by 2045 to reduce methane emissions from wetlands and reverse the resulting subsidence.
- Increasing urban forestry investment annually by 200 percent relative to business as usual.
- Establishing and expanding mechanisms that ensure sparsely vegetated lands are protected from conversion.

Additionally, carbon removal will be necessary to achieve net negative emissions to address historical GHGs already in the atmosphere (CARB 2022a). The 2022 Scoping Plan does not specify how the residual emissions will be removed, as this will require the development of new CCS and DAC technologies, which will require governmental or other incentive support to overcome technology and market barriers (CARB 2022a).

Appendix D, Local Actions, of the 2022 Scoping Plan Update includes "recommendations intended to build momentum for local government actions that align with the State's climate goals, with a focus on local GHG reduction strategies (commonly referred to as climate action planning) and approval of new land use development projects, including through environmental review under [CEQA]." Appendix D also discusses the role of local governments in meeting the state's GHG emissions reduction goals because local governments have jurisdiction and land use authority related to community-scale planning and permitting processes, local codes and actions, outreach and education programs, and municipal operations. The efforts of local governments to reduce GHG emissions within their jurisdictions are critical to achieving the state's long-term climate goals. Furthermore, local governments make critical decisions on how and when to deploy transportation infrastructure and can choose to support transit, walking, bicycling, and neighborhoods that allow people to transition away from cars; they can adopt building ordinances that exceed statewide building code requirements; and they play a critical role in facilitating the rollout of ZEV infrastructure (CARB 2022a). The 2022 Scoping Plan encourages local governments to take ambitious, coordinated climate actions at the community scale—actions that are consistent with and supportive of the state's climate goals (CARB 2022a). These actions could include:

- Develop local CAPs and strategies consistent with the state's GHG emissions reduction goals.
- Incorporate state-level GHG emissions priorities into local governments' processes for approving land use and individual plans and individual projects.
- Implement CEQA mitigation, as needed, to reduce GHG emissions associated with new land use development projects.
- Leverage opportunities for regional collaboration.

Executive Order B-55-18

Executive Order B-55-18 was signed by Governor Brown on September 10, 2018. The order establishes an additional statewide policy to achieve carbon neutrality, which CARB defines as meaning "… that all GHG emissions emitted into the atmosphere are balanced in equal measure by GHGs that are removed from the atmosphere, either through carbon sinks or carbon capture and storage," (E3 2020) by 2045 and maintain net negative emissions thereafter. As per Executive Order B-55-18, CARB is directed to work with relevant State agencies to develop a framework for implementation and accounting that tracks progress toward this goal and to ensure that future climate change scoping plans identify and recommend measures to achieve the carbon neutrality goal. California is making progress towards the 2045 goal, however the pathway to carbon neutrality is still under development. According to CARB, the framework will include a strong reliance on energy efficiency, electrification, low carbon fuels (including low-carbon electricity), and CO_2 removal in future policies and strategies for reaching the ambitious goal (E3 2020). The path to carbon neutrality lies in striving for zero emissions from all new sources and maximum sequestration to offset existing sources.

Senate Bill 905, Carbon Capture Removal, Utilization, and Storage Program

The Legislature enacted SB 905(California Legislative Information 2022a) on September 16, 2022. SB 905 requires CARB to establish the Carbon Capture, Removal, Utilization, and Storage Program to evaluate, demonstrate, and regulate carbon capture, utilization, and sequestration (CCUS) and carbon dioxide removal (CDR) project and technology. On or before January 1, 2025, CARB must adopt regulations creating a unified permitting application for approval of CCUS and CDR projects which would expedite the permitting process and other authorizations for the construction and operation of these projects. SB 906 also authorizes CARB to develop a centralized database to track the deployment of CCUS and CDR technologies and projects. Additionally, SB 905 requires the Secretary of the Natural Resources Agency to publish framework for governing agreements for two or more trats of land overlying the same geologic storage reservoir for the purposes of a carbon sequestration project.

Assembly Bill 1757, California Global Solutions act of 2006; Climate Goal; Natural and Working Lands

AB 1757 (California Legislative Information 2022d) requires the California Natural Resources Agency (CNRA), by January 1, 2024, in collaboration with CARB, the California Environmental Protection Agency (CalEPA), the California Department of Food and Agriculture (CDFA), and an expert advisory committee, to set targets for natural carbon sequestration and nature-based climate solutions for 2030, 2038, and 2045, which must be integrated into the Scoping Plan and other State policies. CARB must ensure that double counting of emissions reductions is avoided and emissions reduction projects and actions that receive State funding will not be eligible to generate credits under any market-based compliance mechanism. CARB, by January 1, 2025, must develop standard methods for State agencies to track GHG emissions and reductions, carbon sequestration, and, where feasible, additional benefits from natural and working lands over time. CNRA, by January 1, 2025, in collaboration with CARB, CalEPA, and CDFA, must review and update the Climate Smart Strategy to achieve the targets and post data on its website on progress made toward targets, including on State expenditures made to implement the targets.

Senate Bill 1206, Hydrofluorocarbon Gases; Sale or Distribution

SB 1206 (California Legislative Information 2022e) prohibits the sale or distribution of bulk hydrofluorocarbon gases (HFCs) or bulk blends contain HFCs that exceed 2,200 GWP in 2025, 1,4000 GWP in 2030, and 750 GWP in 2033, unless the HFCs are reclaimed or for use in medical metered dose inhalers. SB 1206 also requires the state to use reclaimed refrigerant with a GWP greater than 750 to service existing equipment owned/operated by the State starting in 2025. Additionally, SB 1206, requires CARB to initiate a rulemaking requiring low- and ultra-low GWP alternatives to HFCs in all sectors where it is practicable for entities in the sector to comply with the requirement.

Senate Bill 27, Carbon Sequestration; State Goals; Natural and Working Lands; Registry of Projects

SB 27 (California Legislative Information 2022f) requires CNRA, in coordination with other state agencies, to establish the Natural and Working Lands Climate Smart Strategy by July 1, 2023. SB 27 also requires CARB to establish specified CO_2 removal targets for 2030 and beyond as part of its Scoping Plan. Under SB 27, CNRA is to establish and maintain a registry to identify projects in the state that drive climate action on natural and working lands and are seeking funding. CNRA also must track carbon removal and GHG emission reduction benefits derived from projects funded through the registry. This bill is reflected in the 2022 Scoping Plan as CO_2 removal and carbon capture targets of 20 $MMTCO_2e$ by 2030 and 100 $MMTCO_2e$ by 2045 in support of carbon neutrality.

Senate Bill 596, Greenhouse Gases; Cement Sector; Net-zero Emissions Strategy

SB 596 (California Legislative Information 2022g) requires CARB, by July 1, 2023, to develop a comprehensive strategy for the state's cement sector to achieve net-zero-emissions of GHGs associated with cement used within the state as soon as possible, but no later than December 31, 2045. The bill establishes an interim target of 40 percent below the 2019 average GHG intensity of cement by December 31, 2035. Under SB 596, CARB must: (1) define a metric for GHG intensity and establish a baseline from which to measure GHG intensity reductions, (2) evaluate the feasibility of the 2035 interim target (40 percent reduction in GHG intensity) by July 1, 2028, (3) coordinate and consult with other state agencies, (4) prioritize actions that leverage state and federal incentives, and (5) evaluate measures to support market demand and financial incentives to encourage the production and use of cement with low GHG intensity.

Senate Bill 1383

This bill (Chapter 395, Statutes of 2016) creates goals for short-lived climate pollutant (SLCP) reductions in various industry sectors. The SLCPs included under this bill – including methane, fluorinated gases, and black carbon – are GHGs that are much more potent than carbon dioxide and can have detrimental effects on human health and climate change. SB 1383 requires the CARB to adopt a strategy to reduce methane by 40 percent, hydrofluorocarbon gases by 40 percent, and anthropogenic black carbon by 50 percent below 2013 levels by 2030. The methane emission reduction goals include a 75 percent reduction in the level of statewide disposal of organic waste from 2014 levels by 2025. In 2017, CARB adopted a SLCP Reduction Strategy to implement SB 1383 (CARB 2017b).

Executive Order N-79-20

Executive Order N-79-20 was signed by Governor Newsom on September 23, 2020. The order directs CARB to develop and propose regulations that would require a ramp up to 100 percent in-state sales of new zero-emissions passenger vehicles (cars and trucks) and drayage trucks by 2035. The Executive Order further directs CARB to promulgate regulations that would require a ramp up to 100 percent in-state sales of medium- and heavy-duty trucks by 2045 "for all operations where feasible." The Executive Order also instructs CARB to develop and propose "strategies" (as opposed to regulations) to achieve zero emissions from off-road vehicles and equipment operations in the state by 2035. The order also directs State agencies to take a number of actions focused on the oil and gas industry, including, but not limited to, a direction to CARB to strengthen and extend the Low Carbon Fuel Standard program beyond 2030.

Transportation Sector

Pavley Standards

AB 1493 (Chapter 200, Statutes of 2002), known as the Pavley Standards, enacted on July 22, 2002, required CARB to set GHG emission standards for passenger vehicles, light duty trucks, and other vehicles whose primary use is non-commercial personal transportation manufactured in and after 2009. In 2018, the USEPA proposed the SAFE Vehicles Rule, which would roll back fuel economy standards and revoke California's waiver. The rule amended certain average fuel economy and GHG standards for passenger cars covering model years 2021 through 2026. On March 30, 2020, the SAFE Rule was finalized and published in the Federal Register, commencing a review period. Subsequent legal challenges from a coalition of states, including California, and private industry groups were issued. In August 2021, USEPA proposed to revise and strengthen the emissions standards for passenger cars and light trucks for model years 2023 through 2026.

On September 27, 2019, the USEPA withdrew the waiver it had previously provided to California for the State's GHG and ZEV programs under Section 209 of the CAA. The withdrawal of the waiver was effective November 26, 2019. In response, several states including California filed a lawsuit challenging the withdrawal of the USEPA waiver. In April 2021, the USEPA announced it will move to reconsider its previous withdrawal and grant California permission to set more stringent climate requirements for cars and SUVs. On March 14, 2022, the USEPA published its Notice of Decision to continue California's waiver for its Advanced Clean Cars program, which allows the state to set and enforce more stringent standards than the federal government, including California's GHG standards and zero emission vehicle mandate, thereby ending the SAFE rule (87 Fed. Reg. 14,332).

California Low-Carbon Fuel Standard

Executive Order S-01-07 was enacted on January 18, 2007. The order mandates the following: (1) that a Statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020 and (2) that a LCFS for transportation fuels be established in California. The final regulation was approved by the Office of Administrative Law and filed with the Secretary of State on January 12, 2010; the LCFS became effective on the same day. In September 2015, CARB approved the re-adoption of the LCFS, which became effective on January 1, 2016, to address procedural deficiencies in the way the original regulation was adopted (CARB 2016b).

The development of the 2022 Scoping Plan has identified LCFS as a regulatory measure to reduce GHG emission to meet the 2030 emissions target. In September 2018, the standards were amended by CARB to require a 20 percent reduction in carbon intensity by 2030, aligning with California's 2030 targets set by SB 32 (CARB 2018).

Advanced Clean Car Regulations

In January 2012, CARB approved the Advanced Clean Car (ACC) program, an emissions-control program for model years 2015–2025 (CARB, 2022b). The components of the ACC program include the low-emissions vehicle (LEV) regulations that reduce criteria pollutants and GHG emissions from light- and medium-duty vehicles, and the ZEV regulation, which requires manufacturers to produce an increasing number of pure ZEVs (meaning battery electric and fuel cell electric vehicles), with provisions to also produce plug-in-hybrid electric vehicles (PHEV) in the 2018 through 2025 model years (CARB, 2022b). During the March 2017 Midterm Review, CARB voted unanimously to continue with the vehicle GHG emission standards and the ZEV program for cars and light trucks sold in California through 2025 (CAR, 2017c). Effective November 26, 2019, the federal SAFE Vehicles Rule Part One: One National Program withdrew the California waiver for the GHG and ZEV programs under section 209 of the Clean Air Act, which revokes California's authority to implement the Advanced Clean Cars and ZEV mandates. In response, several states including California filed a lawsuit challenging the withdrawal of the EPA waiver (USDCDCC 2019). On March 14, 2022, the USEPA issued a notice of decision to continue California's Clean Air Act waiver for its Advanced Clean Car regulations (CARB 2022b).

In addition, Governor Gavin Newsom signed an executive order (Executive Order No. N-79-20) on September 23, 2020, which would phase out sales of new gas-powered passenger cars by 2035 in California with an additional 10-year transition period for heavy vehicles. The State would not restrict used car sales, nor forbid residents from owning gas-powered vehicles. In accordance with the Executive Order, CARB is developing a 2020 Mobile Source Strategy, a comprehensive analysis that presents scenarios for possible strategies to reduce the carbon, toxic and unhealthy pollution from cars, trucks, equipment, and ships. The strategies will provide important information for numerous regulations and incentive programs going forward by conveying what is necessary to address the aggressive emission reduction requirements.

The primary mechanism for achieving the ZEV target for passenger cars and light trucks is CARB's ACC II Program. The ACC II regulations will focus on post-2025 model year light-duty vehicles, as requirements are already in place for new vehicles through the 2025 model year. A rulemaking package was presented to the Board in June 2022 and was adopted on November 30, 2022. Advanced Clean Cars II states that by 2035 all new passenger cars, trucks, and SUVs sold will have zero emissions (CARB 2022b).

Advanced Clean Truck Regulation

The Advanced Clean Trucks regulations were approved on June 25, 2020, and require that manufacturers sell zero-emissions or near-zero-emissions trucks as an increasing percentage of their annual California sales beginning in 2024. The goal of this proposed strategy is to achieve nitrogen oxide (NOx) and GHG emission reductions through advanced clean technology, and to increase the penetration of the first wave of zero-emissions heavy-duty technology into applications that are well suited to its use. According to CARB, "Promoting the development and use of advanced clean trucks will help CARB achieve its emission reduction strategies as outlined in the SIP, Sustainable Freight Action Plan, SB 350, and AB 32" (CARB 2024c). The percentage of zero-emissions truck sales is required to increase every year until 2035

when sales would need to be 55 percent of Classes 2b–3 (light/medium- and medium-duty trucks) truck sales, 75 percent of Classes 4–8 (medium- to heavy-duty trucks) straight truck sales, and 40 percent of truck tractor (heavy-duty trucks weighing 33,001 pounds or greater) sales. Additionally, large fleet operators (of 50 or more trucks) would be required to report information about shipments and services and their existing fleet operations.

Land Use and Transportation Planning

SB 375 (Chapter 728, Statutes of 2008) which establishes mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions, was adopted by the State on September 30, 2008. Under SB 375, CARB is required, in consultation with the State's Metropolitan Planning Organizations, to set regional GHG reduction targets for the passenger vehicle and light-duty truck sector for 2020 and 2035. In February 2011, CARB adopted the final GHG emissions reduction targets for the State's Metropolitan Planning Organizations, including the Southern California Association of Governments (SCAG), which is the Metropolitan Planning Organization for the region in which the City is located; CARB updated these targets in 2018 (CARB 2018). Of note, the reduction targets explicitly exclude emission reductions expected from the AB 1493 and the LCFS regulations. In addition, on October 30, 2020, CARB adopted the GHG emissions reduction targets of 19 percent per capita reduction by 2035 relative to 2005 levels for SCAG (CARB 2020b). Under SB 375, the reduction target must be incorporated within that region's Regional Transportation Plan (RTP), which is used for long-term transportation planning, in a Sustainable Communities Strategy (SCS). Certain transportation planning and programming activities would then need to be consistent with the SCS; however, SB 375 expressly provides that the SCS does not regulate the use of land, and further provides that local land use plans and policies (e.g., general plan) are not required to be consistent with either the RTP or SCS.

Energy Sector

The California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR, Title 24, Part 6) were adopted to ensure that building construction and system design and installation achieve energy efficiency and preserve outdoor and indoor environmental quality. The CEC first adopted Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR, 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 resulted in fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically (typically every three years) to allow for the consideration and inclusion of new energy efficiency technologies and methods. The 2022 update to the Title 24 standards became effective January 1, 2023.

The Energy Efficiency Standards for Residential and Nonresidential Buildings focuses on several key areas to improve the energy efficiency of renovations and addition to existing buildings as well as newly constructed buildings and renovations and additions to existing buildings. The most significant efficiency improvements to the residential Standards include the encouragement of electric heat pumps, expands solar photovoltaic (PV) and battery storage standards, establishes electric-ready requirements for new homes, and improvements for attics, walls, water heating, ventilation, and lighting (CEC 2022). The most significant efficiency improvements to the nonresidential Standards include alignment with the ASHRAE 90.1 2017 national standards, battery storage standards, and strengthens ventilation standards. The 2022 updates to the

Title 24 standards also include changes made throughout all of its sections to improve the clarity, consistency, and readability of the regulatory language. Furthermore, the standards require that enforcement agencies determine compliance with state regulations (24 CCR Part 6) before issuing building permits for any construction (CEC 2022).

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 reduced negative impact or 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" (CBSC 2022) The CALGreen Code is not intended to substitute for or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission. As of January 1, 2011, 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 (CBSC 2022). The CALGreen Code was most recently updated in 2022 to include new mandatory measures for residential as well as nonresidential uses; the new measures took effect on January 1, 2023.

The State has adopted regulations to increase the proportion of electricity from renewable sources. On September 10, 2018, Governor Brown signed SB 100, which increased California's RPS from 33 percent by 2020 renewable resources to 50 percent by December 31, 2026, and 60 percent by December 31, 2030, while requiring retail sellers and local publicly owned electric utilities to procure eligible renewable electricity for 44 percent of retail sales by December 31, 2024, 52 percent by December 31, 2027, and 60 percent by December 31, 2030. In addition, SB 100 requires that CARB plan for 100 percent eligible renewable energy resources and zero-carbon resources by December 31, 2045. Electricity providers, including the provider for the Project Site, is required to update future plans to meet applicable SB 100 requirements.

On September 16, 2022, Governor Gavin Newsome signed SB 1075, Hydrogen: green hydrogen: emissions of greenhouse gases, which requires CARB, CEC, California Public Utilities Commission (CPUC), and the California Workforce Development Board to conduct an evaluation on hydrogen by June 1, 2024, including policy recommendations to accelerate the production and use of hydrogen, and specifically green hydrogen, and its role in decarbonizing the electrical and transportation sectors (California Legislative Information 2022i).

Senate Bill 1389

Senate Bill (SB) 1389 (Public Resources Code Sections 25300–25323; SB 1389) requires the CEC to prepare a biennial integrated energy policy report that assesses major energy trends and issues facing the state's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the state's economy; and protect public health and safety (Public Resources Code Section 25301[a]). The 2021 Integrated Energy Policy Report (CEC 2021), the latest published report from CEC, provides the results of the CEC's assessments related to energy sector trends, building decarbonization, energy

reliability, decarbonizing California's gas system, the California energy demand forecast, and quantifying the benefits of the Clean Transportation Program.

Senate Bill 350

SB 350, signed October 7, 2015, is the Clean Energy and Pollution Reduction Act of 2015. The objectives of SB 350 are: (1) to increase the procurement of electricity from renewable sources from 33 percent to 50 percent; and (2) to double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation.

Senate Bill 1020

SB 1020, signed on September 16, 2022, revises SB 100 to require that renewable energy resources and zero-carbon resources supply 90 percent of all retail sales of electricity to end-use customers by December 31, 2035; 95 percent of all retail sales to end users by December 31, 2040; 100 percent of all retail sales to end users by December 31, 2045; and 100 percent of electricity procured to serve all state agencies by December 31, 2035 (California Legislative Information 2022h).

Senate Bill 97 (SB 97, Dutton) (Chapter 185, Statutes of 2007)

SB 97 (Chapter 185, Statutes of 2007), enacted in 2007, directed the California Office of Planning and Research (OPR) to develop CEQA Guidelines "for the mitigation of GHG emissions or the effects of GHG emissions." In December 2009, OPR adopted amendments to the State CEQA Guidelines (Guidelines Amendments), Appendix G, Environmental Checklist, which created a new resource section for GHG emissions and indicated criteria that may be used to establish significance of GHG emissions (California Code of Regulations [CCR] Title 14, Section 15064.4).

However, neither a threshold of significance nor any specific mitigation measures are included or provided in the Guidelines Amendments. The Guidelines Amendments require a lead agency to make a good-faith effort, based on scientific and factual data to the extent possible, to describe, calculate, or estimate the amount of GHG emissions resulting from a project. The Guidelines Amendments give discretion to the lead agency and allow the lead agency to choose whether to: (1) quantify GHG emissions resulting from a project; and/or (2) rely on a qualitative analysis or performance-based standards. Furthermore, the Guidelines Amendments identify three factors that should be considered in the evaluation of the significance of GHG emissions:

1. The extent to which a project may increase or reduce GHG emissions as compared to the existing environmental setting;
2. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and
3. The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

The administrative record for the Guidelines Amendments also clarifies "that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis" (Bryant, C., 2009).

California Air Pollution Control Officers Association

The California Air Pollution Control Officers Association (CAPCOA) published the Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (2021 GHG Handbook) in December of 2021. CAPCOA prepared this 2021 GHG Handbook to provide a common platform of information and tools for evaluating GHG reduction measures, climate vulnerabilities and promoting equity to support sustainable, resilient, and equitable land use planning and project design. The 2021 GHG Handbook was prepared in collaboration with academia, agencies, community organizations and leaders, local governments, nongovernmental organizations, and technical experts. The quantification methods, tools, and recommendations provided in this 2021 GHG Handbook were developed based on the latest science and literature available at the time of publication and have been incorporated into CalEEMod Version 2022.

Regional

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. SCAG serves as the federally designated metropolitan planning organization for the Southern California region and is the largest metropolitan planning organization in the United States.

On April 4, 2024, the SCAG's Regional Council formally adopted the 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) also known as Connect SoCal 2024 (SCAG 2024a), which is an update to the previous 2020–2045 RTP/SCS (SCAG 2020). Using growth forecasts and economic trends, both the 2020–2045 RTP/SCS and the 2024-2050 RTP/SCS provide a vision for transportation throughout the region for the next several decades by considering the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future and identifying regional transportation strategies to address mobility needs. Connect SoCal 2024 describe how the region can attain the GHG emission-reduction targets set by CARB by achieving reductions in per-capita transportation GHG emissions of 8 percent by 2020 and 19 percent by 2035, compared to the 2005 level (SCAG 2024a). Compliance with and implementation of the Connect SoCal policies and strategies would have the co-benefit of reducing per capita criteria air pollutant emissions (e.g., nitrogen dioxide, carbon monoxide, etc.) associated with reduced per capita vehicle miles traveled.

Connect SoCal 2024 states that the SCAG region was home to approximately 19 million people in 2019 and included approximately 6.2 million homes and approximately 9 million jobs (SCAG 2024a). By 2050, the integrated growth forecast projects that these figures will increase by 2 million people, with approximately 1.6 million more homes and 1.3 million more jobs (SCAG 2024a). Connect SoCal 2024 will add 181,200 new miles of transit service, 4,000 new miles of bike lanes and 869 new miles to the Regional Express Lane Network (SCAG 2024a). Priority Development Areas (PDAs), which are defined in Connect SoCal 2024 as areas where people have access to multiple modes of transportation or where trip origins and destinations are closer together allowing for shorter trips, will accommodate approximately 66 percent of new households and 54 percent of new jobs between 2019-2050 (SCAG 2024a). PDAs include Neighborhood Mobility Areas (NMAs), Transit Priority Areas (TPAs), and Livable Corridors, and Spheres of Influence (SOIs) (unincorporated areas only). NMAs include intersection

density, low-speed streets, land use diversity, and accessibility to amenities within one-mile using street network distances to improve, restore and enhance safe and convenient connections to schools, hospitals, shopping, services, places of worship, parks, greenways, and other destinations. TPA's are areas within one half mile of existing or planned major transit stops. Livable Corridors are areas where local jurisdictions can plan and zone for increased density at nodes along key corridors and redevelop single-story underperforming retail with well-designed, higher-density housing and employment centers. SOIs are existing or planned service areas within the planning boundary outside of an agency's legal boundary in unincorporated areas to promote the efficient, effective, and equitable delivery of local and regional services for existing and future residents and to encourage a collaborative process between agencies. As in the 2020–2045 RTP/SCS, Connect SoCal 2024's overall land use pattern reinforces the trend of focusing new housing and employment in the region's PDAs. PDAs are a development pattern that demonstrates how the region can sustainably accommodate needed housing by supporting transportation and land use strategies that achieve California's GHG emission reduction goals. Connect SoCal 2024 strives to increase housing production, improve equity and resilience, preserve natural lands, improve public health, increase transportation safety, support the goods movement industries, and use resources more efficiently.

Connect SoCal 2024 provides specific strategies for implementation. These strategies include implementing the development of Complete Streets that comprise a safe, multimodal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes (e.g., people walking, biking, rolling, driving, taking transit); encouraging residential development in areas surrounding existing and planned transit/rail stations; promoting growth in PDAs with a focus on future housing and population growth in areas with existing and planned urban infrastructure including transit and active transportation to reduce single occupancy vehicles; encouraging housing in areas with access to community infrastructure and that are close to transit and walkable; and promoting 15-minute communities (areas where residents can access there day-today needs within a 15-minute walk, bike ride or roll from their home (SCAG 2024a).

In addition, Connect SoCal 2024 includes strategies to promote active transportation, support local planning and projects that serve short trips, promote transportation investments, investments in active transportation, prioritize climate mitigation, adaption, resilience and economic benefits of natural and working lands, and prioritize the most vulnerable populations and communities subject to climate hazards, promote sustainable water use planning, practices and storage, promote sustainable development, and reduce hazardous air pollutants and greenhouse gas emissions to improve air quality. CARB has accepted SCAG's GHG emissions quantification determinations as presented in the Connect Socal for future GHG emission reduction targets (SCAG 2024a).

Connect SoCal 2024's GHG emissions reduction target is more dependent on policies and programs than on capital projects, but it is projected to meet the 2035 target of 19 percent below 2005 levels (SCAG 2024a). SCAG achieved the 8 percent GHG emissions reduction from 2005 levels by 2020; however, the decreased travel during the COVID-19 shutdown most likely helped achievement of the 2020 target (SCAG 2024a).

Ventura County Air Pollution Control District

The CEQA Guidelines require that lead agencies determine whether a project's GHG emissions significantly affect the environment and impose mitigation to eliminate or lessen such significant effects.

Based on these requirements, in September 2011, the Ventura County Air Pollution Control District (VCAPCD) Board requested district staff (District) provide possible GHG significance thresholds that can be used in evaluating GHG impacts for land use projects. The VCAPCD submitted a report entitled *Greenhouse Gas Thresholds of Significance Options for Land Use Development Projects in Ventura County.* This provides a list of potential thresholds that can be used by lead agencies in determining significance but does not specify or recommend any single threshold option.

In addition to the threshold guidance, the VCAPCD provides a list of resources related to GHG significance, reduction strategies, and mitigation measures that can be used to reduce impacts from land use development projects.

Local

Ventura County 2040 General Plan and Climate Action Plan

The Connect SoCal 2024 incorporates local land use projections and circulation networks in the Thousand Oaks and Ventura County general plans. While the project will not be regulated by the City to be consistent with Ventura County's General Plan and Climate Action Plan, and while the Project Site is not located in unincorporated Ventura County, a discussion of Ventura County's General Plan and Climate Action Plan is provided to show the Project is consistent with County's regional approach to GHG emissions.

On September 15, 2020, the Ventura County Board of Supervisors adopted the 2040 General Plan (County of Ventura 2020a). The 2040 General Plan contains Appendix B, Climate Change, which also serves as the County's Climate Action Plan (County of Ventura 2020b). The purpose of this Climate Change Appendix is to provide further details regarding the General Plan's integrated climate action strategy, including a summary of results of key technical analyses used to develop the strategy (County of Ventura 2020b). The County has set a community-side GHG emissions reduction target of 41 percent below 2015 levels by 2030, 61 percent below 2015 levels by 2040, and 80 percent below 2015 levels by 2050. Relevant policies are described below.

> **Policy LU-11.3: Design:** The County shall require new commercial and industrial developments to be designed to be generally compact, grouped and consolidated into functional units providing for sufficient off-street parking and loading facilities, maximize pedestrian and vehicle safety, reduce vehicle miles traveled (VMT), encourage electric vehicle charging, and minimize land use conflicts and traffic congestion. The County shall require that commercial and industrial discretionary development is designed to provide adequate buffering (e.g., walls, landscaping, setbacks) and operational conditions (e.g., hours of operation, and scheduling of deliveries) to minimize adverse impacts (e.g., noise, glare, and odors) on adjoining and adjacent residential areas.
>
> **Policy LU-11.4: Sustainable Technologies:** The County shall encourage discretionary development on commercial- and industrial- designated land to incorporate sustainable technologies, including energy- and water-efficient practices and low- or zero-carbon practices.
>
> **Policy LU-16.5: Multimodal Access to Commercial Development:** The County shall encourage discretionary commercial development to promote ease of pedestrian/bicycle access to encourage walk-in business, while providing sufficient off-street parking.

Policy LU-16.9: Building Orientation and Landscaping: The County shall encourage discretionary development to be oriented and landscaped to enhance natural lighting, solar access, and passive heating or cooling opportunities to maximize energy efficiency.

Policy CTM-4.2 Alternative Transportation: The County shall encourage bicycling, walking, public transportation, and other forms of alternative transportation to reduce Vehicle Miles Traveled (VMT), traffic congestion, and greenhouse gas emissions.

Policy CTM-6.5 Electric Vehicle Charging Stations: The County shall support the installation of electric vehicle charging stations, where feasible, at County facilities, parking lots, park-and-ride lots, truck stops, and new development.

Policy COS-8.6 Zero Net Energy and Zero Net Carbon Buildings: The County shall support the transition to zero net energy and zero net carbon buildings, including electrification of new buildings.

Policy COS-8.7 Sustainable Building Practices: The County shall promote sustainable building practices that incorporate a "whole systems" approach for design and construction that consumes less energy, water, and other non-renewable resources, such as by facilitating passive ventilation and effective use of daylight.

Policy COS-8.8 Renewable Energy Features in Discretionary Development: The County shall encourage the integration of features that support the generation, transmission, efficient use, and storage of renewable energy sources in discretionary development.

Policy COS-8.9 Urban Tree Canopy Improvements for Energy Conservation: The County shall encourage discretionary development to include the planting of shade trees on each property and within parking areas to reduce radiation heat production.

Policy COS-10.4 Greenhouse Gas Reductions in Existing and New Development: The County shall reduce GHG emissions in both existing and new development through a combination of measures included in the GHG Strategy, which includes new and modified regulations, financing and incentive-based programs, community outreach and education programs, partnerships with local or regional agencies, and other related actions.

Policy WR-3.2 Water Use Efficiency for Discretionary Development: The County shall require the use of water conservation techniques for discretionary development, as appropriate. Such techniques include low-flow plumbing fixtures in new construction that meet or exceed the California Plumbing Code, use of graywater or reclaimed water for landscaping, retention of stormwater runoff for direct use and/or groundwater recharge, and landscape water efficiency standards that meet or exceed the standards in the California Model Water Efficiency Landscape Ordinance.

City of Thousand Oaks General Plan

The Thousand Oaks General Plan (General Plan) provides a long-range comprehensive guide for the physical development of the City's Planning Area. The City's 2045 General Plan Mobility Element, Conservation Element, Community Facilities and Services Element include the following climate change goals and policies, which relates to energy use (City of Thousand Oaks 2023):

Mobility Element

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 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 2.7: Regional Programs: Support regional congestion management and air quality programs.

Goal M-3: Create and maintain a transportation system that improves community health.

Policy 3.1 Active Travel Faculties: 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 3.2 Neighborhood Streets: Create neighborhood streets that unify neighborhoods, reduce vehicle speeds, reduce barriers for people walking, biking, and riding transit, and provide connectivity to arterials. Extend stubbed-end streets through future developments, where appropriate, to provide necessary circulation within a developing area and for adequate internal circulation within and between neighborhoods.

Policy 3.3 Truck Routing: Identify, designate, and enforce truck routes to minimize impact of truck traffic on residential neighborhoods.

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 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.

Policy 3.7 Clean Fuels and Vehicles: Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

Goal M-4: Create a transportation system that will accommodate future growth that provides for all modes.

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 4.7 Parking Management: Implement a comprehensive parking management strategy that supports economic growth and vitality, and environmental sustainability, and ensures that the available parking supply is utilized at levels that meet ongoing needs.

Goal M-5: Create and maintain a transportation system that fosters vibrant commercial centers and economic resiliency.

Policy 5.2 Flexible Parking Requirements: Allow creative and flexible approaches to parking, including maximizing use of existing public supply and sharing between uses to create a "park once environment" and facilitate the revitalization of underutilized land.

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 leaving 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 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.

Conservation Element

Goal C-10: Achieve and maintain air quality that protects public health, safety, and welfare for those who live or work in the city for visitors.

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.

Community Facilities and Services Element

Goal CFS-4: Encourage building and landscape design that conserves or recycles water.

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 4.5 Building Water Efficiency: Minimize future water use by requiring all new developments to meet Green Building Standards identified by the USEPA and other regulatory entities.

City of Thousand Oaks Climate and Environmental Action Plan

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 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. CEAP Measures to be considered for industrial projects are listed below:

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 LEED-certified buildings at the Gold or Platinum level.

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.

Measure BE3.1: Increase participation from non-residential properties in Green power program from Clean Power Alliance (CPA).

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.

Measure TR2.2: Increase EV charging requirement above CALGreen mandatory provisions for new non-residential developments.

Measure SW1.1: Reduce methane emissions from landfilled organic waste through organics collection and composting.

Measure WA1.1: Transition community to climate-appropriate landscaping.

Measure EN1.2: Encourage tree planting on private property.

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.

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.

Measure AR2.4: Encourage businesses, residents, and property owners to install resilient clean backup power supply.

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.

The availability of historical data has enabled the City to calculate community GHG emissions as far back as 2010, but not as far back as 1990. As a result of the use of 2010 (rather than 1990) as the City's baseline year and the passage of AB 1279 in 2022, the City's targets a 42% emissions reduction by 2030 and 85% reduction by 2045 relative to 2010 emissions (City of Thousand Oaks 2021b). Implementation of the CEAP GHG emission reduction strategies will provide co-benefits to the community by reducing air pollution, supporting local economic development, increasing local resilience, improving public health and quality of life (City of Thousand Oaks 2022b). The City's 2020 GHG inventory has been reduced by 27.7 percent over 2010 baseline GHG emissions (City of Thousand Oaks 2022b). The City's 2010 baseline GHG emissions were approximately 1,100,000 tonnes of CO_2e and the City's 2020 GHG emissions were approximately 800,000 tonnes of CO_2e (City of Thousand Oaks 2022b). Computer modelling projections show a 36% reduction in GHG emissions relative to 2010 by 2030 versus the City's 42% reduction target, and a 41% reduction by 2045 versus the City's 85% reduction target in the absence of a CEAP (City of Thousand Oaks 2022b).

3.7.3 Thresholds of Significance

According to Appendix G of the State CEQA Guidelines, the proposed Project could have a potentially significant impact with respect to greenhouse gas emissions if it would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment (see Impact 3.7-1, below).
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases (see Impact 3.7-2, below).

The City has not yet adopted a numerical significance threshold for assessing impacts related to GHG emissions. When no guidance exists under CEQA, the lead agency may look to and assess general compliance with comparable regulatory schemes.[8] In its January 2008 CEQA and Climate Change white paper, the California Air Pollution Control Officer's Association (CAPCOA) identified a number of potential approaches for determining the significance of GHG emissions in CEQA documents. In its white paper, CAPCOA suggests making significance determinations on a case-by-case basis when no significance thresholds have been formally adopted by a lead agency.

The Office of Planning and Research released a technical advisory on CEQA and climate change that provided some guidance on assessing the significance of GHG emissions, and states that "lead agencies may undertake a project-by-project analysis, consistent with available guidance and current CEQA practice," and that while "climate change is ultimately a cumulative impact, not every individual project that emits GHGs must necessarily be found to contribute to a significant cumulative impact on the environment (OPR 2008)" Furthermore, the technical advisory states that "CEQA authorizes reliance on previously approved plans and mitigation programs that have adequately analyzed and mitigated GHG emissions to a less than significant level as a means to avoid or substantially reduce the cumulative impact of a project" (OPR 2008).

Amendments to State CEQA Guidelines Section 15064.4 were adopted to assist lead agencies in determining the significance of the impacts of GHG emissions. Consistent with existing CEQA practice, Section 15064.4 gives lead agencies the discretion to determine whether to assess those emissions quantitatively or qualitatively. If a qualitative analysis is used, in addition to quantification, this section recommends certain qualitative factors that may be used in the determination of significance (i.e., extent to which the project may increase or reduce GHG emissions compared to the existing environment; whether the project exceeds an applicable significance threshold; and extent to which the project complies with regulations or requirements adopted to implement a reduction or mitigation of GHGs). The amendments do not establish a threshold of significance; rather, lead agencies are granted discretion to establish significance thresholds for their respective jurisdictions, including looking to thresholds developed by other public agencies, or suggested by other experts, such as the CAPCOA, so long as any threshold chosen is supported by substantial evidence (see Section 15064.7(c)). The California Natural

[8] See Protect Historic Amador Waterways v. Amador Water Agency (2004) 116 Cal. App. 4th 1099, 1107 ["'[A] lead agency's use of existing environmental standards in determining the significance of a project's environmental impacts is an effective means of promoting consistency in significance determinations and integrating CEQA environmental review activities with other environmental program planning and resolution."'"]. Lead agencies can, and often do, use regulatory agencies' performance standards. A project's compliance with these standards usually is presumed to provide an adequate level of protection for environmental resources. See, e.g., Cadiz Land Co. v. Rail Cycle (2000) 83 Cal.App.4th 74, 99 (upholding use of regulatory agency performance standard).

Resources Agency has also clarified that the State CEQA Guidelines amendments focus on the effects of GHG emissions as cumulative impacts, and that they should be analyzed in the context of CEQA's requirements for cumulative impact analysis (see State CEQA Guidelines Section 15064(h)(3)).[9]

Although GHG emissions can be quantified, CARB, VCAPCD, and the City of Thousand Oaks have not adopted project-level significance thresholds for GHG emissions that would be applicable to the Project. The Governor's Office of Planning and Research (OPR) released a technical advisory on CEQA and climate change that provided some guidance on assessing the significance of GHG emissions, and states that "lead agencies may undertake a project-by-project analysis, consistent with available guidance and current CEQA practice," and that while "climate change is ultimately a cumulative impact, not every individual project that emits GHGs must necessarily be found to contribute to a significant cumulative impact on the environment" (OPR 2008). Furthermore, the technical advisory states that "CEQA authorizes reliance on previously approved plans and mitigation programs that have adequately analyzed and mitigated GHG emissions to a less than significant level as a means to avoid or substantially reduce the cumulative impact of a project" (OPR 2008).

Per State CEQA Guidelines Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area of the project (14 CCR § 15064(h)(3)). To qualify, such a plan or program must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency (14 CCR § 15064(h)(3)). Examples of such programs include a "water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, [and] plans or regulations for the reduction of greenhouse gas emissions" (14 CCR § 15064(h)(3)). Thus, State CEQA Guidelines Section 15064(h)(3) allows a lead agency to make a finding of non-significance for GHG emissions if a project complies with a program and/or other regulatory schemes to reduce GHG emissions.

In the absence of any adopted, quantitative threshold, the potential significance of the Project's GHG emissions will be 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 Project would comply with applicable regulations or requirements adopted to implement statewide, regional, or local plans for the reduction or mitigation of GHG emissions. The Project's consistency with such plans is discussed in the Plan Consistency evaluation provided below.

[9] See generally California Natural Resources Agency, Final Statement of Reasons for Regulatory Action (December 2009), pp. 11-13, 14, 16. http://resources.ca.gov/ceqa/docs/Final_Statement_of_Reasons.pdf. Accessed July2023; see also Letter from Cynthia Bryant, Director of the Office of Planning and Research to Mike Chrisman, Secretary for Natural Resources, April 13, 2009.

3.7.4 Methodology

In addition to the evaluation of the Project's consistency with plans adopted for the purpose of reducing and/or mitigating GHG emissions and to provide additional information to decision makers and the public, for informational purposes, the analysis also calculates the amount of GHG emissions that would be attributable to the Project using recommended air quality models, as described below. The primary purpose of quantifying the Project's GHG emissions is to satisfy CEQA Guidelines Section 15064.4(a), which requires a good-faith effort by the lead agency to describe and calculate emissions. The estimated emissions inventory is also used to determine if there would be a reduction in the Project's incremental contribution of GHG emissions as a result of compliance with regulations and requirements adopted to implement plans for the reduction or mitigation of GHG emissions. The significance of the Project's GHG emissions impacts is not based on the amount of GHG emissions resulting from the Project, and is evaluated solely on the basis of consistency with GHG reduction plans, policies, and regulations.

The California Climate Action Registry (Climate Registry) has prepared the General Reporting Protocol for calculating and reporting GHG emissions from a number of general and industry-specific activities (Climate Registry, 2016). The GHG emissions provided in this report are consistent with the General Reporting Protocol framework. The General Reporting Protocol recommends separating GHG emissions into three categories that reflect different aspects of ownership or control over emissions. They include the following:

- Scope 1: Direct, on-site and off-site combustion of fossil fuels (e.g., natural gas, propane, gasoline, diesel, and transportation fuels).
- Scope 2: Indirect, off-site emissions associated with purchased electricity or purchased steam.
- Scope 3: Indirect emissions associated with other emissions sources, such as third-party vehicles and embodied energy.[10]

For purposes of this analysis, it was considered reasonable, and consistent with criteria pollutant calculations, to consider GHG emissions resulting from direct Project-related activities, including, e.g., use of vehicles, electricity, and natural gas, to be new emissions. These emissions include Project construction activities such as demolition, hauling, and construction worker trips, as well as operational emissions. This analysis also considers indirect GHG emissions from water conveyance, wastewater generation, and solid waste handling. Since potential impacts resulting from GHG emissions are long-term rather than acute, GHG emissions were calculated on an annual basis. As previously discussed, the Project site is vacant so all emission will be considered net new.

[10] Embodied energy includes energy required for water pumping and treatment for end-uses.

GHG emissions are estimated using the California Emissions Estimator Model (CalEEMod) (Version 2022.1),[11] 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. The model was developed the California Air Pollution Officers Association (CAPCOA) in collaboration with the California Air Districts. The model is accepted and recommended by CARB and California air districts, including VCAPCD, for preparing project air quality and GHG emissions analyses for CEQA documents (VCAPCD Air Quality Assessment for CEQA, 2024). 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 an accurate and comprehensive tool for quantifying air quality and GHG emissions from land use projects throughout California.[12]

As discussed previously, the City has adopted and implemented a range of GHG reduction activities and strategies that would reduce GHG emissions. In addition, SCAG has adopted the Connect SoCal 2024 applicable to the region, which outlines SCAG's plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas in existing main streets, downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development and demonstrates a reduction in per capita GHG emissions relative to 2005 of nine percent in 2020 and 16 percent in 2035. The project-level analysis describes the consistency of the Project's GHG emission sources with local and regional GHG emissions reduction strategies.

[11] While the Project would be required to comply with the 2022 Title 24 Building Energy Efficiency Standards (which are effective for building permit applications that are applied for on or after January 1, 2023) or the applicable version of the Title 24 Building Energy Efficiency Standards at the time of building permit issuance, CalEEMod estimates energy use based on the CEC's 2019 Commercial Forecast database for non-residential buildings and the 2019 Residential Appliance Saturation Survey (RASS) for residential buildings. Notably, the RASS and Commercial Forecast datasets were used as they consider the energy intensities of different end use categories for different land use subtypes in different electricity demand forecast zones (EDFZ). Although the Commercial Forecast and RASS were both completed for 2019, that does not mean the energy intensity estimates derived from these datasets are representative of buildings constructed in compliance with the energy efficiency requirements of the 2019 Energy Code. However, as explained in CalEEMod Appendix D5, the default energy consumption estimates provided in CalEEMod based on the Commercial Forecast and RASS are very conservative where the model overestimates expected energy use compared to what would be expected for new buildings subject to the latest Energy Code with more stringent energy efficiency measures. Thus, the analysis of building energy-related GHG emissions does not reflect additional building energy reductions and associated GHG emissions reductions from 2022 Title 24 compliance. As such CalEEMod provides for a reasonably conservative and environmentally protective analysis sufficient for the purposes of CEQA and does not underestimate emissions.

[12] See: http://www.caleemod.com.

Construction Emissions

Construction emissions are forecasted by assuming a conservative estimate of construction activities from each phase of the Project.[13] Construction emissions are estimated using the CalEEMod (Version 2022.1) software, an emissions inventory software program recommended by the SCAQMD. CalEEMod is based on outputs from OFFROAD2017 and EMFAC2021, which are emissions estimation models developed by CARB and used to calculate emissions from construction activities, including off- and on-road vehicles. CalEEMod outputs construction related GHG emissions of CO_2, CH_4, and CO_2e.

Project-specific input values were adjusted based on equipment types and the anticipated construction schedule. Haul truck trip estimates were based on information obtained from the Project applicant. Worker trip and vendor truck trip estimates were based on calculation methodologies in CalEEMod. Emissions from on-road vehicles (i.e., haul trucks, material vendors, and worker vehicles) were estimated outside of CalEEMod. CalEEMod is based on outputs from the CARB OFFROAD2017 and on-road emissions factor EMFAC2021 models, which are emissions estimation models developed by CARB and used to calculate emissions from construction activities, including on- and off-road vehicles. These values were applied to the construction phasing assumptions used in the criteria pollutant analysis to generate criteria pollutant emissions values for each construction activity. Within CalEEMod, fugitive dust emissions include the application of water as a control measure consistent with VCAPCD Rule 55, which applies to the Project's construction activities. Fugitive dust control measures are not mitigation under CEQA because they are regulatory compliance.

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*, recognizes that construction-related GHG emissions from projects "occur over a relatively short-term period of time" and that "they contribute a relatively small portion of the overall lifetime project GHG emissions" (AEP 2016). The guidance recommends that construction project GHG emissions should be "amortized over a 30-year project lifetime, so that GHG reduction measures will address construction GHG emissions as part of the operational GHG reduction strategies" (AEP 2016). In accordance with this guidance, GHG emissions from Project construction have been amortized over the 30-year lifetime of the Project.

Operational Emissions

Operational impacts were assessed for the initial Project buildout year (i.e., as early as 2027 assuming construction begins at the earliest possible time of 2025), and full buildout anticipated by2035.[14]

[13] Project construction is estimated to start in 2025 with final buildout expected in 2035. For emissions modeling purposes, an earlier construction completion end year of 2031 was used only as a conservative assessment, which assumes no gaps in construction activities or phases. The conservative schedule used in the emissions modeling analyses assumes the phases would be built sequentially rather than include between 6 and 12 months of a gap between the end of the construction within the prior phase in order to accommodate the planning and permitting activity specific to the subsequent phase as potentially described in Section 2.6 of the Project Description of this Draft EIR. Further, construction could commence at a later date due to unforeseen delays, changing market conditions, or other unforeseeable reasons. If this occurs, construction impacts would be lower than those analyzed below due to the use of a more energy-efficient and cleaner burning construction vehicle fleet mix, pursuant to State regulations that require vehicle fleet operators to phase-in less polluting heavy-duty equipment.

[14] Project buildout is expected in 2035. For emissions modeling purposes, an earlier operational year of 2031 was used only as a conservative assessment, which assumes no gaps in construction activities or phases. In reality, buildout of the Project would include between 6 and 12 months of a gap between the end of the construction within the prior phase in order to accommodate the planning and permitting activity specific to the subsequent phase as potentially described in Section 2.6 of the Project Description of this Draft EIR. Therefore, the operational emissions modeling is conservative and may slightly overestimate operational emissions.

CalEEMod was used to estimate operational GHG emissions from electricity, natural gas, solid waste, water and wastewater, mobile emissions, and landscaping equipment. On-road, mobile source emissions were using EMFAC2021, trip generation rates, and VMT values provided in the Traffic Study and CEQA Transportation Analysis prepared for the proposed project (Kimley Horn, 2024; Iteris, 2024).[15,16]

Neither the Project plans nor written Project description include any enclosures for diesel generators, so this analysis does not include GHG emission impacts from diesel generators.

With regard to energy demand, the project would require electricity to provide heating and hot water generates GHG emissions. Energy demand rates were estimated based on specific square footage of the new industrial uses, as well as predicted water supply needs for these uses. Conservatively, the GHG emissions are calculated using Project electricity demands are supplied by SCE; however, the Clean Power Alliance (CPA) is the default electricity provider for Ventura County (County), which includes the City, and thus, the Project site. The City chose 100% Green Power as our default mix, but CPA also has a choice of programs at different renewable content and price points: Lean Power (40% clean energy), Clean Power (50% renewable energy), and 100% Green Power (100% renewable energy). The Southern California Edison (SCE) provides the electrical infrastructure. CalEEMod provides default intensity factors for CO_2, CH_4, and N_2O for SCE, and calculates an overall CO_2e intensity factor. As described above, SB 100 requires local publicly owned electric utilities to procure eligible renewable electricity for 44 percent of retail sales by December 31, 2024.

Emissions of GHGs from solid waste disposal were also calculated using CalEEMod software. The emissions are based on the waste disposal rate for the land uses, the waste diversion rate, and the GHG emission factors for solid waste decomposition. The GHG emission factors, particularly for CH_4, depend on characteristics of the landfill, such as the presence of a landfill gas capture system and subsequent flaring or energy recovery. In addition, it was assumed 75 percent of solid waste will be diverted from landfills as AB 341 directs CalRecycle to develop and adopt regulations for mandatory commercial recycling and sets a Statewide goal for 75 percent disposal reduction by the year 2020 (California Legislative Information 2011).

Emissions of GHGs from water and wastewater result from the required energy to supply and distribute the water and treat the wastewater. Wastewater also results in emissions of GHGs from wastewater treatment systems. Emissions were calculated using CalEEMod and were based on the water usage rate for the land uses, the electrical intensity factors for water supply, treatment, and distribution and for wastewater treatment, the GHG emission factors for the electricity utility provider, and the emission factors for the wastewater treatment process.

Other sources of GHG emissions from Project operations include equipment used to maintain landscaping, such as lawnmowers and trimmers. The CalEEMod software uses landscaping equipment GHG emission factors from the CARB OFFROAD model and the CARB Technical Memo: Change in Population and Activity Factors for Lawn and Garden Equipment (6/13/2003).

[15] Shapell Development Traffic Study, Kimley Horn. March 2024.

[16] Shapell Conejo Summit Industrial Project – CEQA Transportation Analysis, Iteris, March 2024.

Emissions calculations for the Project include credits or reductions for GHG reducing measures that are required by regulation, such as reductions in energy and water demand from the current Title 24 standards and the CALGreen Code. Physical and operational project characteristics for which sufficient data is available to quantify the reductions from building energy and resource consumption have been included in the quantitative analysis.

As previously stated, operational GHG impacts are assessed based on the project-related incremental increase in GHG emissions compared to baseline conditions and incorporation of emissions reduction strategies.

Project Consistency with Applicable Plans and Policies

The Project's GHG emissions are also evaluated by assessing the Project's potential to conflict with applicable GHG reduction strategies and actions adopted by the State and City. As discussed previously, the City has adopted strategies and polices to reduce GHG emissions through its General Plan and CEAP.

In the latest State CEQA Guidelines amendments, which went into effect on March 18, 2010, the Office of Planning and Research encourages lead agencies to make use of programmatic mitigation plans and programs from which to tier when they perform individual project analyses. On a regional level, the SCAG Connect SoCal 2024 contains measures to achieve VMT reductions required under SB 375. On a Statewide level, the 2022 Scoping Plan provides measures to achieve SB 32 targets. Thus, if the Project complies with these plans, policies, regulations, and requirements, the Project would result in a less than significant impact because it would be consistent with the overarching State and regional plans for GHG reduction. A consistency analysis is provided below and describes the Project's compliance with performance-based standards included in the regulations outlined in the applicable portions of the Connect SoCal 2024 and 2022 Scoping Plan.

3.7.5 Impact Analysis

Generate Greenhouse Gas Emissions and Conflict with an Applicable Plan

Impact Statement 3.7-1 and 3.7-2: Would the Project generate GHG emissions due to construction and operational activities. The Project's annual direct and indirect GHG emissions would be generated from development that is located and designed to not conflict with relevant goals and actions to reduce Project emissions as much as feasibly possible, as well as not conflicting with the HSC Division 25.5 goals and CARB guidelines for assessing GHG emissions. Therefore, the Project's GHG emissions would result in less than significant and less than cumulatively considerable impacts? (Less than Significant)

Impact 3.7-1 Analysis: Generate Greenhouse Gas Emissions

Construction Emissions

Construction of the Project would result in GHG emissions primarily from fuel consumption associated with heavy equipment, light-duty vehicles, machinery, and generators for lighting. As explained above, the emissions of GHGs associated with construction of the Project were calculated for each year of construction activity with implementation of VCAPCD Rule 55 dust control requirements. Results of the Project's construction phase GHG emissions calculations are presented in **Table 3.7-2**, *Project Construction Greenhouse Gas Emissions*. Although construction related GHGs are one-time emissions, it

is important to include an assessment of project construction emissions when assessing all of the long-term GHG emissions associated with a project. As recommended by the SCAQMD, a project's construction-related GHG emissions should be amortized over the project's 30-year lifetime in order to include these emissions as part of the Project's annualized lifetime total emissions, so that GHG reduction measures will address construction GHG emissions as part of the operational GHG reduction strategies. As indicated in Table 3.7-2, project construction emissions during the approximate 69-month construction period would generate an estimated 10,6369 $MTCO_2e$, or 355 $MTCO_2e$ amortized over a 30-year period. A complete listing of the equipment by phase, emission factors, and calculation parameters used in this analysis is included within the emissions calculation worksheets that are provided in **Appendix C,** *Air Quality and Greenhouse Gas Emission Assumptions and Modeling Data* of this Draft EIR.

TABLE 3.7-2
PROJECT CONSTRUCTION GREENHOUSE GAS EMISSIONS

Emission Source	CO_2e (Metric Tons) [a,b]
Partial Buildout Construction	5,200
Amortized Partial Buildout Construction Emissions (30-years)	**173**
Full Buildout Construction	10,636
Amortized Full Buildout Construction Emissions (30-years)	**355**

SOURCE: ESA, 2024.

NOTES:

a. Totals may not add up exactly due to rounding in the modeling calculations Detailed emissions calculations are provided in Exhibit A.
b. CO2e emissions are calculated using the GWP values from the IPCC Fourth Assessment Report.

Due to the potential persistence of GHGs in the environment, impacts are based on annual emissions and, in accordance with SCAQMD methodology, construction-period impacts are not assessed independent of operational-period impacts, which are discussed in the next section (SCAQMD 2009).

Operational Emissions

Operation of the Project would result in GHG emissions from building operations, energy and water consumption, waste generation and mobile source operations. As explained above, the emissions of GHGs associated with operation of the Project were calculated using CalEEMod, taking into account the Project's compliance with the portions of the green building standards, and EMFAC2021, taking into account the Project's compliance with regulatory requirements.

Maximum annual net GHG emissions resulting from motor vehicles, energy (i.e., electricity, natural gas), water conveyance, and waste sources were calculated for the initial buildout completed in 2027, and full buildout anticipated by 2035. The GHG emissions resulting from operation of the Project for the three years are shown in **Table 3.7-3**, *Estimated Maximum Unmitigated Project Greenhouse Gas Emissions*. As indicated in Table 3.7-3, project operation emissions would generate an estimated 7,860 $MTCO_2e$ for the interim buildout condition, 15,658 for the full buildout condition.

TABLE 3.7-3
ESTIMATED MAXIMUM PROJECT GREENHOUSE GAS EMISSIONS

Emissions Source	Interim Buildout Project ($MTCO_2e$/year)	Full Buildout Project ($MTCO_2e$/year)
Operational Emissions		
Area	5	11
Energy	1,358	2,581
Mobile	6,004	12,113
Electric Vehicle Charging	63	105
Refrigerants	16	33
Waste	35	74
Water	206	386
Amortized Construction Emissions [a]	173	355
Project Operational Total:	**7,860**	**15,658**

SOURCE: ESA, 2024

NOTES:

a. The total construction GHG emissions were amortized over 30 years and added to the operational GHG emissions of the Project.
b. Residential population calculated using information from the California Department of Finance (DOF) to provide the most recent generation rates for residential populations available.

Project operational-related GHG emissions would decline in future years as emissions reductions from the State's Cap-and-Trade program are fully realized. Emissions reductions from the Project's two highest GHG-emitting sources, mobile and electricity, would occur over the next decade, and beyond, due to future regulations ensuring that the Project's total GHG emissions would be further reduced. Emissions from electricity would decline as utility providers, including SCE, meet their RPS obligations to provide 60 percent of their electricity from renewable electricity sources by 2030 consistent with SB 100, which would achieve additional reductions in emissions from electricity demand although the actual reduction will depend on the mix of fossil fuels that SCE will replace with renewables and the relative CO_2 intensities of those fossil fuels. As the CPA is the default electricity provider for Ventura County (County) and the City, and as the City's choses 100% Green Power as our default mix, GHG emissions are anticipated to be less than the modeling which conservatively uses SCE's metrics and not a higher mix of renewable energy. Project emissions from mobile sources would also decline in future years as older vehicles are replaced with newer vehicles resulting in a greater percentage of the vehicle fleet meeting more stringent combustion emissions standards, such as Pavley Phase II and SAFE standards.

Impact 3.7-2 Analysis: Conflict with GHG Reduction Plans, Policies, or Regulations

The analyses below demonstrate that the Project is consistent with the applicable GHG emission reduction plans and polices included within the 2022 Scoping Plan, Connect SoCal 2024, and applicable goals found within the Ventura County General Plan, City's General Plan, and City's Climate and Environmental Action Plan.

AB 32 & EO B-30-15

In support of AB 32, the state has promulgated specific laws aimed at GHG reductions applicable to the Project. The Project's HVAC system would be sized and designed in compliance with the CALGreen

Code to maximize energy efficiency caused by heat loss and heat gain. The Project would also be designed with 100 percent drought tolerant shrubs and ground cover and approximately 75 percent drought tolerant trees, which would reduce water irrigation demand and associated GHG emissions. Further, the Project would support reducing VMT by constructing 15 industrial buildings on 51.34 gross acres / 49.57 net acres located next to existing industrial complexes. The Project site is in close proximity to Thousand Oaks Transit bus stops, including stops at Lawrence Dr./Rancho Conejo Blvd. located approximately 0.50 miles southeast from the Project site; and existing bike routes along Rancho Conejo Blvd., Ventura Park Road, and West Hillcrest. The Project would include end-of-trip bicycle facilities such as bicycle racks and lockers to encourage cycling, which would reduce VMTs. Additionally, the Project includes improvements to pedestrian and bicycle connections. The Project also includes rideshare incentives and electric vehicle charging facilities. As such, the Project would support reduced VMT actions and would not conflict with the State's ability to reduce Statewide GHG emissions through reducing VMT in line with the general goals of Senate Bill 375 and the SCAG Connect SoCal 2024. Therefore, the Project would be consistent with State efforts to reduce motor vehicle emissions and congestion. The Project would generate GHG emissions due to construction and operational activities; however, its annual GHG emissions would be reduced due to location and designs consistent with relevant goals and actions intended to encourage development that results in the efficient use of public and private resources.

2022 Climate Change Scoping Plan

According to the 2022 Climate Change Scoping Plan, reductions needed to achieve the goal of carbon neutrality by 2045 is expected to be achieved by targeting specific emission sectors, including those sectors that are not directly controlled or influenced by the Project, but nonetheless contribute to Project-related GHG emissions.

Table 3.7-4, *Project Compliance with Applicable 2022 Scoping Plan Actions and Strategies*, contain a list of GHG-reducing strategies as they relate to the Project. The analysis describes the consistency of the Project with these strategies that support the State's strategies in the Climate Change Scoping Plan to reduce GHG emissions. The Climate Change Scoping Plan relies on a broad array of GHG reduction actions, which include direct regulations, alternative compliance mechanisms, incentives, voluntary actions, and market-based mechanisms such as the Cap-and-Trade program. As shown below, the Project will incorporate characteristics to reduce energy, conserve water, reduce waste generation, and reduce vehicle travel consistent with statewide strategies and regulations. As a result, the Project would not conflict with applicable Climate Change Scoping Plan strategies and regulations to reduce GHG emissions.

As shown in Table 3.7-4, the Project would not conflict with the 2022 Climate Change Scoping Plan and would be supportive of the actions and strategies contained therein. Therefore, GHG impacts would be less than significant with respect to the 2022 Climate Change Scoping Plan.

TABLE 3.7-4
PROJECT COMPLIANCE WITH APPLICABLE 2022 SCOPING PLAN ACTIONS AND STRATEGIES

Actions and Strategies	Conflict Analysis
Increase in Renewable Energy and Decrease in Oil and Gas Use Actions	**No Conflict.** This goal applies to increasing renewable energy and a decrease in oil and gas actions. Although this goal isn't applicable to the Project, the Project supports this goal by being constructed consistent with 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. The Project would also benefit from SCE's compliance with RPS and GHG emissions would decrease as grid-generated electricity reaches a higher percentage of renewable energy.
Low Carbon Fuels Actions	**No Conflict.** The Project would generate vehicle trips that would travel to and from the Project's uses, similar to existing commercial/industrial developments in the City. Vehicles accessing the Project, including construction vehicles and trucks, employees, and delivery service trucks would utilize fuels that comply with the State of California low carbon fuel standard. Thus, the Project would not conflict with the State's ability to implement the low carbon fuel standard.
Expansion of Electrical Infrastructure Actions	**Not Applicable.** This action is not applicable to the Project. Nonetheless, the Project lies within the supply and infrastructure service capabilities of SCE. The Project would not require the expansion of electrical infrastructure that would result in significant environmental impacts.
Climate Ready and Climate-Friendly Buildings	**No Conflict.** The goal of this action is to expand the number of all-electric and electric-ready homes by 2030 by strengthening building standards to support zero-emission new construction and developing building performance standards for existing buildings and by adopting a zero-emission standard for new space and water heaters beginning in 2030. Although the Project doesn't include residences, the 15 industrial buildings will be constructed consistent with 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 action and would not conflict with the State's ability to produce climate ready and climate friendly buildings.
Expanded Use of Zero-Emission Mobile Source Technology Actions	**No Conflict.** The Project would support this action by providing EV spaces and EVSE spaces as per the CALGreen code. The Project would also provide end-of-trip bicycle facilities including racks and lockers. Further, the Project would benefit from implementation of the Advanced Clean Cars Program that would reduce passenger vehicle GHG emissions, as well as the Advanced Clean Truck Regulation that aims to increase zero-emissions truck sales annually. As such, the Project would support this action and would not conflict with the State's ability to reduce Statewide GHG emissions through ZE vehicles.
Mechanical Carbon Dioxide Removal and Carbon Capture and Sequestration Actions	**No Conflict.** The Project includes between 10 percent to 41 percent of each lot to be landscaped which includes trees, shrubs, and groundcovers. As such, the Project would increase carbon sequestration as well as provide green space. The Project would support this action and would not conflict with the State's ability to reduce Statewide GHG emissions through carbon removal and sequestration actions.
Improvements to Oil and Gas Facilities Actions	**Not Applicable.** The Project includes industrial buildings and does not include improvements to oil and gas facilities. As such, this action does not apply to the Project.
Reduced High-GWP Fluorinated Gases Actions	**No Conflict.** This action includes expanding use of low-GWP refrigerants within buildings; increasing funding to decarbonize existing buildings and appliance replacements; and implementing biomethane procurement targets for investor-owned utilities. The Project has no jurisdiction over this action. However, the Project would utilize refrigerants within the proposed buildings (e.g., air conditioning systems) in compliance with applicable State and local regulations and as such, the Project would not conflict with the State's ability to achieve GHG reductions under this action.
Forest, Shrubland, and Grassland Management Actions	**No Conflict.** This action involves Increasing the urban forestry investment annually by 200 percent relative to business as usual. No trees are currently located on the Project Site. The landscaping at the Project Site would include new trees, shrubs, and ground cover vegetation. The Project will introduce a variety of native species to the outdoor landscaping areas. As such, the Project would increase the amount of vegetation on the Project Site. The Project would support this action and would not conflict with the State's ability to reduce Statewide GHG emissions through urban forestry actions.

Actions and Strategies	Conflict Analysis
Agricultural Actions	**Not Applicable.** This action involves increasing climate smart forest, shrubland, and grassland management to at least 2.3 million acres a year−an approximately 10x increase from current levels. The Project is in an urban center and would have no agricultural uses. As such, this action does not apply to the Project.
Organic Waste Diversion and Composing Actions	**No Conflict.** 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 be in compliance with SB 1383 and that Tier 2 generators be in compliance with SB 1383 by January 1, 2024. As such, the Project would not conflict with this goal.
Afforestation, Urban Forestry Expansion, Urban Greening, Avoided Natural and Working Land Use Conversion, and Wetland Restoration Actions	**No Conflict.** The landscaping at the Project Site would include new trees, shrubs, and ground cover vegetation on between 10 percent to 41 percent of every site. The Project will introduce a variety of native species to the outdoor landscaping areas. Additionally, the Project is not located on natural or working lands. As such, the Project would increase the vegetation on the Project site. The Project would support this action and would not conflict with the State's ability to reduce Statewide GHG emissions through urban forestry actions.
Reduced VMT Actions	**No Conflict.** The Project would support reducing VMT by constructing 15 industrial buildings on 51.34 gross acres / 49.57 net acres located next to existing industrial complexes. The Project site is in close proximity to Thousand Oaks Transit bus stops, including stops at Lawrence Dr./Rancho Conejo Blvd. located approximately 0.50 miles southeast from the Project site; and existing bike routes along Rancho Conejo Blvd., Ventu Park Road, and West Hillcrest. The Project would include end-of-trip bicycle facilities such as bicycle racks and lockers to encourage cycling, which would reduce VMTs. Additionally, the Project includes improvements to pedestrian and bicycle connections. The Project also includes rideshare incentives and electric vehicle charging facilities. As such, the Project would support reduced VMT actions and would not conflict with the State's ability to reduce Statewide GHG emissions through reducing VMT.

SOURCE: ESA, 2024

As discussed in Section 3.7.2, Appendix D of the 2022 Scoping Plan Update supports jurisdictions that want to take meaningful climate action (such as preparing a non-CEQA-qualified CAP or as individual measures) aligned with the State's climate goals in the absence of a CEQA-qualified CAP highlighting the three priority areas (Transportation Electrification, VMT Reduction, and Building Decarbonization). To assist local jurisdictions, the 2022 Scoping Plan Update presents a non-exhaustive list of impactful GHG reduction strategies that can be implemented by local governments within the three priority areas (Priority GHG Reduction Strategies for Local Government Climate Action Priority Areas). The Project's consistency with applicable goals, plans, and policies implemented by the City which would support the GHG reduction strategies in the three priority areas is provided below.

Transportation Electrification

The priority GHG reduction strategies for local government climate action related to transportation electrification are supported by CARB's approved the Advanced Clean Cars II rule which codifies Executive Order N-79-20 and requires 100 percent of new cars and light trucks sold in California be zero-emission vehicles by 2035. The State has also adopted AB 2127, which requires the CEC to analyze and examine charging needs to support California's EVs in 2030, and AB 1236 and AB 970, which require cities to adopt streamline permitting procedures for EV charging stations. In addition, the City adopted the CEAP that includes Goal TR2, Increase Proportion of Clean/Electric Vehicles. In addition, as part of Mitigation Measure TRAF-1 through TRAF-5, the Project could support this priority area by providing an additional 35 EV chargers above the 84 EV chargers required by the 2022 California Green Building Standards as one of the VMT reduction strategies and/or promoting pedestrian modes of transportation

including access to public transportation and pedestrian connections (see Section 3.12, of the Project's Draft EIR, for additional details).

VMT Reduction

The priority GHG reduction strategies for local government climate action related to VMT reduction are supported by the implementation of SB 375, which requires integration of planning processes for transportation, land-use and housing and generally encourages jobs/housing proximity, promote TOD, and encourages high-density residential/commercial development along transit corridors. The 2040 General Plan includes Policy CTM-4.2: Alternative Transportation of the Ventura County General Plan, which encourages alternative modes of transportation to reduce VMT. Locally, the City adopted the CEAP that includes Goal TR1, Reduce VMT. The Project would support this priority area by being located in close proximity to public transit, including Thousand Oaks Transit bus stops at Lawrence Dr./Rancho Conejo Blvd. located approximately 0.50 miles southeast from the Project site; and existing bike routes along Rancho Conejo Blvd., Ventura Park Road, and West Hillcrest. The Project would include end-of-trip bicycle facilities such as bicycle racks and lockers to encourage cycling. Additionally, the Project includes improvements to pedestrian and bicycle connections. The Project also includes rideshare incentives and electric vehicle charging facilities. As such, the Project would include features that reduce Project operational VMT and support this priority area.

Building Decarbonization

The priority GHG reduction strategies for local government climate action related to electrification is supported by SB 100, the 100 Percent Clean Energy Act of 2018, which establishes goals of the State's Renewable Portfolio Standards (RPS) by 2045. The County's 2040 General Plan and the City's CEAP include policies that support the decarbonization of buildings detailed in Section 3.7.2. The Project would support this priority area by complying with CALGreen and Title 24 requirements to reduce energy consumption by implementing energy efficient building designs, reducing indoor and outdoor water demand, and installing energy-efficient appliances and equipment within all units. Compliance with CALGreen and Title 24 could include but are not limited to installation of ENERGY STAR® compliant appliances to the greatest extent feasible, installation of solar, electric or lower-nitrogen oxides gas-fired water heaters, and installation of water-efficient irrigation systems.

Therefore, as outlined by Appendix D of the 2022 Scoping Plan Update, the Project would contribute to all three priority areas and strategies through compliance of applicable goals, plans, and policies applicable to the Project. Further, additional design features further support the reduction of GHG emissions beyond the State's climate goals.

SCAG Connect Socal 2024

As shown in Table 3.7-3, transportation related GHG emissions would be the largest source of emissions from the Project. This finding is consistent with the findings in regional plans, including the Connect SoCal 2024, which recognizes that the transportation sector is the largest contributor to the state's GHG emissions. At the regional level, the Connect SoCal 2024 is an applicable plan adopted for the purpose of reducing GHGs.

The purpose of Connect SoCal 2024 is to achieve the regional per capita GHG reduction targets for the passenger vehicle and light-duty truck sector established by CARB pursuant to SB 375. SCAG's Program

EIR for Connect SoCal 2024, certified on April 4, 2024, "requires MPOs to include a SCS element as part of their RTP updates, with the purpose of identifying policies and strategies to reduce per capita automobile and light-duty truck GHG emissions" (SCAG 2024b). Connect SoCal 2024 seeks future growth in PDAs to help the region reach mobility and environmental goals. Development in PDAs would provide people with access to multiple modes of transportation or where trip origins and destinations are closer together allowing for shorter trips (SCAG 2024b). Connect SoCal 2024 also seeks to protect Green Region Resource Areas (GRRAs), resource areas and farmland, which can reduce risks from climate change and promote future resilience (SCAG 2024b). Furthermore, Connect SoCal 2024 includes transportation improvements to be integrated and coordinated with land use patterns that support reduced congestion, reduced VMT, and increased transit, walking, and biking options. Connect SoCal 2024 shows that SCAG would meet the GHG emissions reduction target of 19 percent below 2005 levels by 2035.

In order to assess the Project's potential to conflict with Connect SoCal 2024, this section analyzes the Project's consistency with the goals set forth in the Connect SoCal 2024 to meet GHG emission-reduction targets set by CARB. Generally, projects are considered to not conflict with applicable County and regional land use plans and regulations, such as SCAG's Connect SoCal 2024, if they are compatible with the general intent of the plans and would not preclude the attainment of their primary goals. The Project would not conflict with the Connect SoCal 2024 goals as detailed in **Table 3.7-5**, *Consistency with Applicable Connect SoCal 2024 Goals*.

As shown in Table 3.7-5, the Project would not conflict with SCAG's Connect SoCal 2024 and would be supportive of the actions and strategies contained therein. Therefore, GHG impacts would be less than significant with respect to the Connect SoCal 2024.

Ventura County 2040 General Plan and Climate Action Plan

The Project is consistent with the policies in the Ventura County 2040 General Plan, which also serves as the County's Climate Action Plan, as shown in **Table 3.7-6, *Consistency Analysis with Ventura County 2040 General Plan and Climate Action Plan Policies***.

As shown in Table 3.7-6, the Project would not conflict with the Ventura County 2040 General Plan and Climate Action Plan and would be supportive of the policies contained therein. Therefore, GHG impacts would be less than significant with respect to the Ventura County 2040 General Plan and Climate Action Plan.

City of Thousand Oaks 2045 General Plan

The Project is consistent with the policies in the City's 2045 General Plan as shown in **Table 3.7-7, *Consistency Analysis with 2045 General Plan Goals and Policies***.

As shown in Table 3.7-7, the Project would not conflict with the City of Thousand Oaks 2045 General Plan and would be supportive of the policies contained therein. Therefore, GHG impacts would be less than significant with respect to the City of Thousand Oaks 2045 General Plan.

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 3.7-8, *Consistency Analysis with the City of Thousand Oaks Climate and Environmental Action Plan Goals and Measures***.

TABLE 3.7-5
CONSISTENCY WITH APPLICABLE CONNECT SOCAL 2024 GOALS

Goals	Responsible Party(ies)	Consistency Analysis
Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions.	Local Jurisdictions, SCAG	**No Conflict**. The Project would not conflict with this goal. The Project consistent with the Thousand Oaks Municipal Code (TOMC) Section 9-4.4001 through 9-4.4006, the project would be required to provide a Transportation Demand Management program that, at a minimum, would provide aa commuter information center where employees, and visitors can obtain information regarding commute programs and individuals can obtain real-time information for planning travel without using an automobile. The Project would install end-of-trip bicycle facilities including bike racks and lockers which would encourage alternative transportation. Additionally, the Project includes improvements to pedestrian and bicycle connections. Furthermore, the Project would promote the use of electric vehicles by providing EV spaces and electric vehicle charging stations per the CALGreen code. In addition, as part of Mitigation Measure TRAF-1 through TRAF-5, the Project could provide an additional 35 EV chargers in an amount above the 84 EV chargers required by the 2022 California Green Building Standards as one of the VMT reduction strategies (see Section 3.12, of the Project's Draft EIR, for additional details). As such, elements of the Project integrate the regions development pattern and transportation network in a way that are well-maintained and operated, coordinated, and resilient, which improves air quality and reduces GHG emissions.
Ensure that reliable, accessible, affordable and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities.	Local Jurisdictions, SCAG	**No Conflict.** The Project would not conflict with this goal. The Project's land use characteristics, including its location near transit, housing, and bicycle/pedestrian facilities, would encourage non-automotive forms of transportation. The Project would be developed consistent with Thousand Oaks Municipal Code (TOMC) Section 9-4.4001 through 9-4.4006, the project would be required to provide a Transportation Demand Management program that, at a minimum, would provide aa commuter information center where employees, and visitors can obtain information regarding commute programs and individuals can obtain real-time information for planning travel without using an automobile. In addition, Project is proposed in an area well served by public transit, including Thousand Oaks Transit bus stops at Lawrence Dr./Rancho Conejo Blvd. located approximately 0.50 miles southeast from the Project Site; and existing bike routes along Rancho Conejo Blvd., Ventura Park Road, and West Hillcrest. Thus, the Project would be consistent with this Connect SoCal 2024 goal.
Support planning for people of all ages, abilities, and backgrounds.	Local Jurisdictions, SCAG	**No Conflict.** The Project would not conflict with this goal. The Project would develop 15 industrial buildings on previously graded land. This Project is adjacent to existing development within the City's limits, and it does not conflict with this strategy. The Project would include common outdoor open space and would provide a pedestrian access network that internally links all uses and connects to all existing or planned trails to the adjacent open space, external streets and pedestrian facilities contiguous with the Project site. Therefore, the Project would be consistent with this Connect SoCal 2024 goal.
Create human-centered communities in urban, suburban and rural settings to increase mobility options and reduce travel distances.	Local Jurisdictions, SCAG	**No Conflict.** The Project would not conflict with this goal. The Project would develop 15 industrial buildings in an area zoned for industry with other major employers nearby. This Project is adjacent to existing residential within the City's limits and supports human-centered communities by providing nearby employment. The Project would be developed consistent with Thousand Oaks Municipal Code (TOMC) Section 9-4.4001 through 9-4.4006, the project would be required to provide a Transportation Demand Management program that, at a minimum, would provide aa commuter information center where employees, and visitors can obtain information regarding commute programs and individuals can obtain real-time information for planning travel without using an automobile Thus, the Project would no conflict with this Connect SoCal 2024 goal.

Goals	Responsible Party(ies)	Consistency Analysis
Produce and preserve diverse housing types in an effort to improve affordability, accessibility and opportunities for all households.	Local Jurisdictions, SCAG	**No Conflict.** The Project would not conflict with this goal. The Project would develop 15 industrial buildings and does not include housing elements. However, the Project includes accessibility and opportunity for the commuting needs for all households. The Project would be developed consistent with Thousand Oaks Municipal Code (TOMC) Section 9-4.4001 through 9-4.4006, the project would be required to provide a Transportation Demand Management program that, at a minimum, would provide aa commuter information center where employees, and visitors can obtain information regarding commute programs and individuals can obtain real-time information for planning travel without using an automobile. The Project site is in close proximity to Thousand Oaks Transit bus stops, including stops at Lawrence Dr./Rancho Conejo Blvd. located approximately 0.50 miles southeast from the Project Site; and existing bike routes along Rancho Conejo Blvd., Ventura Park Road, and West Hillcrest.
Develop communities that are resilient and can mitigate, adapt to, and respond to chronic and acute stresses and disruptions, such as climate change.	Local Jurisdictions, SCAG	**No Conflict.** The Project would not conflict with this goal. The Project would develop 15 industrial buildings in an area zoned for industry with other major employers nearby. In addition, as part of Mitigation Measure TRAF-1 through TRAF-5, the Project could provide an additional 35 EV chargers in an amount above the 84 EV chargers required by the 2022 California Green Building Standards as one of the VMT reduction strategies (see Section 3.12, of the Project's Draft EIR, for additional details). The Project would be developed consistent with Thousand Oaks Municipal Code (TOMC) Section 9-4.4001 through 9-4.4006, the project would be required to provide a Transportation Demand Management program that, at a minimum, would provide aa commuter information center where employees, and visitors can obtain information regarding commute programs and individuals can obtain real-time information for planning travel without using an automobile.
Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water.	Local Jurisdictions, SCAG	**No Conflict.** The Project would not conflict with this goal. The Project would develop 15 industrial buildings that would comply with CALGreen and Title 24 requirements to reduce energy consumption by implementing energy efficient building designs, reducing indoor and outdoor water demand, and installing energy-efficient appliances and equipment within all units. Additionally, the Project landscape plan calls for low maintenance, native, and drought tolerant landscaping and low-flow water efficient irrigation. In addition, as part of Mitigation Measure TRAF-1 through TRAF-5, the Project could provide an additional 35 EV chargers in an amount above the 84 EV chargers required by the 2022 California Green Building Standards as one of the VMT reduction strategies (see Section 3.12, of the Project's Draft EIR, for additional details). The Project would be developed consistent with Thousand Oaks Municipal Code (TOMC) Section 9-4.4001 through 9-4.4006, the project would be required to provide a Transportation Demand Management program that, at a minimum, would provide aa commuter information center where employees, and visitors can obtain information regarding commute programs and individuals can obtain real-time information for planning travel without using an automobile. As such, elements of the Project integrate the regions development pattern and transportation network in a way that reduces VMT, which improves air quality and reduces GHG emissions, and enable sustainable use of energy and water.
Conserve the region's resources.	Local Jurisdictions, SCAG	**No Conflict.** The Project would not conflict with this goal. The Project would include strategies to conserve the region's resources though compliance of federal, state, and local regulations and the implementation of sustainable building practices that consume less energy, water, and, other non-renewable resources. This includes compliance with CALGreen, Title 24 requirements s to reduce energy consumption by implementing energy efficient building designs, reducing indoor and outdoor water demand, and installing energy-efficient appliances and equipment within all units. Compliance with CALGreen and Title 24 could include but are not limited to installation of ENERGY STAR® compliant appliances to the greatest extent feasible, installation

Goals	Responsible Party(ies)	Consistency Analysis
		of solar, electric or lower-nitrogen oxides gas-fired water heaters, and installation of water-efficient irrigation systems. Therefore, the operation of future development of the Project would be designed in a manner that is consistent with conserving the region's resources.
Improve access to jobs and educational resources.	Local Jurisdictions	**No Conflict.** The Project would not conflict with this goal. The Project will construct 15 industrial buildings on 51.34 gross acres / 49.57 net acres. The Project's additional office, manufacturing, and industrial space would expand the area's existing industrial, office, and commercial character while supporting development of the area's growing industries and creating additional local employment opportunities. Further, the development is in the Rancho Conejo Industrial Area that supports the growth of industries and employment in the region as outlined in the *Thousand Oaks Economic Development Strategic Plan*. Therefore, the Project would not conflict with the strategies in Connect SoCal 2024.
Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air and quality of life for our communities.	Local Jurisdictions	**No Conflict.** The Project would not conflict with this goal. The Project would enhance and improve infrastructure and circulation in the Rancho Conejo Industrial Area to support commercial and industrial uses. The Project is utilizing the good movement systems of the existing industrial and commercial area, as well as include site improvements that allow for vehicular access and circulation. Therefore, the Project would not conflict with the goods movements strategies in Connect SoCal 2024.

SOURCE: ESA, 2024

TABLE 3.7-6
CONSISTENCY ANALYSIS WITH VENTURA COUNTY 2040 GENERAL PLAN AND CLIMATE ACTION PLAN POLICIES

Policies	Consistency Analysis
Policy LU-11.3: Design. The County shall require new commercial and industrial developments to be designed to be generally compact, grouped and consolidated into functional units providing for sufficient off-street parking and loading facilities, maximize pedestrian and vehicle safety, reduce vehicle miles traveled (VMT), encourage electric vehicle charging, and minimize land use conflicts and traffic congestion. The County shall require that commercial and industrial discretionary development is designed to provide adequate buffering (e.g., walls, landscaping, setbacks) and operational conditions (e.g., hours of operation, and scheduling of deliveries) to minimize adverse impacts (e.g., noise, glare, and odors) on adjoining and adjacent residential areas.	**No Conflict.** The Project is the construction and operation of 15 industrial buildings on 15 lots and each building will have sufficient parking. The Project would be grouped next to other industrial developments. The Project would install end-of-trip bicycle facilities including bike racks and lockers which would encourage alternative transportation. Additionally, the Project includes improvements to pedestrian and bicycle connections. Furthermore, the Project would promote the use of electric vehicles by providing EV spaces and electric vehicle charging stations per the CALGreen code. In addition, as part of Mitigation Measure TRAF-1 through TRAF-5, the Project could provide an additional 35 EV chargers in an amount above the 84 EV chargers required by the 2022 California Green Building Standards as one of the VMT reduction strategies (see Section 3.12, of the Project's Draft EIR, for additional details). Furthermore, the Project will provide preferential parking for commuters who carpool, vanpool, ride-share or use alternatively fueled vehicles. The Project would also include common outdoor open space and would provide a pedestrian access network that internally links all uses and connects to all existing or planned trails to the adjacent open space, external streets and pedestrian facilities contiguous with the Project site and eliminate the physical barriers such as walls, landscaping, and slopes that impede pedestrian circulation. Thus, the Project would be supportive of this design policy.
Policy LU-11.4: Sustainable Technologies. The County shall encourage discretionary development on commercial- and industrial- designated land to incorporate sustainable technologies, including energy- and water-efficient practices and low- or zero-carbon practices.	**No Conflict.** The Project would comply with CALGreen and Title 24 requirements to reduce energy consumption by implementing energy efficient building designs, reducing indoor and outdoor water demand, and installing energy-efficient appliances and equipment within all units. Compliance with CALGreen and Title 24 could include but are not limited to installation of ENERGY STAR® compliant appliances to the greatest extent feasible, installation of solar, electric or lower-nitrogen oxides gas-fired water heaters, and installation of water-efficient irrigation systems. Additionally, CALGreen requires

Policies	Consistency Analysis
	designated parking spaces for carpool or alternative fueled vehicles, long- and short-term bike parking, and installation of electrical conduit for electric vehicle charging parking spaces. Additionally, the Project landscape plan calls for low maintenance, native, and drought tolerant landscaping and low-flow water efficient irrigation. Thus, the Project would be supportive of this policy to incorporate sustainable technologies.
Policy LU-16.5: Multimodal Access to Commercial Development. The County shall encourage discretionary commercial development to promote ease of pedestrian/bicycle access to encourage walk-in business, while providing sufficient off-street parking.	**No Conflict.** The Project site is in close proximity to Thousand Oaks Transit bus stops, including stops at Lawrence Dr./Rancho Conejo Blvd. located approximately 0.50 miles southeast from the Project Site; and existing bike routes along Rancho Conejo Blvd., Ventura Park Road, and West Hillcrest. The Project would provide sufficient surface level parking for each building. The Project would also include common landscaped outdoor open space and would provide a pedestrian access network that internally links all uses and connects to all existing or planned external streets. Furthermore, the proposed project would include the dedication of and development of Academy Drive, which would extend to the north from Conejo Center Drive, and would provide access to Lots 4A and 4B. The right-of-way for Academy Drive would be 50 feet in width and approximately 500 feet in length terminating at the western end of the Specific Plan area. The Project would support this policy by installing end-of-trip bicycle facilities including bike racks and lockers which would encourage alternative transportation. In addition, the proposed project would provide an 8-foot-wide equestrian easement along the east side of Academy Drive. The proposed Project would also provide an additional 3-foot-wide easement along the north side of Conejo Center Drive. These easements would allow for a connection to the proposed equestrian trail along Academy Drive west of the project, which would be built by others, and the COSCA Western Plateau Trail. In addition, a 20-foot-wide fire access easement is proposed within the 30-foot-wide drive aisle of Lot 6B with access via Rancho Conejo Boulevard. The fire access easement would be within the drive aisle along the western side of Lot 6B and would connect in the northeastern portion of the lot to a proposed vehicular access to the Hill Canyon Fire Road. A 10-foot-wide pedestrian trail access easement is proposed to connect to the Hill Canyon Fire Trail. The pedestrian trail access would be within the surface parking lot on the eastern portion of Lot 6B and would connect to the Hill Canyon Fire Road. Thus, the Project would be supportive of this policy to promote bicycle/pedestrian access.
Policy LU-16.9: Building Orientation and Landscaping. The County shall encourage discretionary development to be oriented and landscaped to enhance natural lighting, solar access, and passive heating or cooling opportunities to maximize energy efficiency.	**No Conflict.** The Project would be consistent with this policy by being designed to enhance natural lighting and utilizing passive heating and cooling opportunities where available to maximize energy efficiency. Additionally, the landscaping plan calls for native, and drought tolerant landscaping and low-flow water efficient irrigation. Thus, the Project would support this policy,
Policy CTM-4.2: Alternative Transportation. The County shall encourage bicycling, walking, public transportation, and other forms of alternative transportation to reduce Vehicle Miles Traveled (VMT), traffic congestion, and greenhouse gas emissions.	**No Conflict.** The Project would support these VMT reduction policies by installing end-of-trip bicycle facilities including bike racks and lockers which would encourage alternative transportation. Additionally, the Project would promote the use of electric vehicles by providing EV spaces and electric vehicle charging stations per the CALGreen code. In addition, as part of Mitigation Measure TRAF-1 through TRAF-5, the Project could provide an additional 35 EV chargers in an amount above the 84 EV chargers required by the 2022 California Green Building Standards as one of the VMT reduction strategies (see Section 3.12, of the Project's Draft EIR, for additional details). Furthermore, the Project will provide preferential parking for commuters who carpool, vanpool, ride-share or use alternatively fueled vehicles. The Project would also include common landscaped outdoor open space and would provide a pedestrian access network that internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the Project site and eliminate the physical barriers such as walls, landscaping, and slopes that impede pedestrian circulation. Thus, the Project would be

Policies	Consistency Analysis
	supportive of this policy to reduce GHGs, VMTs, and traffic congestion.
Policy CTM-6.5: Electric Vehicle Charging Stations. The County shall support the installation of electric vehicle charging stations, where feasible, at County facilities, parking lots, park-and-ride lots, truck stops, and new development.	**No Conflict.** The Project would promote the use of electric vehicles by providing EV spaces and electric vehicle charging stations per the CALGreen code. In addition, as part of Mitigation Measure TRAF-1 through TRAF-5, the Project could provide an additional 35 EV chargers in an amount above the 84 EV chargers required by the 2022 California Green Building Standards as one of the VMT reduction strategies (see Section 3.12, of the Project's Draft EIR, for additional details). Thus, the Project would be supportive of this policy.
Policy COS-8.6: Zero Net Energy and Zero Net Carbon Buildings. The County shall support the transition to zero net energy and zero net carbon buildings, including electrification of new buildings.	**No Conflict.** The Project would comply with CALGreen and Title 24 requirements to reduce energy consumption by implementing energy efficient building designs, reducing indoor and outdoor water demand, and installing energy-efficient appliances and equipment within all units. Compliance with CALGreen and Title 24 could include but are not limited to installation of ENERGY STAR® compliant appliances to the greatest extent feasible, installation of solar, electric or lower-nitrogen oxides gas-fired water heaters, and installation of water-efficient irrigation systems. Thus, the Project would be supportive of this policy.
Policy COS-8.7: Sustainable Building Practices. The County shall promote sustainable building practices that incorporate a "whole systems" approach for design and construction that consumes less energy, water, and other non-renewable resources, such as by facilitating passive ventilation and effective use of daylight.	**No Conflict.** Although this policy does not apply specifically to the Project, the 15 industrial buildings will be constructed consistent with 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. which would support sustainable building practices in new development.
Policy COS-8.8: Renewable Energy Features in Discretionary Development. The County shall encourage the integration of features that support the generation, transmission, efficient use, and storage of renewable energy sources in discretionary development.	**Not Applicable.** This strategy is not applicable to the Project.
Policy COS-8.9: Urban Tree Canopy Improvements for Energy Conservation. The County shall encourage discretionary development to include the planting of shade trees on each property and within parking areas to reduce radiation heat production.	**No Conflict.** The Project would include the planting of shade trees on each property and within the parking areas to help reduce radiation heat production.
Policy COS-10.4: Greenhouse Gas Reductions in Existing and New Development. The County shall reduce GHG emissions in both existing and new development through a combination of measures included in the GHG Strategy, which includes new and modified regulations, financing and incentive-based programs, community outreach and education programs, partnerships with local or regional agencies, and other related actions.	**No Conflict.** Although this policy does not apply specifically to the Project, the 15 industrial buildings will be constructed consistent with 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. which would support GHG reductions in new development.
Policy WR-3.2: Water Use Efficiency for Discretionary Development. The County shall require the use of water conservation techniques for discretionary development, as appropriate. Such techniques include low-flow plumbing fixtures in new construction that meet or exceed the California Plumbing Code, use of graywater or reclaimed water for landscaping, retention of stormwater runoff for direct use and/or groundwater recharge, and landscape water efficiency standards that meet or exceed the standards in the California Model Water Efficiency Landscape Ordinance.	**No Conflict.** The Project will comply with this policy by complying with or exceeding water conservation requirements in the 2022 CALGreen Code and 2022 Title 24 requirements.

SOURCE: ESA 2024

TABLE 3.7-7
CONSISTENCY ANALYSIS WITH 2045 GENERAL PLAN GOALS AND POLICIES

Goals and Policies	Consistency Analysis
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 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 2.7: Regional Programs.** Support regional congestion management and air quality programs.	**No Conflict.** The Project would support these policies by installing end-of-trip bicycle facilities including bike racks and lockers which would encourage alternative transportation. Additionally, the Project includes improvements to pedestrian and bicycle connections. Furthermore, the Project would promote the use of electric vehicles by providing EV spaces and electric vehicle charging stations per the CALGreen code. In addition, as part of Mitigation Measure TRAF-1 through TRAF-5, the Project could provide an additional 35 EV chargers in an amount above the 84 EV chargers required by the 2022 California Green Building Standards as one of the VMT reduction strategies (see Section 3.12, of the Project's Draft EIR, for additional details). The Project will provide preferential parking for commuters who carpool, vanpool, ride-share or use alternatively fueled vehicles. The Project would also include common outdoor open space and would provide a pedestrian access network that internally links all uses and connects to all existing or planned trails to the adjacent open space, external streets and pedestrian facilities contiguous with the Project site and eliminate the physical barriers such as walls, landscaping, and slopes that impede pedestrian circulation. Thus, the Project would be supportive of these goals and policies to reduce GHGs.
Goal M-3: Create and maintain a transportation system that improves community health.	
Policy 3.1: Active Travel Faculties. 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 3.2: Neighborhood Streets.** Create neighborhood streets that unify neighborhoods, reduce vehicle speeds, reduce barriers for people walking, biking, and riding transit, and provide connectivity to arterials. Extend stubbed-end streets through future developments, where appropriate, to provide necessary circulation within a developing area and for adequate internal circulation within and between neighborhoods. **Policy 3.3: Truck Routing.** Identify, designate, and enforce truck routes to minimize impact of truck traffic on residential neighborhoods. **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 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. **Policy 3.7: Clean Fuels and Vehicles.** Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.	**No Conflict.** The Project would support these policies by installing end-of-trip bicycle facilities including bike racks and lockers which would encourage alternative transportation. Additionally, the Project would promote the use of electric vehicles by providing EV spaces and electric vehicle charging stations per the CALGreen code. In addition, as part of Mitigation Measure TRAF-1 through TRAF-5, the Project could provide an additional 35 EV chargers in an amount above the 84 EV chargers required by the 2022 California Green Building Standards as one of the VMT reduction strategies (see Section 3.12, of the Project's Draft EIR, for additional details). Furthermore, the Project will provide preferential parking for commuters who carpool, vanpool, ride-share or use alternatively fueled vehicles. The Project would also include common landscaped outdoor open space and would provide a pedestrian access network that internally links all uses and connects to all existing or planned trails to the adjacent open space, external streets and pedestrian facilities contiguous with the Project site and eliminate the physical barriers such as walls, landscaping, and slopes that impede pedestrian circulation. Furthermore, the proposed project would include the dedication of and development of Academy Drive, which would extend to the north from Conejo Center Drive, and would provide access to Lots 4A and 4B. The right-of-way for Academy Drive would be 50 feet in width and approximately 500 feet in length terminating at the western end of the Specific Plan area. In addition, the proposed project would provide an 8-foot-wide equestrian easement along the east side of Academy Drive. The proposed Project would also provide an additional 3-foot-wide easement along the north side of Conejo Center Drive. These easements would allow for a connection to the proposed equestrian trail along Academy Drive west of the project, which would be built by others, and the COSCA Western Plateau Trail. In addition, a 20-foot-wide fire access easement is proposed within the 30-foot-wide drive aisle of Lot 6B with access via Rancho Conejo Boulevard. The fire access easement would be within the drive aisle along the western side of Lot 6B and would connect in the northeastern portion of the lot to a proposed vehicular access to the Hill Canyon Fire Road. A 10-foot-wide

Goals and Policies	Consistency Analysis
	pedestrian trail access easement is proposed to connect to the Hill Canyon Fire Trail. The pedestrian trail access would be within the surface parking lot on the eastern portion of Lot 6B and would connect to the Hill Canyon Fire Road. Construction trucks would follow an approved truck route to minimize impacts to residential neighborhoods. Thus, the Project would be supportive of these goals and policies to reduce GHGs.
Goal M-4: Create a transportation system that will accommodate future growth that provides for all modes.	
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 4.7: Parking Management.** Implement a comprehensive parking management strategy that supports economic growth and vitality, and environmental sustainability, and ensures that the available parking supply is utilized at levels that meet ongoing needs.	**No Conflict.** The Project site is in close proximity to Thousand Oaks Transit bus stops, including stops at Lawrence Dr./Rancho Conejo Blvd. located approximately 0.50 miles southeast from the Project Site; and existing bike routes along Rancho Conejo Blvd., Ventu Park Road, and West Hillcrest. The Project would provide surface level parking for each building. The Project would also include common landscaped outdoor open space and would provide a pedestrian access network that internally links all uses and connects to all existing or planned external streets. Furthermore, the proposed project would include the dedication of and development of Academy Drive, which would extend to the north from Conejo Center Drive, and would provide access to Lots 4A and 4B. The right-of-way for Academy Drive would be 50 feet in width and approximately 500 feet in length terminating at the western end of the Specific Plan area. Thus, the Project would be supportive of these goals and policies to reduce GHGs.
Goal M-5: Create and maintain a transportation system that fosters vibrant commercial centers and economic resiliency.	
Policy 5.2: Flexible Parking Requirements. Allow creative and flexible approaches to parking, including maximizing use of existing public supply and sharing between uses to create a “park once environment” and facilitate the revitalization of underutilized land. **Policy 5.3: Bicycle Parking.** Expand the availability of secure and convenient bicycle parking at key destinations.	**No Conflict.** The Project would be consistent with these goals and policies by providing surface level parking at all buildings and by having end-of-trip bicycle facilities including bike racks and lockers. Additionally, the Project would promote the use of electric vehicles by providing EV spaces and electric vehicle charging stations per the CALGreen code. In addition, as part of Mitigation Measure TRAF-1 through TRAF-5, the Project could provide an additional 35 EV chargers in an amount above the 84 EV chargers required by the 2022 California Green Building Standards as one of the VMT reduction strategies (see Section 3.12, of the Project’s Draft EIR, for additional details). Furthermore, the Project will provide preferential parking for commuters who carpool, vanpool, ride-share or use alternatively fueled vehicles.
Goal M-6: Create and maintain a transportation system that reduces impacts to the environment while leaving 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 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.	**No Conflict.** The Project would support these VMT reduction policies by installing end-of-trip bicycle facilities including bike racks and lockers which would encourage alternative transportation. Additionally, the Project would promote the use of electric vehicles by providing EV spaces and electric vehicle charging stations per the CALGreen code. In addition, as part of Mitigation Measure TRAF-1 through TRAF-5, the Project could provide an additional 35 EV chargers in an amount above the 84 EV chargers required by the 2022 California Green Building Standards as one of the VMT reduction strategies (see Section 3.12, of the Project’s Draft EIR, for additional details). Furthermore, the Project will provide preferential parking for commuters who carpool, vanpool, ride-share or use alternatively fueled vehicles. The Project would also include common landscaped outdoor open space and would provide a pedestrian access network that internally links all uses and connects to all existing or planned trails to the adjacent open space, external streets and pedestrian facilities contiguous with the Project site and eliminate the physical barriers such as walls, landscaping, and slopes that impede pedestrian circulation. Thus, the Project would be supportive of these goals and policies to reduce GHGs.

Goals and Policies	Consistency Analysis
Goal C-10: Achieve and maintain air quality that protects public health, safety, and welfare for those who live or work in the city for visitors.	
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.	**No Conflict.** The Project site is in close proximity to Thousand Oaks Transit bus stops, including stops at Lawrence Dr./Rancho Conejo Blvd. located approximately 0.50 miles southeast from the Project Site; and existing bike routes along Rancho Conejo Blvd., Ventu Park Road, and West Hillcrest. The Project would support these VMT reduction policies by installing end-of-trip bicycle facilities including bike racks and lockers which would encourage alternative transportation. Additionally, the Project would promote the use of electric vehicles by providing EV spaces and electric vehicle charging stations per the CALGreen code and would provide preferential parking for commuters who carpool, vanpool, ride-share or use alternatively fueled vehicles. In addition, as part of Mitigation Measure TRAF-1 through TRAF-5, the Project could provide an additional 35 EV chargers in an amount above the 84 EV chargers required by the 2022 California Green Building Standards as one of the VMT reduction strategies (see Section 3.12, of the Project's Draft EIR, for additional details). The Project would also include common landscaped outdoor open space and would provide a pedestrian access network that internally links all uses and connects to all existing or planned external streets. Thus, the Project would be supportive of these goals and policies to reduce GHGs.
Goal CFS-4: Encourage building and landscape design that conserves or recycles water.	
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 4.5: Building Water Efficiency.** Minimize future water use by requiring all new developments to meet Green Building Standards identified by the USEPA and other regulatory entities.	**No Conflict.** The Project would comply with CALGreen and Title 24 requirements to reduce energy consumption by implementing energy efficient building designs, reducing indoor and outdoor water demand, and installing energy-efficient appliances and equipment within all units. Compliance with CALGreen and Title 24 could include but are not limited to installation of ENERGY STAR® compliant appliances to the greatest extent feasible, installation of solar, electric or lower-nitrogen oxides gas-fired water heaters, and installation of water-efficient irrigation systems. Additionally, CALGreen requires designated parking spaces for carpool or alternative fueled vehicles, long- and short-term bike parking, and installation of electrical conduit for electric vehicle charging parking spaces. Additionally, the Project landscape plan calls for low maintenance, native, and drought tolerant landscaping and low-flow water efficient irrigation. Thus, the Project would be supportive of these goals and policies to reduce GHGs.

SOURCE: ESA 2023

TABLE 3.7-8
CONSISTENCY ANALYSIS WITH CITY OF THOUSAND OAKS CLIMATE AND ENVIRONMENTAL ACTION PLAN GOALS AND MEASURES

Goals and Measures	Consistency Analysis
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 LEED-certified buildings at the Gold or Platinum level.	**No Conflict.** The proposed Project would be built to include mixed fuels, including electricity and natural gas infrastructure. Features of the buildings incentivize a number of energy efficiency and/or electrification measures to meet GHG savings including, In addition, as part of Mitigation Measure TRAF-1 through TRAF-5, the Project could provide an additional 35 EV chargers in an amount above the 84 EV chargers required by the 2022 California Green Building Standards as one of the VMT reduction strategies (see Section 3.12, of the Project's Draft EIR, for additional details). Furthermore, the Project would support alternative-fueled transportation by installing end-of-trip bicycle facilities including bike racks and lockers which would encourage alternative transportation. While the Project would not be all-electric, the Project could make use of the mixed fuel plus a Flexible Measures or equivalent compliance pathway as supported by the California Energy Codes and Standards program. If the City were to go through with this measure, points would be applied for each measure based on their equivalent GHG savings. This can result from Flexible Measures across renewables, electrification, water, and other processes.
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.** Although the Project will be a new development, the 15 industrial buildings will be constructed consistent with 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 would support this measure by constructing 15 industrial buildings on 51.34 gross acres / 49.57 net acres creating job opportunities in the City. The Project would support ATP by installing end-of-trip bicycle facilities including bike racks and lockers which would encourage alternative transportation. Furthermore, the Project Site is in close proximity to Thousand Oaks Transit bus stops, including stops at Lawrence Dr./Rancho Conejo Blvd. located approximately 0.50 miles southeast from the Project Site; and existing bike routes along Rancho Conejo Blvd., Ventu Park Road, and West Hillcrest. The Project would also include common landscaped outdoor open space and would provide a pedestrian access network that internally links all uses and connects to all existing or planned external streets. Additionally, the Project would promote e-mobility and the use of electric vehicles by providing EV spaces and electric vehicle charging stations per the CALGreen code and would provide preferential

Goals and Measures	Consistency Analysis
	parking for commuters who carpool, vanpool, ride-share or use alternatively fueled vehicles.
Goal TR2: Increase Proportion of Clean/ Electric Vehicles.	
Measure TR2.2: Increase EV charging requirement above CALGreen mandatory provisions for new non-residential developments.	**No Conflict.** The Project would support this measure and the use of electric vehicles by providing EV spaces and electric vehicle charging stations per the CALGreen code and would provide preferential parking for commuters who carpool, vanpool, ride-share or use alternatively fueled vehicles. In addition, as part of Mitigation Measure TRAF-1 through TRAF-5, the Project could provide an additional 35 EV chargers in an amount above the 84 EV chargers required by the 2022 California Green Building Standards as one of the VMT reduction strategies (see Section 3.12, of the Project's Draft EIR, for additional details). Furthermore, the Project would support alternative-fueled transportation by installing end-of-trip bicycle facilities including bike racks and lockers which would encourage alternative transportation. The Project Site is in close proximity to Thousand Oaks Transit bus stops, including stops at Lawrence Dr./Rancho Conejo Blvd. located approximately 0.50 miles southeast from the Project Site; and existing bike routes along Rancho Conejo Blvd., Ventu Park Road, and West Hillcrest. The Project would also include common landscaped outdoor open space and would provide a pedestrian access network that internally links all uses and connects to all existing or planned external streets.
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 Athens Trash Service, which is subject to AB 939, which requires cities and unincorporated portions of counties throughout the state to divert a minimum 50 percent diverted 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 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 (see Section 3.14, *Utilities and Service Systems*, for additional details). 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 be in compliance with SB 1383 and that Tier 2 generators be in compliance with SB 1383 by January 1, 2024. As such, the Project would not conflict with this goal.
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 with the existing and replanted trees. All landscaping will be watered with an automatic, high-efficiency irrigation system that includes weather and flow sensors. 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 on between 10 percent to 41 percent of every site. The Project will introduce a variety of native species to the outdoor landscaping areas.

Goals and Measures	Consistency Analysis
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.
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 each property and within the parking areas to help reduce radiation heat production.
Goal: AR2: Address Emergencies and Increase Energy Resiliency.	
Measure AR2.4: Encourage businesses, residents, and property owners to install resilient clean backup power supply**.**	**No Conflict.** The Project would not install diesel-fueled 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 CALGreen Code and 2022 Title 24 requirements. In addition, as discussed in Section 3.14, *Utilities and Service Systems*, the Project would implement Best Management Practices (BMPs), including but not be limited to, connecting all impervious areas to the existing storm drain system, catch basins and proposed biofiltration BMPs consisting of bioswales, biopod planters, underground biopods, and detention pipe BMPs. BMPs for stormwater treatment will be provided and the storm drain system at the Project will comply with LID and Regional Water Quality Control Board (RWQCB) regulations per the MS4 permit to mitigate site runoff and promote water quality. Implementation of the drainage plan consists of connections to existing facilities. As such, the proposed 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 (see Section 3.14, *Utilities and Service Systems,* for additional details.

SOURCE: ESA 2023

As discussed in Table 3.7-8, the Project would not conflict with the City of Thousand Oaks Climate and Environmental Action Plan and would be supportive of the measures contained therein. Therefore, GHG impacts would be less than significant with respect to the City of Thousand Oaks Climate and Environmental Action Plan.

Title 24 and CALGreen Code

The California Energy Commission adopted CALGreen (Part 11 of Title 24, Building Energy Efficiency Standards) 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" (CBSC 2010). The Project would comply with CALGreen requirements, which could include but are not limited to installation of ENERGY STAR® compliant appliances to the greatest extent feasible, installation of solar, electric or lower-nitrogen oxides gas-fired water heaters, and installation of water-efficient irrigation systems. Additionally, CALGreen requires designated parking spaces for carpool or alternative fueled vehicles, long- and short-term bike parking, and installation of electrical conduit for electric vehicle charging parking spaces. As demonstrated above in Tables 3.7-4 through 3.7-8, the Project would comply with CALGreen and Title 24 requirements to reduce energy consumption by implementing energy efficient building designs, reducing indoor and outdoor water demand, and installing energy-efficient appliances and equipment within all buildings Additionally, the Project is located close to transit and encourages residents to use public transit, ridesharing, and alternatively fueled vehicles, including walking and biking to reduce VMTs in support of the CEAP and General Plan 2045 goals.

For the reasons described above, the Project's emissions trajectory is expected to follow a declining trend, consistent with the establishment of the 2030, 2045, and 2050 targets. Therefore, given the Project's GHG emissions efficiency and the Project's consistency analysis with applicable GHG plans, policies and regulations adopted for the purpose of reducing GHG emissions, impacts regarding GHG emissions and reduction plans would be less than significant.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation measures are required.

3.7.6 Cumulative GHG Impacts

CEQA requires that lead agencies consider the cumulative impacts of GHG emissions from even relatively small (on a global basis) increases in GHG emissions. Small contributions to this cumulative impact (from which significant effects are occurring and are expected to worsen over time) may be potentially considerable and therefore significant. In the case of global climate change, the proximity of the Project to other GHG emissions generating activities is not directly relevant to the determination of a cumulative impact because climate change is a global condition. As stated above, GHG emission impacts are, by their very nature cumulative, as both the CNRA and CAPCOA have recognized (CAPCOA 2009). Therefore, an analysis of a Project's GHG emission impacts also serves as a cumulative impact assessment.

Although HSC Division 25.5 sets a statewide target for statewide 2030 GHG emission levels, its implementing tools (e.g., CARB's *Climate Change Scoping Plan*) make clear that the reductions are not expected to occur uniformly from all sources or sectors. CARB has set targets specific to the transportation sector (land use-related transportation emissions), for example, and under SB 375, SCAG must incorporate these GHG-reduction goals into its Regional Transportation Plan and demonstrate that its Sustainable Communities Strategy is consistent with the Regional Housing Needs Assessment. One of the goals of this process is to ensure that the efforts of State, regional and local planning agencies accommodate the contemporaneous increase in population and employment with a decrease in overall GHG emissions. Although this Project would introduce GHGs into the environment, it would locate

industrial uses on previously graded land in a Specific Plan for this type of development. Thus, this Project supports a reduction in VMT in accordance with the goals of the Connect SoCal 2024 as shown in Tables 3.7-4 through 3.7-8.

With implementation of good planning policies, the land use sector can accommodate growth and not conflict with statewide plans to reduce GHG emissions. To that end, various agencies are required to develop programs to guide future building and transportation development toward minimizing resource consumption and reducing resultant pollution. As discussed above, the City has adopted a Green Building Code that includes mandatory measures to minimize and reduce GHG emissions from energy consumption.

As discussed in the tables above, the Project's design and location would not conflict with applicable GHG reduction strategies recommended by the State, region, and City. Furthermore, the overwhelming majority of the Project related GHG emissions are from two highly regulated source sectors, including electricity generation and transportation fuels. These sectors are already covered entities under the RPS and the Cap-and-Trade Program and as such would be reduced sector-wide in accordance with the GHG reduction targets of HSC Division 25.5, in addition to the previously discussed GHG emissions reductions from the Project-specific energy efficiency design features, and substantial VMT-reducing land use characteristics of the Project. As indicated above, the State CEQA Guidelines were amended in response to SB 97. In particular, the State CEQA Guidelines were amended to specify that compliance with a GHG emissions reduction program renders a cumulative impact insignificant. Per State CEQA Guidelines Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area of the project (14 CCR § 15064(h)(3)). To qualify, such a plan or program must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency (14 CCR § 15064(h)(3)). Examples of such programs include a "water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, [and] plans or regulations for the reduction of greenhouse gas emissions" (emphasis added) (14 CCR § 15064(h)(3)). Put another way, State CEQA Guidelines Section 15064(h)(3) allows a lead agency to make a finding of non-significance for GHG emissions if a project complies with the California Cap-and-Trade Program or other regulatory schemes to reduce GHG emissions.

Given that the Project would generate GHG emissions that would not conflict with applicable reduction plans and policies and given that GHG emission impacts are cumulative in nature, the Project's incremental contribution to cumulatively significant GHG emissions would be less than cumulatively considerable, and impacts would be less than significant.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation measures are required.

3.8 Hydrology and Water Quality

This section addresses the potential impacts to hydrology and water quality from implementation of the proposed Project. This section describes the existing local surface water and groundwater resources; summarizes the relevant regulatory background; evaluates the potential impacts that may result from implementing the Project; and identifies mitigation to minimize potential effects.

3.8.1 Environmental Setting

Existing Site Conditions

The proposed Project encompasses approximately 51.34 gross acres / 49.57 net acres of business park space and is located in the western portion of the City of Thousand Oaks in Ventura County. The City of Thousand Oaks is located approximately 12 miles east of the Pacific Ocean and 39 miles west of Los Angeles. Specifically, the Project site is located north of U.S. 101 along Rancho Conejo Boulevard and Conejo Center Drive. The Project site is currently graded with building pads and is provided with mainline utilities per Tract 4823. The Project site is surrounded by existing industrial office buildings with associated access roads, paved surface parking, slopes and landscape improvements.

Regional Watershed

The proposed Project would be located within the southwest portion of the Calleguas Creek Watershed. Calleguas Creek covers approximately 343 square miles at the southern end of Ventura County. The Santa Susana Mountains, South Mountain, and Oak Ridge form the northern boundary of the watershed. The Simi Hills and Santa Monica Mountains form the southern boundary of the watershed. Approximately 50 percent of the land in the greater watershed is undeveloped, 25 percent is urban, and the remaining 25 percent is agricultural. A majority of the urban areas, including the communities of Moorpark, Simi Valley and Thousand Oaks are located in the upper sub-watershed and most of the agriculture is located in the middle and lower sub-watersheds (EPA 2017).

Within the City of Thousand Oaks, land north of U.S. 101 is mostly developed consisting of residential and commercial land uses. Most of the land south of U.S. 101 is open space with patchy residential areas and commercial adjacent to U.S. 101.

Surface Water

The Calleguas Creek Watershed covers approximately 343 square miles, in southeastern Ventura County. The Watershed includes Conejo Creek, Arroyo Santa Rosa, Arroyo Simi, Arroyo Las Posas, and Calleguas Creek, as well as Revolon Slough and Mugu Lagoon. The Watershed ultimately drains to the Pacific Ocean through Mugu Lagoon. Surface water would drain from the Project site to Conejo Creek to Calleguas Creek and ultimately to Mugu Lagoon and to the Pacific Ocean.

Groundwater

Conejo Valley Groundwater Basin underlies Conejo Valley in southern Ventura County. The basin is bounded by surface drainage divides (DWR bulletin 118, 2004). Ground surface elevation ranges from 300 to 2,300 feet above sea level and surface waters are drained north and westward by Conejo Creek. Average annual precipitation ranges from 13 to 17 inches. The primary water-bearing units in the basin

are Quaternary alluvium and the Modelo, Topanga, and Conejo Formations. Ground water in the basin is generally unconfined and generally flows westward.

Water Bearing Formations

Alluvium. The Quaternary alluvium in the basin is generally only a few feet thick, except near Newbury Park and Thousand Oaks where it can reach up to 60 feet thick (DWR bulletin 118, 2004). This unit can be water bearing but is not the major producer in the basin.

Modelo Formation. The Miocene Modelo Formation consists of marine sandstones and shales. The unit reaches a thickness of 6,500 feet regionally and unconformably overlies the Topanga and Conejo Formations (DWR bulletin 118, 2004).

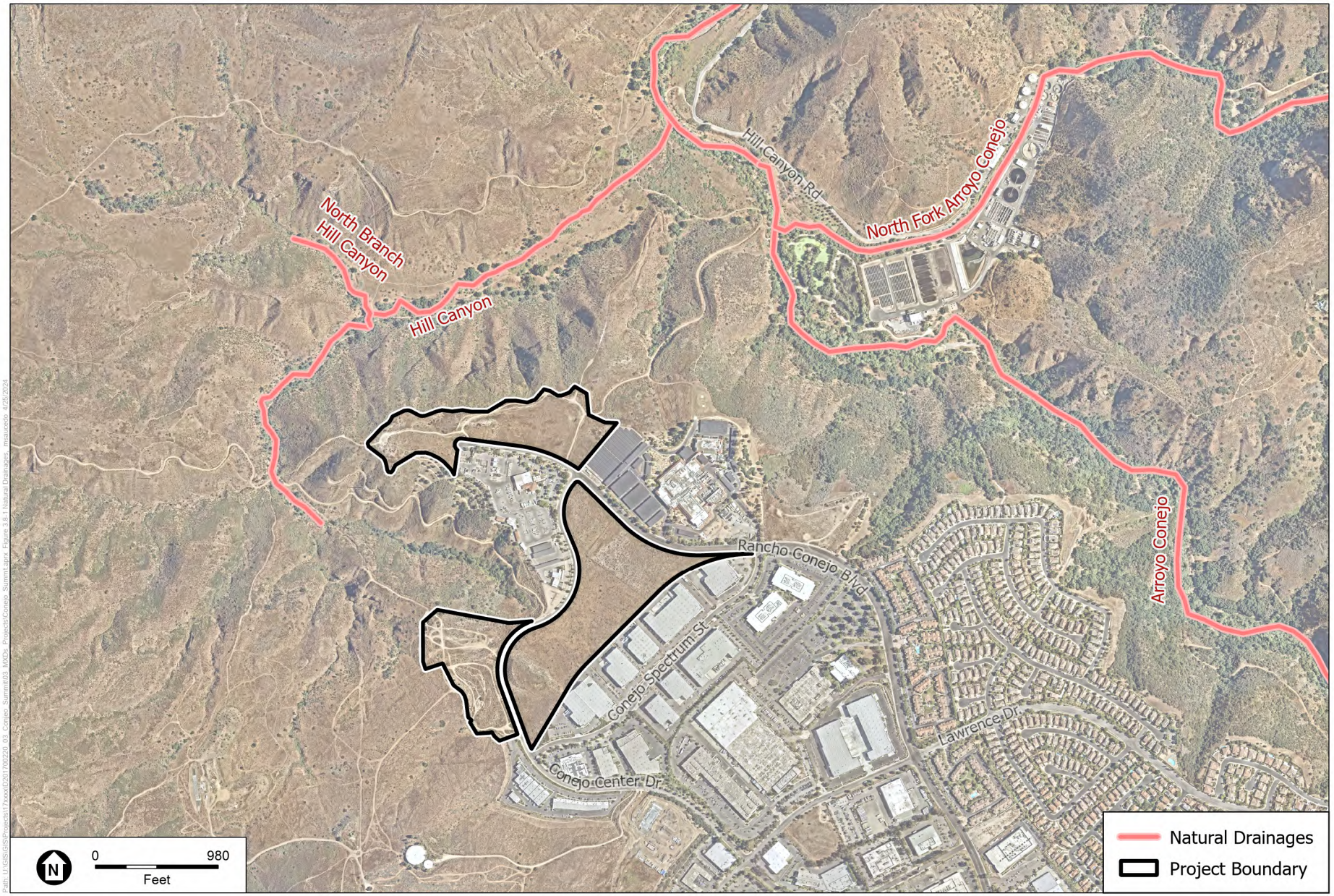
Topanga and Conejo Formations. The Miocene age Topanga Formation and Conejo Formation are coeval intercalated deposits. The Topanga Formation contains sandstone, conglomerate, and shale in the Conejo area. The Conejo Formation contains volcanic tuff, debris flow, and basaltic flow and breccia deposits that reach 13,000 feet thick (DWR bulletin 118, 2004). The high porosity in the fractured basalt flows allows production from these units. Wells in the basin were estimated to yield an average of 50 gallons per minute (gpm) and reach a maximum of 1,000 gpm by California State Water Resources Board (DWR bulletin 118, 2004).

Water Quality

Water quality in the Calleguas Creek watersheds is currently listed by the State of California as impaired by many different pollutants including legacy pesticides, OP pesticides, DDT, PCBs, metals (copper, mercury, nickel, zinc, and lead), Trash, bacteria and fecal coliform, Nutrients (nitrate, nitrite, nitrogen), Ammonia, Sulfates, Selenium, TDS, Sediment/Siltation, Toxicity, Sediment Toxicity, and Boron (EPA 2017)

Seiche, Tsunamis, and Mudflows

Seiches are disturbances in water level caused by changes in atmospheric pressure or by seismic activity. Tsunamis are series of large wave surges caused by seismic activity occurring in the ocean. Mudflows occur when soils become saturated to the point where they liquefy and flow. The nearest surface water feature is the Hill Canyon Creek to the north and Arroyo Conejo Creek to the east both approximately 0.30 mile from the Project Site (**Figure 3.8-1**). The Project site is not located within a known seiche, tsunami or mudflow area.



SOURCE: County of Ventura, 2024; ESA, 2024

Conejo Summit

Figure 3.8-1
Natural Drainages

ESA

3.8.2 Regulatory Setting

Federal

Clean Water Act

The Clean Water Act (CWA) was first introduced in 1948 as the Water Pollution Control Act. The CWA authorizes Federal, state, and local entities to cooperatively create comprehensive programs for eliminating or reducing the pollution of state waters and tributaries. The primary goals of the CWA are to restore and maintain the chemical, physical, and biological integrity of the nation's waters and to make all surface waters fishable and swimmable. As such, the CWA forms the basic national framework for the management of water quality and the control of pollutant discharges. The CWA also sets forth a number of objectives in order to achieve the above-mentioned goals. These objectives include regulating pollutant and toxic pollutant discharges; providing for water quality that protects and fosters the propagation of fish, shellfish and wildlife; developing waste treatment management plans; and developing and implementing programs for the control of non-point sources of pollution.

Since its introduction, major amendments to the CWA have been enacted (e.g., 1961, 1966, 1970, 1972, 1977, and 1987). Amendments enacted in 1970 created the U.S. Environmental Protection Agency (USEPA), while amendments enacted in 1972 deemed the discharge of pollutants into waters of the United States from any point source unlawful unless authorized by a USEPA National Pollutant Discharge Elimination System (NPDES) permit. Amendments enacted in 1977 mandated development of a "Best Management Practices" Program at the state level and provided the Water Pollution Control Act with the common name of "Clean Water Act," which is universally used today. Amendments enacted in 1987 required the USEPA to create specific requirements for discharges.

In response to the 1987 amendments to the CWA and as part of Phase I of its NPDES permit program, the USEPA began requiring NPDES permits for: (1) municipal separate storm sewer systems (MS4) generally serving, or located in, incorporated cities with 100,000 or more people (referred to as municipal permits); (2) 11 specific categories of industrial activity (including landfills); and (3) construction activity that disturbs 5 acres or more of land. Phase II of the USEPA's NPDES permit program, which went into effect in early 2003, extended the requirements for NPDES permits to: (1) numerous small municipal separate storm sewer systems, (2) construction sites of 1 to 5 acres, and (3) industrial facilities owned or operated by small municipal separate storm sewer systems. The NPDES permit program is typically administered by individual authorized states.

In 2008, the USEPA published draft Effluent Limitation Guidelines for the construction and development industry. On June 27, 2016, the USEPA finalized its 2016 Effluent Guidelines Program Plan.

In California, the NPDES stormwater permitting program is administered by the State Water Resources Control Board (SWRCB). The SWRCB was created by the Legislature in 1967. The joint authority of water distribution and water quality protection allows the Board to provide protection for the State's waters, through its nine Regional Water Quality Control Boards (RWQCBs). The RWQCBs develop and enforce water quality objectives and implement plans that will best protect California's waters, acknowledging areas of different climate, topography, geology, and hydrology. The RWQCBs develop "basin plans" for their hydrologic areas, issue waste discharge requirements, enforce action against stormwater discharge violators, and monitor water quality.

Executive Order 11988

Under Executive Order 11988 – Floodplain Management, the Federal Emergency Management Agency (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 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

California Porter-Cologne Act

The Porter-Cologne Water Quality Control Act established the legal and regulatory framework for California's water quality control. The California Water Code (CWC) authorizes the SWRCB to implement the provisions of the CWA, including the authority to regulate waste disposal and require cleanup of discharges of hazardous materials and other pollutants.

As discussed above, under the CWC, the State of California is divided into nine RWQCBs, governing the implementation and enforcement of the CWC and CWA. The Project site is located within Region 4, also known as the Los Angeles Region (LARWQCB). Each RWQCB is required to formulate and adopt a Basin Plan for its region. The LARWQCB's Basin Plan is a comprehensive document that reports beneficial uses for surface and groundwaters, defines narrative and numeric parameters to protect water quality, and describes implementation programs to protect waters throughout the Region. This Plan must adhere to the policies set forth in the CWC and established by the SWRCB. The RWQCB is also given authority to include within its regional plan water discharge prohibitions applicable to particular conditions, areas, or types of waste. See **Table 3.8-1** for the beneficial uses of the Conejo and Calleguas Creeks.

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 (SWRCB, 2017a). Low Impact Development (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.

Regional

Los Angeles Regional Water Quality Control Board Basin Plan

As mentioned above, 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 Counties. 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.

NPDES Permit Program

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 (California State Water Resources Control Board, 2017). As indicated above, 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 (United States Environmental Protection Agency, 2017e). At the regional level, the effective plan is the LARWQCB's Basin Plan.

TABLE 3.8-1
BENEFICIAL USE DESIGNATIONS FOR WATER BODIES IN THE PROJECT AREA

Beneficial Use	Water Body Reach			
	Conejo Creek (Reach 10)	Calleguas Creek (Reach 3)	Calleguas Creek (Reach 2)	Calleguas Creek (Reach 1)
Municipal and Domestic Supply (MUN)	P*	P*	P*	N/A
Agriculture Supply (AGR)	N/A	E	E	N/A
Industrial Service Supply (IND)	N/A	E	N/A	N/A
Industrial Process Supply (PROC)	N/A	E	N/A	N/A
Groundwater Recharge (GWR)	I	E	E	N/A
Freshwater Replenishment (FRSH)	I	N/A	E	N/A
Navigation (NAV)	N/A	N/A	N/A	E
Hydropower Generation (POW)	N/A	N/A	N/A	N/A
Commercial and Sport Fishing (COMM)	N/A	N/A	N/A	Ed
Aquaculture (AQUA)	N/A	N/A	N/A	N/A
Wildlife Habitat (WILD)	E	E	E	Eo
Marine Habitat (MAR)	N/A	N/A	N/A	E
Warm Freshwater Habitat (WARM)	I	E	E	I
Cold Freshwater Habitat (COLD)	N/A	E	E	N/A
Inland Saline Water Habitat (SAL)	N/A	N/A	N/A	N/A
Estuarine Habitat (EST)	N/A	N/A	N/A	E
Preservation of Rare and Endangered Species (RARE)	E	Ep	Ep	Ee.p
Wetland Habitat (WET)	N/A	E	E	E
Migration of Aquatic Organisms (MIGR)	N/A	N/A	N/A	Ef
Spawning, Reproduction, and/or Early Development (SPWN)	N/A	N/A	N/A	Ef
Shellfish Harvesting (SHELL)	N/A	N/A	N/A	Ed
Recreation 1 (REC1)	I	Eq	E	Pn
Recreation 2 (REC2)	I	E	E	E

SOURCE: RWQCB 2019

NOTES:

N/A = not applicable

I= Intermittent beneficial use
E = existing beneficial use
P* = potential beneficial uses; asterisked MUN designations are designated under State Board Resolution 88-63 “Source of Drinking Water Policy” and Regional Board Resolution 89-03 “Incorporation of Source of Drinking Water Policy into Water Quality Control Plans”. Some designations may be considered for exemption at a later date (see pages 2-3 and 2-4 of the RWQCB-LA Basin Plan [2014] for more details)
d =Limited public access precludes full utilization
e= One or more rare species utilize all ocean, bays, estuaries, and coastal wetlands for foraging and/or nesting.
f= Aquatic organisms utilize all bays, estuaries, lagoons and coastal wetlands, to a certain extent, for spawning and early development. This may include migration into areas which are heavily influenced by freshwater inputs.
m= Access prohibited by Los Angeles County Department in the concrete-channelized areas.
n= Area is currently under control of the Navy: swimming is prohibited.
o =Marine habitats of the Channel Islands and Mugu Lagoon serve as pinniped haul-out areas for one or more species (i.e. sea lions)
p.= Potential Habitat for Clapper Rail
q= Whenever flow conditions are suitable.

NPDES Construction General Permit

Construction associated with the Project would disturb more than 1 acre of land surface affecting the quality of stormwater discharges into waters of the U.S. The Project would, therefore, be subject to the *NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities* (Order 2009-0009-DWQ, NPDES No. CAS000002; as amended by Orders 2010-0014-DWQ and 2012-006-DWQ). The Construction General Permit regulates discharges of pollutants in stormwater associated with construction activity to waters of the U.S. from construction sites that disturb 1 acre or more of land surface, or that are part of a common plan of development or sale that disturbs more than 1 acre of land surface. The permit regulates stormwater discharges associated with construction or demolition activities, such as clearing and excavation; construction of buildings; and linear underground projects, including installation of water pipelines and other utility lines.

The Construction General Permit requires that construction sites be assigned a Risk Level of 1 (low), 2 (medium), or 3 (high), based both on the sediment transport risk at the site and the receiving waters risk during periods of soil exposure (e.g., grading and site stabilization). The sediment risk level reflects the relative amount of sediment that could potentially be discharged to receiving water bodies and is based on the nature of the construction activities and the location of the site relative to receiving water bodies. The receiving waters risk level reflects the risk to the receiving waters from the sediment discharge. Depending on the risk level, the construction projects could be subject to the following requirements:

- Effluent standards
- Good site management "housekeeping"
- Non-stormwater management
- Erosion and sediment controls
- Run-on and runoff controls
- Inspection, maintenance, and repair
- Monitoring and reporting requirements

The Construction General Permit requires the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) that includes specific best management practices (BMPs) designed to prevent sediment and pollutants from contacting stormwater from moving off-site into receiving waters. The BMPs fall into several categories, including erosion control, sediment control, waste management and good housekeeping, and are intended to protect surface water quality by preventing the off-site migration of eroded soil and construction-related pollutants from the construction area. Each category contains specific BMPs to achieve the goals of the overarching category. Specific BMPs may include the following:

- Soil stabilizing BMPs: Use of straw mulch, erosion control blankets or geotextiles, and/or wood mulching
- Sedimentation control BMPs: Use of storm drain inlet protection, sediment traps, gravel bag berms, and fiber rolls
- Waste management BMPs: Stockpile management, solid waste management, and concrete waste management

- Good Housekeeping BMPs: Vehicle and equipment cleaning, implementing water conservation practices, and implementing rules for fueling construction vehicles and equipment

Routine inspection of all BMPs is required under the provisions of the Construction General Permit. In addition, the SWPPP is required to contain a visual monitoring program, a chemical monitoring program for non-visible pollutants, and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment.

The SWPPP must be prepared before construction begins. The SWPPP must contain a site map(s) that delineates the construction work area, existing and proposed buildings, parcel boundaries, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the project area. The SWPPP must list BMPs and the placement of those BMPs that the applicant would use to protect stormwater runoff. 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. Examples of typical construction BMPs include scheduling or limiting certain activities to dry periods, installing sediment barriers such as silt fence and fiber rolls, and maintaining equipment and vehicles used for construction. Non-stormwater management measures include installing specific discharge controls during certain activities, such as paving operations, vehicle and equipment washing and fueling. The Construction General Permit also sets post-construction standards (i.e., implementation of BMPs to reduce pollutants in stormwater discharges from the site following construction).

In the Project area, the Construction General Permit is implemented and enforced by the LARWQCB, which administers the stormwater permitting program. Dischargers are required to electronically submit a notice of intent (NOI) and permit registration documents (PRDs) in order to obtain coverage under this Construction General Permit. Dischargers are responsible for notifying the LARWQCB of violations or incidents of non-compliance, as well as for submitting annual reports identifying deficiencies of the BMPs and how the deficiencies were corrected. The risk assessment and SWPPP must be prepared by a State Qualified SWPPP Developer and implementation of the SWPPP must be overseen by a State Qualified SWPPP Practitioner. A Legally Responsible Person, who is legally authorized to sign and certify PRDs, is responsible for obtaining coverage under the permit.

NPDES Phase I Municipal Separate Storm Sewer System (MS4) General Permit

The Municipal Stormwater Permitting Program regulates stormwater discharges from municipal separate storm sewer (drain) systems MS4s. Stormwater runoff and authorized non-storm flows (conditionally exempt discharges) are regulated under NPDES stormwater permits. Phase I NPDES permits require medium and large cities, or certain counties with populations of 100,000 or more, to obtain NPDES permit coverage for their stormwater discharges. Phase II permits require regulated small MS4s in urbanized areas, as well as small MS4s outside the urbanized areas that are designated by the permitting authority, to obtain NPDES permit coverage for their stormwater discharges. The MS4 permits require the discharger to develop and implement a Stormwater Management Plan/Program with the goal of reducing the discharge of pollutants to the maximum extent practicable, the performance standard specified in CWA Section 402(p), typically through the application of BMPs. The management programs specify what BMPs will be used to address certain program areas. The program areas include public education

and outreach; illicit discharge detection and elimination; construction and post-construction; and good housekeeping for municipal operations.

The Permitees, consisting of the Ventura County Watershed Protection District, the County of Ventura, and all incorporated cities, prepared a Stormwater Management Program (SMP) to comply with the Phase I medium and large MS4 NPDES permit (Water Quality Order No. R4-2010-0108-DWQ) issued by the RWQCB on July 8, 2010. The permit contains discharge prohibitions, receiving water limitations, SMP implementation requirements, and other provisions to reduce the discharge of pollutants and mandate participating municipalities to implement SMPs. The SMPs incorporate BMPs that include construction controls (such as a grading ordinance), legal and regulatory approaches (such as stormwater ordinances), public education and industrial outreach (to encourage the reduction of pollutants at various sources), land development provisions, inspection activities, wet-weather monitoring, and special studies. During operation of the proposed Project, non-stormwater discharges from facility sites would be prohibited (with some conditional exceptions). Stormwater discharges must meet water-quality-based effluent limitations, or water quality standards for discharges leaving the site, and must not cause or contribute to the exceedance of receiving water limitations (water quality standards for receiving waters).

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. The Conejo Valley Basin is ranked as very low priority. 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 is of very low priority under SGMA and a GSA has not been created for the basin (DWR 2020).

Local

The City of Thousand Oaks General Plan

The City of Thousand Oaks 2045 General Plan Community Facilities and Services Element contains the following policies that pertain to hydrology and water quality and are applicable to the proposed Project.

Stormwater

Goal CFS-7: Provide stormwater drainage facilities with capacity during storm events.

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 7.3 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.

Surface Water and Groundwater Quality

Goal CFS-8: Achieve and maintain applicable surface water and groundwater quality standards.

Policy 8.1 Water quality standards: Achieve and maintain applicable water quality standards in local surface water and groundwater.

Policy 8.3 Stormwater runoff compliance: Ensure that all new development complies with National Pollutant Discharge Elimination System requirements for stormwater and runoff.

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.

Policy 8.6 Groundwater quality: Support regional efforts to improve local groundwater quality.

Municipal Code Title 7, Chapter 3, Grading:*

Municipal Code Title 7, Chapter 3, Grading, establishes requirements for regulating grading and procedures to enforce such requirements, with the goal of protecting health, property, and public welfare. Permits and compliance with CEQA are required measures for all projects involving grading that meet certain thresholds. All construction for which a permit is required is subject to inspections by authorized City employees and the City Engineer. Appropriate erosion control and drainage devices are identified

and requirements for the use and material of different types of devices are outlined. Requirements for various types of fill, excavation, and operations on unstable soil are provided, as well as penalties for violations.

Municipal Code Title 7, Chapter 8, Stormwater Discharges and Stormwater Quality Management:

Municipal Code Title 7, Chapter 8, Stormwater Discharges and Stormwater Quality Management, establishes local regulations, pursuant to the Clean Water Act, to prohibit certain acts and inappropriate discharges into the storm drain system, and to require the implementation of best management practices by property owners to reduce the discharge of pollutants. Improper property maintenance and illicit connections and discharges are prohibited. This chapter also mandates that all development activity within the City must follow all stormwater pollution control and prevention plans, stormwater quality master plans, and other requirements established by the City regarding urban runoff and watersheds. This chapter also establishes the right to enter to inspect facilities.

3.8.3 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, the proposed Project could have a potentially significant impact with respect to hydrology and water quality if it would:

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality (see Impact 3.8-1, below).
- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin (see Impact 3.8-2, below).
- 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 that would:
  - Result in substantial erosion or siltation on or off site.
  - Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site.
  - Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.
  - Impede or redirect flood flows. (see Impact 3.8-3, below)
- In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation (See Impact 3.8-4, below).
- Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan (see Impact 3.8-5, below).

3.8.4 Methodology

The following analysis is based on the regulations described above in the 3.8.2 *Regulatory Framework,* existing literature review and the Stormwater Calculations prepared for the Conejo Summit Project (Sikand 2020 and 2024). This report can be found in **Appendix H** of this Draft EIR and are summarized below:

3.8.5 Impact Analysis

Impact 3.8-1: Would the Project create a water quality impact when compared to water quality standards or waste discharge requirements and would not substantially degrade surface or groundwater quality? (Less than Significant)

Construction

Construction of the proposed Project consists of fine grading to level the existing pads for the construction of the buildings on each of the lots. Conejo Center Drive and Rancho Conejo Boulevard are adjacent to the Project site and have already been improved with utilities infrastructure stubbed out to the proposed lots, including but not limited to water, storm drain, electrical and sewer. Nevertheless, exposed soils would have the potential to erode and be transported down gradient areas, potentially resulting in water quality impacts. Additionally, stormwater runoff passing through the construction and staging sites has the potential to pick up construction-related pollutants. Since the proposed Project would disturb more than one acre during construction, the City would be required to obtain coverage under the Statewide Construction General Permit. Construction activity subject to this permit includes clearing, grading and disturbances to one-acre or more, stockpiling and excavation. The Construction General Permit requires the development of a SWPPP by a certified Qualified SWPPP Developer. The SWPPP would identify BMPs to control erosion and sedimentation issues. Compliance with the Construction General Permit by developing and implementing a SWPPP, would ensure issues related to soil erosion and loss of topsoil would be less than significant.

Further, construction activities would be required to comply with numerous hazardous materials regulations designed to ensure that hazardous materials are transported, used, stored and disposed of in a safe manner to protect worker safety, and to reduce the potential for a release of construction-related fuels or other hazardous materials into the environment, including stormwater and nearby surface water bodies. The contractors would be required to prepare and implement Hazardous Materials Business Plan (HMBP) that would require that hazardous materials used for construction would be properly used and stored in appropriate containers, that spill prevention measures are implemented, and that spill response procedures are in place to respond to accidental releases. The California Fire Code would also require measures for the safe storage and handling of hazardous materials. As a result, construction of the Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, and impacts would be less than significant with compliance with applicable regulations.

Operations

During operations the Project comply with the requirements of the City and the regional MS4 Permit, the Project would also be required to implement low-impact development features to reduce water-quality impacts during Project operations. The Project would be 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 Project operations, as well as implement maintenance procedures to ensure that selected low-impact development features provide effective, long-term pollution control to pollutants such as suspended-solids/sediments, nutrients, heavy metals, pathogens (bacteria/virus), pesticides, oil and grease, toxic organic compounds, and trash and debris. The low-impact development features design would be completed in accordance with the Ventura County

Technical Guidance Manual for Stormwater Quality Control Measures Manual (Ventura County Stormwater Manual). Project implementation would include drainage improvements, while drainage patterns would remain the same as existing conditions, as approved by the authorized grading completed in 2000, and continue to drain into the existing storm drain system along Rancho Conejo Boulevard and Conejo Conejo Drive (**Figure 3.8-2**). Annual BMP performance/maintenance will ensure that the long-term pollution control in stormwater will continue to reduce pollutants and benefit water-quality impacts during Project operations

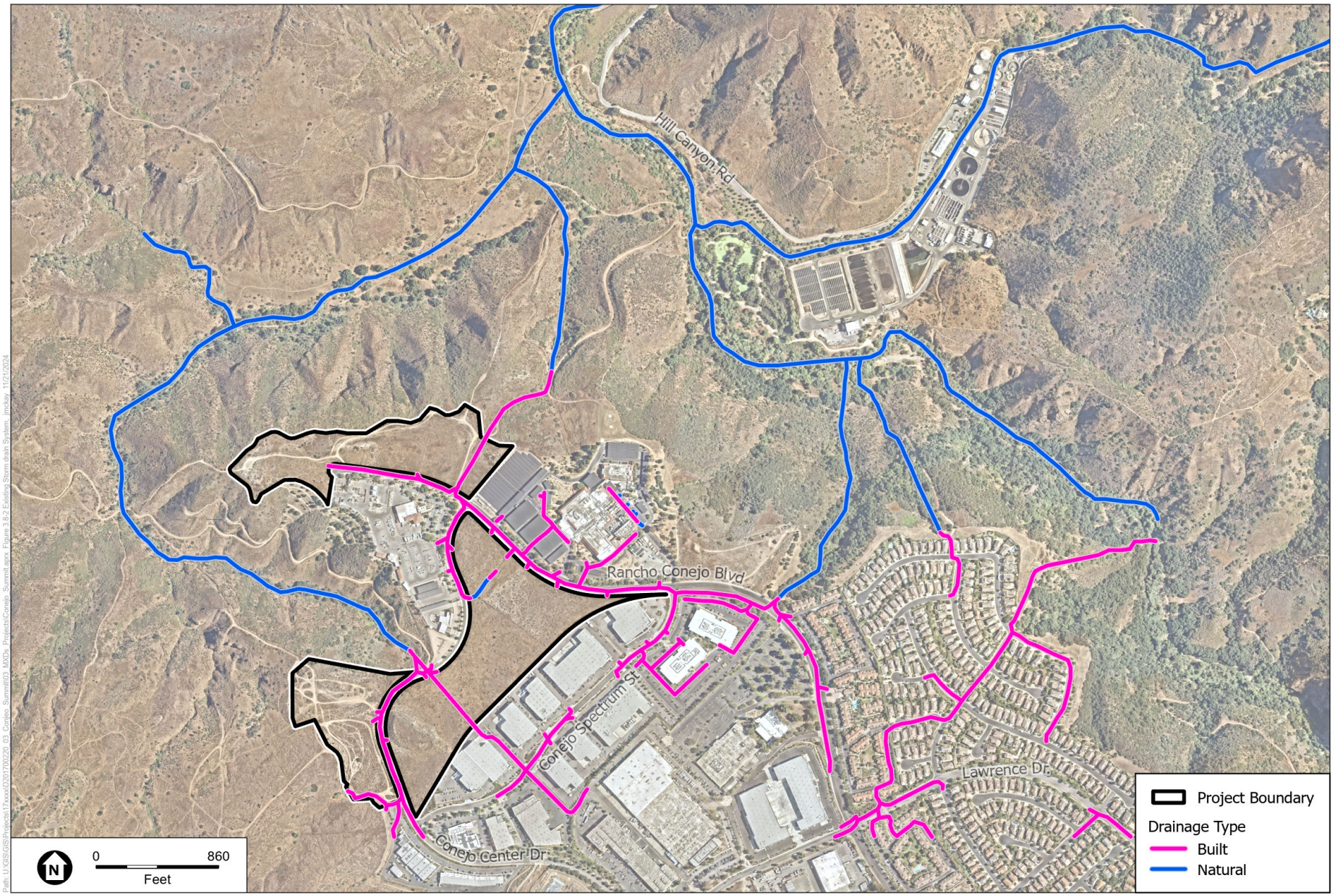
Further, it is anticipated that any potentially hazardous materials used during Project operation would be stored in small volumes (i.e., less than 5 gallons). In addition, all hazardous materials are labeled to inform users of potential risks and to instruct them in appropriate storage, handling, and disposal procedures. Compliance with relevant regulations, primarily Hazardous Materials Release Response Plans and Inventory Act(updated 2024) and the HMBP implemented to comply with this Act, would reduce the potential for the accidental release of these hazardous materials and have procedures in place to response to spills.

The proposed operation of the Project could result in the generation of pollutants. However, the implementation of BMPs, including but not be limited to, connecting all impervious areas to the existing storm drain system, catch basins and proposed biofiltration BMPs consisting of bioswales, biopod planters, underground biopods, and detention pipe BMPs, would reduce impact to less than significant. In addition, the Project would include a HMBP that requires that hazardous materials used for operations would be properly used and stored in appropriate containers, that spill prevention measures are implemented, and that spill response procedures are in place to respond to accidental releases. The California Fire Code would also require measures for the safe storage and handling of hazardous materials.

With implementation of State, regional, and local regulations and requirements, Biofiltration BMPs, stormwater runoff generated during short- and long-term Project construction and operations would be minimal and would be adequately controlled prior to entering the City's existing storm drain system. As such, the Project would not result in violation of water quality standards or waste discharge requirements or otherwise substantially degrade water quality. Impacts would be less than significant.

Significance Determination: Less than Significant.

Mitigation Measures: No mitigation measures are required.



SOURCE: City of Thousand Oaks GIS, 2024; ESA, 2024

Conejo Summit

Figure 3.8-2
Existing Storm Drain System

ESA

Impact 3.8-2: Would the Project create groundwater impacts due to decreases in groundwater supplies or interfering with groundwater recharge such that the Project may impede sustainable groundwater management of the basin? (Less than Significant)

Construction

The proposed Project is the construction of 15 industrial buildings within an approved Specific Plan area. The construction of the Project would be located within the Conejo Valley Groundwater Basin and would not require the use of on-site groundwater supplies for the construction of the buildings including for concrete, dust suppression, and equipment cleaning. Water use would come from the California American Water Company, a private water company that imports water from the Calleguas Municipal Water District. As a result, construction activities would not affect groundwater supplies of the Conejo Valley Groundwater Basin and impacts would be less than significant.

Operations

Once constructed, the Project would not require the use of on-site groundwater supplies. Potable water would be supplied by the California American Water Company, a private water company that imports water from the Calleguas Municipal Water District. The proposed Project would result in an increase in new impervious surface. However, rainwater falling on the Project site would be captured and treated on-site pursuant to the General Stormwater Permit and would comply with SWPPP requirements and follow guidelines within the Ventura County Technical Guidance Manual for Stormwater Quality Control Measures, as discussed above. Once treated in compliance with the General Permit, the rainwater would be routed to on-site infiltration systems (e.g., infiltration swales) or to the storm drain system and returned to the environment. Therefore, impacts would be less than significant.

Significance Determination: Less than Significant.

Mitigation Measures: No mitigation measures are required.

Impact 3.8-3: Would the Project create drainage impacts due to potentially altering the existing drainage pattern of a site or area, including the alteration of the course of a stream or river, in a manner that would: (Less than Significant)

- **Result in substantial erosion or siltation on- or off-site**
- **Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.**
- **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.**
- **Impede or redirect flood flows.**

Construction

Construction of the proposed Project consists of fine grading to level the existing pads for the construction of the buildings on each of the lots. Conejo Center Drive and Rancho Conejo Boulevard adjacent to the Project sites have already been improved with utilities infrastructure stubbed out to the proposed lots, including but not limited to water, storm drain, electrical and sewer. Nevertheless, the minor grading activities could alter the drainage patterns temporarily. However, the grading would be temporary in nature and the drainage patterns would be restored to use the existing drainage system. During construction, the previously described SWPPP required by the General Construction Permit would prevent construction site runoff from affecting off-site drainage patterns through the use of BMPs and erosion control measures to be used during construction to prevent erosion and off-site siltation. Compliance with the NPDES Municipal Permits and its MS4 BMP requirements and the proposed biofiltrations BMPs, along with county code requirements, would reduce the velocity of storm flows to minimize scouring and erosion. Compliance with applicable laws and regulations would ensure that the construction of the Project would reduce potential erosion, sedimentation and downstream stormwater impacts to less than significant.

Operation

Once constructed, the Project would result in an alteration of the drainage pattern of the existing land surface. The impact would be the addition of hardscape that would concentrate the flow of surface water runoff. This concentrated flow could result in substantial drainage issues related to erosion, siltation, flooding, drainage system capacity, or additional sources of polluted runoff. However, the Project would include design features including bioswales and catch basins with filters for each of the 15 buildings. The stormwater calculations and associated design feature for each building to reduce flooding and pollution runoff can be found in Appendix H. In addition, compliance with MS4 development design would ensure that the new buildings do not channelize runoff in a manner that could cause scouring and erosion, and would capture water prior to runoff from the facility. Impacts would be less than significant.

Significance Determination: Less than Significant.

Mitigation Measures: No mitigation measures are required.

Impact 3.8-4: Would the Project be in a flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? (Less than Significant)

The Project site is not located within a flood zone. The Project site is within Zone X, as defined by the Federal Emergency Management Agency (FEMA), which indicates a moderate to low risk for flooding (FEMA, 2024). As a result, the Project would not impede or redirect flood flows, and no impacts would occur. In addition, the proposed Project is located on a mesa and there are no waterbodies with the vicinity of the Project site. The proposed Project site is located approximately 12 miles away from the Pacific Ocean and would not be subject to the maximum force of a Pacific Ocean tsunami and would not risk release of pollutants due to inundation from a tsunami. Impacts would be less than significant.

Significance Determination: Less than Significant.

Mitigation Measures: No mitigation measures are required.

Impact 3.8-5: Would the Project create a conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? (Less than Significant)

The Project is located within the LARWQCB Basin Plan. The LARWQCB Basin Plan outlines water quality objectives for all surface water resources within the basin including Conejo Creek. Compliance with the Basin Plan is ensured through Waste Discharge Requirements for all surface water discharges including stormwater.

Construction

The Project would be required to comply with the Construction General Permit requiring preparation and implementation of a SWPPP to control runoff from construction work sites. Implementation of BMPs including physical barriers to prevent erosion and sedimentation, construction of sedimentation basins, limitations on work periods during storm events, use of biofiltration BMPs, protection of stockpiled materials, and a variety of other measures would substantially reduce the potential for impacts to surface water quality from occurring during construction. Therefore, the Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan, and impacts from construction would be less than significant.

Operation

The proposed Project is located within the Conejo Valley Groundwater Basin which is classified as a very low priority by SGMA and does not require a GSA. The City of Thousand Oaks as a Permittee under the Ventura County NPDES MS4 Permit is required to implement stormwater BMPs that comply with water quality objectives, including capturing and treating stormwater runoff. The Project would be required to comply with the LARWQCB NPDES MS4 Permit and in accordance with the County of Ventura Technical Guidance Manual for Water Quality Control Measures. To comply with these requirements, the Project would include BMPs that includes biofiltration for water quality treatment across the Project, which would include bioswales, biopod planters, underground biopods, detention pipes and filtered catch basin BMPs. Compliance with the NPDES MS4 permit and the County of Ventura Technical Guidance Manual for Water Quality Control Measures requirements would ensure that the Project is consistent with the Basin Plan's water quality objectives and result in less than significant impacts. Therefore, the proposed project does not conflict with implementation of a water quality control plan or groundwater management plan and impacts would be less than significant.

Significance Determination: Less than Significant.

Mitigation Measures: No mitigation measures are required.

3.8.6 Cumulative Impacts

This section presents an analysis of the cumulative effects of the proposed Project in combination with other past, present, and reasonably foreseeable future projects that could cause cumulatively considerable impacts.

The geographic area affected by the proposed Project and its potential to contribute to cumulative impacts varies based on the environmental resource under consideration. The geographic scope of analysis for cumulative hydrology and water quality impacts on surface water hydrology is limited to the Project site and its immediately adjacent area that would flow into the same drainage system. This is because impacts relative to hydrology and water quality are generally site-specific when the site is in a highly developed urban area with limited to no potential for flooding, dam failure, or other larger scale events. Hydrology and water quality impacts could only be cumulative if two or more projects had impacts that spatially overlapped.

The timeframe during which the proposed Project could contribute to cumulative hydrology and water quality effects includes the demolition, construction, and operations phases. For the proposed Project, the operations phase is relatively permanent. However, similar to the geographic limitations discussed above, it should be noted that impacts relative to hydrology and water quality are generally time-specific. Events could only be cumulative if two or more hydrology and/or water quality releases or events occurred at the same time, as well as overlapping at the same location.

Cumulative Impacts during Project Construction

Significant cumulative impacts related to hydrology and water quality could occur if the incremental impacts of the proposed Project combined with the incremental impacts of one or more of the cumulative projects to substantially increase a significant risk to people or their environment.

All of these projects would be subject to the same previously discussed regulatory requirements. That is, cumulative projects that have the potential to impact hydrology and water quality would also be required to comply with NPDES Construction General Permit and its required SWPPP, the NPDES Municipal Permits and its MS4 BMP requirements, and the Unified Hazardous Waste and Hazardous Materials Management Regulatory Program and its required HMBP, all designed to prevent impacts to water quality and have procedures in place for responding to spills. While it is possible that the proposed Project and cumulative projects could result in releases of sediment and/or pollutants that could adversely affect water quality, the responsible parties associated with each project would be required to control runoff and respond to spills to the same established regulatory standards. As a result, the cumulative impact with respect to water quality would not be cumulatively considerable.

In addition, compliance with the NPDES Municipal Permits and its MS4 BMP requirements, would require that both the Project and the cumulative projects include in their designs measures to manage stormwater runoff through the use of BMPs such as managing surface water runoff, on-site infiltration, and connecting to the existing stormwater drainage system. Compliance with these regulations would prevent erosion, siltation, and flooding. Accordingly, no significant cumulative impact with respect to hydrology would result.

For the above reasons, the proposed Project would not cause or contribute to a cumulatively significant impact with respect to hydrology or water quality (Less than Significant).

Cumulative Impacts During Project Operation

Once constructed, the designs of the proposed Project and the cumulative projects would result in the drainage systems of each site incorporating the requirements of the regulations discussed above during construction. As a result, each project would have incorporated on-site runoff management measures to accommodate for operational flows including on-site infiltration measures and adequate connections to the existing city stormwater drainage system. With compliance with these regulations and implementation of stormwater management measures, the proposed Project would not cause or contribute to an operational cumulatively significant impact with respect to hydrology and water quality (Less than Significant).

Significance Determination: Less than Significant.

Mitigation Measures: No mitigation measures are required.

3.9 Land Use and Planning

This section addresses the consistency of the Project with applicable local and regional land use policies. In addition, this section assesses the compatibility of the proposed Project with existing and planned surrounding land uses. Information sources used in this analysis include the City of Thousand Oaks General Plan (General Plan) and City of Thousand Oaks Municipal Code (TOMC).

3.9.1 Environmental Setting

The proposed Project site, which consists of approximately 51.34 gross acres / 49.57 net acres, is located in Ventura County, within the City of Thousand Oaks (see Figure 2-1, *Regional Location*). More specifically, the project site is located near the western boundary of the City within the northwestern portion of the Rancho Conejo Industrial Area, approximately 1-mile north of the 101 Freeway.

The Project site is located entirely within the Rancho Conejo Specific Plan (SP No. 7) planning area in the northwestern portion of the existing Rancho Conejo Industrial Area. Regional access to the Project site is provided via 101 Freeway approximately one mile south. Local access to the Project site is provided via Conejo Center Drive and Rancho Conejo Boulevard.

On-Site Land Uses

In 2000 the Project area was graded, and infrastructure such as streets, sidewalks and utilities were installed to prepare for future buildings per Tract 4823. Aside from these improvements, the Project site is undeveloped.

Surrounding Land Uses

Land that is owned and managed by the Conejo Open Space Conservation Agency (COSCA) is located to the north and west of the Project site. Industrial development is located northeast of the Project site as well as to the south and west of the parcels that would be developed, including the City's Municipal Service Center (MSC). Currently, the southern portions of the Rancho Conejo Industrial Area have been developed resulting in a biotech corridor with companies such as Amgen, Atara Biotherapeutics, Capsida Biotherapeutics, FUJIFILM Diosynth Biotechnologies, Latigo Biotherapeutics, Takeda Pharmaceuticals, Teledyne Technologies, and the Ventura BioCenter.

Thousand Oaks Planning Designations

The General Plan Land Use Designation for the Project site is Industrial Low as identified by the City's General Plan Land Use Map (Figure 4.4). The allowed uses include Manufacturing, distribution, light industrial/flex, research and development, office, supportive commercial. Parks, public buildings, and religious institutions are allowed by right. Residential uses are prohibited. (City of Thousand Oaks, 2024).

Zoning

The proposed Project would be located within Planning Units B, 5, and Q identified in Specific Plan No. 7. The development standards provided in the Specific Plan are applicable to the Project. Specific Plan No.7 designates the parcels as Employment Park and is zoned Industrial Park (M-1).

3.9.2 Regulatory Setting

Federal

No applicable federal Regulations related to land use and planning apply to this project.

State

California Government Code

California state planning law requires each City and County to adopt a comprehensive, long-term General Plan for the physical development of the area within its jurisdiction and of any land outside its boundaries that bears relation to its land use planning activities.[1] The plan must consist of an integrated and internally consistent set of goals, policies, and implementation measures. Pursuant to state law, a General Plan includes a statement of development policies and a diagram (or diagrams) and text setting forth objectives, principles, standards, and plan proposals including the following elements: (1) land use, (2) circulation, (3) housing, (4) conservation, (5) open space, (6) noise, and (7) safety.[2]

The land use element is required to identify the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space (including agriculture, natural resources, recreation, and enjoyment of scenic beauty) education, public buildings, and grounds, solid and liquid waste disposal facilities, and other categories of public and private land uses. The land use element is also required to include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan. According to state law, additional optional elements determined to be important to a community can be adopted by a jurisdiction. After an element has been adopted, it has the same legal standing as the seven state-mandated elements.

Specific Plans

Specific plans (Government Code Section 63450) help implement General Plans within a particular defined area. These plans must be consistent with the applicable General Plan and can provide more detail than a General Plan. They do not need to address all issues mandated for inclusion in a General Plan if these are addressed adequately in the General Plan.

Regional

Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) is the designated Metropolitan Planning Organization (MPO) for six Southern California counties (Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial), and is federally mandated to develop plans for transportation, growth management, hazardous waste management, and air quality. The City of Thousand Oaks is one of the many jurisdictions that are included within SCAG's boundaries.

The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (also known as the Connect SoCal Plan) was adopted on September 3, 2020, and presents the land use and transportation vision for the region through the year 2045, providing a long-term investment framework

[1] California Government Code, Article 8, Sections 65450 through 65457.

[2] California Government Code, Article 8, Section 65302.

for addressing the region's challenges (SCAG 2020). The RTP/SCS explicitly lays out goals related to housing, transportation, equity and resilience in order to adequately reflect the increasing importance of these topics in the region, and where possible the goals have been developed to link to potential performance measures and targets. The RTP/SCS development process involved working closely with local governments throughout the region to collect and compile data on land use and growth trends. The core vision of the RTP/SCS is to build upon and expanded land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern.

The Connect SoCal goals are:

1. Encourage regional economic prosperity and global competitiveness.
2. Improve mobility, accessibility, reliability, and travel safety for people and goods.
3. Enhance the preservation, security, and resilience of the regional transportation system.
4. Increase person and goods movement and travel choices within the transportation system.
5. Reduce greenhouse gas emissions and improve air quality.
6. Support healthy and equitable communities.
7. Adapt to a changing climate and support an integrated regional development pattern and transportation network.
8. Leverage new transportation technologies and data-driven solutions, that result in more- efficient travel.
9. Encourage development of diverse housing types in areas that are supported by multiple transportation options.
10. Promote conservation of natural and agricultural lands and restoration of habitats.

On April 4, 2024, the SCAG's Regional Council formally adopted the 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) also known as Connect SoCal 2024 (SCAG 2024a), which is an update to the previous 2020–2045 RTP/SCS (SCAG 2020). Connect SoCal 2024 describes how the region can attain the GHG emission-reduction targets set by CARB by achieving reductions in per-capita transportation GHG emissions of 8 percent by 2020 and 19 percent by 2035, compared to the 2005 level (SCAG 2024a). Compliance with and implementation of the Connect SoCal policies and strategies would have the co-benefit of reducing per capita criteria air pollutant emissions (e.g., nitrogen dioxide, carbon monoxide, etc.) associated with reduced per capita vehicle miles traveled and corresponding decreases in per capita transportation-related fuel consumption. In addition, refer to Section 3.2, *Air Quality*, and Section 3.7, *Greenhouse Gas Emissions*, of this Draft EIR, for additional details regarding these policies and strategies.

Local

City of Thousand Oaks General Plan

The City adopted its original General Plan in 1970, which was oriented on the growth of the City, and included topics for land use, circulation, and housing. Additional elements were added several years later including noise, conservation, safety, open space, scenic highways, social, public buildings, public services, recreation, and community forest. On December 5, 2023, the City adopted the 2045 General Plan, the first comprehensive updated since its original adoption in 1970. The 2045 General Plan contains all eight state-mandated elements including land use, circulation, housing, open space, conservation, noise, safety, and environmental justice. The elements may be combined in any way a jurisdiction deems appropriate and additional topics, such as arts and culture, may be added to help guide a city into the future. The 2045 General Plan includes the following chapters which contain all eight state-mandated elements: Land Use; Mobility; Parks and Open Space; Conservation; Community Facilities and Services; Arts and Culture; Safety; Noise; Governance; and the associated Housing Element.

As appropriate, the General Plan policies and elements are discussed under the applicable sections of this EIR.

The Land Use Element has the broadest scope of all the General Plan Elements. The Land Use Element establishes the pattern of land use in the City and sets standards and guidelines to regulate development.

Zoning

The City's Zoning Ordinance is set forth in Chapter 4 of Title 9 of the Municipal Code, and zoning is the primary tool for implementing the General Plan Land Use Element, and related policies. Properties within the City are placed in different zones. For each defined zone, the regulations identify the permitted uses and applicable development standards such as density, building height, parking, setbacks, and landscaping requirements. As discussed above in Section 3.9, Environmental Setting, above, the SP No.7 designates the Projects parcels as Employment Park and is zoned Industrial Park (M-1).

Oak and Landmark Tree Preservation and Protection

Article 42, Oak Tree Preservation and Protection, of the City of Thousand Oaks Municipal Code, pertains to “any oak tree of the genus Quercus including, but not limited to, Valley Oak (Quercus lobata), California Live Oak (Quercus agrifolia) and Scrub Oak (Quercus berberidifolia), regardless of size”. Section 9-4.4204(a) states that:

> *“No person shall cut, remove, encroach into the protected zone, or relocate any oak tree on any public or private property within the City, unless a valid oak tree permit has been issued by the City pursuant to the provisions of this chapter and the oak tree preservation and protection guidelines.”*

Article 43, Landmark Tree Preservation and Protection, of the City of Thousand Oaks Municipal Code, defines “landmark tree” as including specimens of the following species which have reached the designated maturity: *Platanus racemosa* (California Sycamore), *Umbellularia californica* (California Bay

Laurel*), Juglans californica* (California Black Walnut), and *Heteromeles arbutifolia* (Toyon). Section 9-4.4304(a) states that:

> *"No person shall cut, remove, encroach into the protected zone, or relocate any landmark tree on any public or private property within the City, unless a valid landmark tree permit has been issued by the City pursuant to the provisions of this chapter. The status of major limbs or trees as deadwood must be confirmed by the City's Landmark Tree Preservation Consultant."*

Architectural Design Review Guidelines for Industrial Projects

The City Council has adopted a series of resolutions over the years pertaining to the design of various land uses. The City Council adopted Resolution No. 2023-061, "A Resolution of the City Council of Thousand Oaks Amending the Precise Plan of Design Guidelines for Construction and Development of Residential, Industrial, and Institutional Projects within the City of Thousand Oaks". These guidelines have been prepared to assist applicants in understanding the objectives of the City and in upholding the intent and purpose of the Architectural Design Review Ordinance. Specifically, the intent and purpose of the Design Guidelines is as follows:

> *"It is found and declared that the following design features and elements, building materials, and colors 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 and that when properly used would not have a deleterious or adverse effect on surrounding properties or the peace, health, safety, and general economic welfare of the inhabitants, businesses, industries, governmental, cultural and institutional activities."*

The Design Guidelines provide direction regarding massing, elevation consistency, building material, roof design, loading docks, energy conservation, mechanical equipment screening, lighting, freestanding walls, accessory structures, grading and landscaping.

Rancho Conejo Specific Plan (SP 7)

The Project site is located within the boundaries of the Rancho Conejo Specific Plan and is entirely located within the SP 7's Employment Park designation. The Employment Park designation is intended to facilitate job-generating industrial land uses in the Rancho Conejo Specific Plan area which provide industrial and commercial employment. SP 7 includes Industrial Development Controls which prohibit uses which cause pollution of surface or groundwater with chemicals, biological toxic agents, or other pollutants or toxic materials or substances, due to industrial operations.

Air Quality Management Plan

The 2016 Air Quality Management Plan (AQMP) of the Ventura County Air Pollution Control District (VCAPCD) presents strategies for achieving the air quality planning goals set forth in the Federal and California Clean Air Acts, including a comprehensive list of pollution control measures aimed at reducing emissions. The VCAPCD, which was established in 1968 in response to the County's first air pollution study that determined Ventura County as having a severe air quality problem. VCAPCD is responsible for bringing air quality in Ventura County (County) conformity with federal and State air pollution standards. The VCAPCD is also responsible for monitoring ambient air pollution levels throughout the County and

for developing and implementing attainment strategies to ensure that future emissions will be within federal and State standards. Additional discussion of the AQMP, and Project consistency with the AQMP, is addressed in Section 3.2, *Air Quality*, of this Draft EIR.

3.9.3 Thresholds of Significance

According to Appendix G of the State CEQA Guidelines, the proposed Project could have a potentially significant impact with respect to Land Use and Planning if it would:

- Physically divide an established community (see Impact 3.9-1, below).
- 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 (see Impact 3.9-2, below).

3.9.4 Methodology

The *CEQA Guidelines* Section 15125(d) requires that an EIR discuss any inconsistencies between the proposed Project and applicable general plans, specific plans, and regional plans. For purposes of this analysis, the Project is considered consistent with regulatory plans if it meets the general intent of the plans and/or would not preclude the attainment of their primary goals. The analysis describes consistency of the Project with the applicable goals and policies of the City's General Plan and TOMC.

3.9.5 Impact Analysis

Impact 3.9-1: Would the Project result in physically dividing an established community? (No Significant)

The physical division of an established community typically refers to the construction of a linear feature, such as a highway or railroad, or removal of a means of access, such as a road or bridge that would impact mobility within or between existing communities. The proposed Project would be located entirely on property that has been planned for industrial development, SP 7 within the existing Rancho Conejo Industrial Area. The Project site is currently rough graded with lots and has utilities plumbed to the site. Access to the Project site would be from either Rancho Conejo Boulevard and/or Conejo Center Drive. Once constructed, the proposed Project would not create a barrier or physically divide an established community, therefore, no impact would occur.

Significance Determination: No impact.

Mitigation Measures: No mitigation measures are required.

Impact 3.9-2: 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? (Less than Significant)

City of Thousand Oaks General Plan and Municipal Code Consistency

The proposed Project would be located within Planning Units B (southern portion), 5, and Q identified in SP 7. The development standards provided in the Specific Plan are applicable to the proposed Project. SP 7 designates the parcels as Employment Park and is zoned Industrial Park (M-1). Construction and operation of the proposed Project would not cause a change to the current land use or create a significant impact to its land use designation. A consistency analysis with the General Plan was prepared and is presented in **Table 3.9-1**.

TABLE 3.9-1
GENERAL PLAN CONSISTENCY ANALYSIS

General Plan Land Use Goals and Policies	Consistency Analysis
Industrial Areas	
Goal LU-6: Enhance the City's core high-value sectors and diversify its job base in a manner that contributes to the City's long term economic vitality	
Policy 6.1 Attract biotechnology. Expand the biotechnology sector by attracting new companies and startups, and foster relationships between existing biotechnology, educational, and healthcare organizations in the region.	**Consistent:** The Rancho Conejo Industrial Area has become a thriving biotech corridor. The Project's additional office, manufacturing, and industrial space would expand the area's existing industrial, office, and commercial character while supporting development of the area's growing industries and creating additional local employment opportunities. By developing a 15-building business park organized into a large cohesive campus (comprised of clustered buildings), the Project would be available to support future biotechnology. The Project would be consistent with Policy 6.1.
Policy 6.2 Support small technology businesses. Leverage the strong demand for research and development and flex spaces to support smaller high-technology and biotechnology firms.	**Consistent:** The Project would develop a large format business park by developing a 15-building business park organized into a large cohesive campus (comprised of clustered buildings) to attract quality tenants and that will be comparable with other similar facilities in the region. The Project would be consistent with Policy 6.2.
Policy 6.3 Attract complementary professional services. Attract other professional services that complement existing industries (e.g., biotechnology, healthcare).	**Consistent:** The Project would develop a large format business park by developing a 15-building business park organized into a large cohesive campus (comprised of clustered buildings) to attract quality tenants and that will be comparable with other similar facilities in the region. The Project would be consistent with Policy 6.3.
Policy 6.4 Coworking facilities. Encourage amenity-rich coworking spaces to attract employees that want to work remotely.	**Consistent:** The proposed Project would include improvements to pedestrian and bicycle network, bicycle parking, implement a rideshare parking program, and electric vehicle charging facilities. In addition, the Project would potentially include on-site facilities such as cafeteria, gym, and/or daycare. The Project would be consistent with Policy 6.4.
Policy 6.5 High-value industrial uses. Preserve industrial land for high value uses. Discourage development of logistics and warehousing facilities, as well as self-storage facilities.	**Consistent:** The Project would provide a cluster development in the Rancho Conejo Industrial Area to promote and expand existing job centers and would develop a critical mass of buildings and uses sufficient to create the environment and economic incentives needed to foster growth and attract new clean industries to the Rancho Conejo Industrial Area. The Project would be consistent with Policy 6.5.
Policy 6.6 Employment intensification. Support the intensification of employment uses within the Industrial Low and Industrial Flex land use designations, as indicated on the General Plan Land Use Map.	**Consistent:** The Project would provide a cluster development in the Rancho Conejo Industrial Area to promote and expand existing job centers and would develop a critical mass of buildings and uses sufficient to create the environment and economic incentives needed to foster growth and attract new clean industries to the Rancho Conejo Industrial Area. The Project would be consistent with Policy 6.6.

General Plan Land Use Goals and Policies	Consistency Analysis
Policy 6.7 Emerging industries. Attract and retain innovative and emerging businesses in the fields of research and development technology, life sciences, aerospace, and medicine.	**Consistent:** The Rancho Conejo Industrial Area has become a thriving biotech corridor. The Project's additional office, manufacturing, and industrial space would expand the area's existing industrial, office, and commercial character while supporting development of the area's growing industries and creating additional local employment opportunities. By developing a 15-building business park organized into a large cohesive campus (comprised of clustered buildings), which would attract quality tenants and that will be competitive with other similar facilities in the region. The Project would be consistent with Policy 6.7.
Policy 6.8 Non-polluting industries. Promote the development of clean industries that do not produce significant amounts of air pollution, water pollution or other sources of pollution that negatively impact human health or the natural environment.	**Consistent:** The Project would provide a cluster development in the Rancho Conejo Industrial Area to promote and expand existing job centers and would develop a critical mass of buildings and uses sufficient to create the environment and economic incentives needed to foster growth and attract new clean industries to the Rancho Conejo Industrial Area. The proposed Project would include improvements to pedestrian and bicycle network, bicycle parking, implement a rideshare parking program, and electric vehicle charging facilities. Implementing these improvements would be consistent with Policy 6.8.
Rancho Conejo North and South Sub Areas	
Goal LU-17: Reinforce the Rancho Conejo North area as an innovation campus and research park that offers supportive commercial, and hospitality uses.	
Policy 17.1 Biotech and technology hub. Support the continued expansion of the biotech and technologies industries.	**Consistent:** The Rancho Conejo Industrial Area has become a thriving biotech corridor. The Project's additional office, manufacturing, and industrial space would expand the area's existing industrial, office, and commercial character while supporting development of the area's growing industries and creating additional local employment opportunities. By developing a 15-building business park organized into a large cohesive campus (comprised of clustered buildings), the Project would enhance the area's existing character as a business hub. The Project would be consistent with Policy 17.1
Policy 17.2 Variety of office types. Support the development of business incubator space, wet labs, research and development space, modern offices, and co-working spaces as desired by the market.	**Consistent:** The Project would include office, manufacturing, and industrial space that would expand the area's existing industrial, office, and commercial character while supporting development of the area's growing industries and creating additional local employment opportunities. By developing a 15-building business park organized into a large cohesive campus (comprised of clustered buildings). The Project would be consistent with Policy 17.2
Policy 17.3 Warehouse and distribution. Prohibit the construction of new buildings that primarily provide large scale warehouse and distribution services	**Consistent:** The Project would include office, manufacturing, and industrial space that would expand the area's existing industrial, office, and commercial character while supporting development of the area's growing industries and creating additional local employment opportunities. By developing a 15-building business park organized into a large cohesive campus (comprised of clustered buildings). The Project is to be conditioned to prohibit warehouse and distribution uses. The Project would be consistent with Policy 17.3
Policy 17.5 Building heights. Allow buildings of up to 75 feet in the Industrial Flex land use designation.	**Consistent:** The Project building heights would range from 37-41 feet. The Rancho Conejo Specific Plan No. 7 applies the M-1 (Light Industrial) zoning standards, which has a maximum average height of 35 feet. As part of the Development Permit, the Municipal Code Section 9-4.1605 allows waivers requests to be considered by the decision-making body. The project includes waivers for the increase height. The Project would be consistent with Policy 17.5

SOURCE: City of Thousand Oaks 2045 General Plan 2024, adopted December 5, 2023

City of Thousand Oaks Rancho Conejo Specific Plan (SP 7) Consistency

A consistency analysis with the relevant policies of the Rancho Conejo Specific Plan (SP 7) was prepared and is presented in **Table 3.9-2**.

TABLE 3.9-2
RANCHO CONEJO SPECIFIC PLAN (SP 7) CONSISTENCY ANALYSIS

Specific Plan 7 Policies	Consistency Analysis
B. Industrial Development Controls. No uses may be permitted within Specific Plan No.7 which cause pollution of surface or groundwater with chemicals, biological toxic agents, or other pollutants or toxic materials or substances, due to industrial operations. All proposed industrial uses shall be reviewed by the appropriate environmental agencies to assure compliance with this condition.	**Consistent:** The Project is to be conditioned to prohibit industrial uses which cause pollution of surface or groundwater with chemicals, biological toxic agents, or other pollutants or toxic materials or substances, due to industrial operations. The Project would be consistent with Industrial Development Controls Policy B with this condition.
Wastewater 11. The access road from Santa Rosa Road to the Hill Canyon Treatment Plant follows an existing 18 -foot wide easement dedicated for road purposes. No activities of the developer shall impair the City's usage of the roadway. Further, any damage to the road surface caused by vehicles, equipment or trucks owned by or under the control of the developer participating in the construction of the Specific Plan area shall be the liability of the developer or successors in interest.	**Consistent:** The Project is to be conditioned to provide a multi-purpose easement through Lot to the City for access, public utilities, and public trail purposes. This easement would provide a connection to the Hill Canyon Fire Road and Treatment Plant. The Project would be consistent with Wastewater Policy 11 with this condition.
Water 6. Water conservation measures shall be utilized throughout the Specific Plan, especially as they apply to the use of imported domestic water for purposes of landscape/yard irrigation. These shall be identified in conjunction with review and conditioning of individual tracts and development projects. The developer shall remain abreast of state- of-the-art as it relates to water conservation measures over the life of the project, and shall implement measures in design of all phases of construction consistent with the prevailing state-of-the-art.	**Consistent:** The Project is to be conditioned for all landscaping to be designed using xeriscaping techniques. The use of lawn, grasses, and turf shall be minimized. Landscape irrigation systems shall likewise be designed using low output sprinklers and/or drip automatic timed controls. Any landscape and irrigation improvements shall be designed and installed in accordance with the City's Guidelines and Standards for Landscape Planting and Irrigation Plans (Resolution Nos. 2006-108 and 2007-116), the Forestry Master Plan Newbury Park Regional Character Design Guidelines, the Ventura County Fire Department's Prohibit Plan List and associated standards and guidelines, and in compliance with the State of California Model Water Efficiency Landscape Ordinance (MWELO) standards. The Project would be consistent with Water Policy 6 with these conditions.
Equestrian/Hiking Trails 4. Developer shall enter into an Agreement with the Conejo Recreation and Park District or Conejo Open Space Conservation Agency to retain an active equestrian/ hiking trail through the property prior to, during, and at the termination of proposed construction. Said agreement shall establish maintenance and liability responsibility for the trails with the applicable public agency.	**Consistent:** The Project is to be conditioned for trail access easements prior to, during and after construction. The Project would be consistent with Equestrian/Hiking Trails 4 with this condition.
Urban Edge 4. Measures to minimize the spillover of night lighting from streetlights and private light sources shall be imposed in the review of projects located near the urban edge of Planning Units 1, 3A, and B, and may include measures as set forth on pp. 47-48 of the Final EIR for Specific Plan No. 7, dated February 20, 1981.	**Consistent:** The Project is to be conditioned for lighting fixtures to include flat lens and shielding devices to avoid an over-intensification of illumination, to direct the illumination in a downward direction (full cut-off), and to eliminate any spillover of light into adjacent properties and past the centerline of public streets. Additionally, a photometric analysis, prepared by a registered Electrical Engineer and accompanied by light fixture catalogues, brochures and specifications shall be submitted for review and approval. The photometric analysis shall specify brightness (footcandles and lumens) and color (Kelvin and LED color temperatures). Prior to issuance of a certificate of occupancy for the final building, a registered Electrical Engineer is to provide a signed and stamped letter to the Community Development Director confirming the exterior lighting has been installed consistent with the approved photometric plan. Additionally, during non-occupied

Specific Plan 7 Policies	Consistency Analysis
	hours, exterior building mounted/canopy lighting and exterior parking lighting are to be automatically dimmed, at a minimum, to 20% and 30% respectively unless the Police Department directs for exterior lighting to be brighter to provide sufficient illumination to allow viewing of the exterior of the buildings and parking areas. The Project would be consistent with Urban Edge 4 with these conditions.
Urban Edge 5. Structures within Planning Unit B and Q to be located within 300 feet of the Open Space Planning Unit L shall be located and designed to minimize any adverse visual impart from the canyon bottoms, including Hill Canyon, the Western Canyon, and the Arroyo Conejo Canyon. In its review of a tentative tract map or Residential Planned Development Permit, the Planning Commission may consider means to mitigate adverse visual impact, including but not limited to landscaping, building location, earth mounding, and lower building profile for industrial structures and single-story construction for residential structures. This condition does not expressly prohibit visibility of structures, as viewed from the north, but does seek to avoid a visual effect of a row of structures along the edge of the Planning Units or structures perched close to the edge of the slope.	**Consistent:** The Project is to be conditioned to implement Mitigation Measure AES-1 which requires the Project applicant to submit a colors/materials board to the City for review and approval demonstrating the buildings that border COSCA open space (Buildings 3, 4A, 4B, 5A, 5B, 6A, and 6B) are to be painted with earth tones that are found within COSCA's open space immediately surrounding the Conejo Summit project site with the intention of blending the buildings into environment space as seen from COSCA's open space. The Project would be consistent with Urban Edge 5 with this condition.
M-1 Development Standards: Minimum front yard setback of 100 feet from the center line of abutting streets. Maximum height of 35 feet.	**Consistent:** The proposed Project would conflict with Specific Plan 7's/M-1's setback restrictions on four properties and height restrictions if the decision-making body does not grant a waiver to development standards. Front yard setbacks would range between 52 to 128 feet from the center line of abutting streets instead of the minimum front yard setback of 100 feet from the center line of abutting streets. Four of the 16 proposed parcels require approval of reduced front yard setbacks of 52 (Building 4A), 53 (Building 5B), 59 (Building 1A), and 65 (Building 4B) feet from the center line of abutting streets. Building heights would range from 37 to 41 feet. The Rancho Conejo Specific Plan No. 7 applies the M-1 zoning standards, which has a maximum height of 35 feet. As part of the Development Plan permit, Municipal Code Section 9-4.1605 allows waiver requests to be considered by the decision-making body. The Project would include a waiver for the decreased front yard setbacks and increased building height. As a result, with a waiver for the front yard setback and building heights, the implementation of the proposed Project in its proposed location would be consistent with current zoning and regulation regarding scenic quality. The Project would be consistent with Urban Edge 5 with approval of the waiver by the decision-making body.

SOURCE: City of Thousand Oaks Resolution 2015-067, adopted October 20, 2015

SCAG's 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS also known as Connect SoCal 2024)

A consistency analysis with the relevant goals of Connect SoCal 2024 was detailed in **Table 3.7-5**, *Consistency with Applicable Connect SoCal 2024 Goals*. As shown in Table 3.9-1 through Table 3.9-2 and Table 3.7-5, the Project would be consistent with the applicable policies of the 2045 General Plan and SP 7 regarding an industrial development and Connect SoCal 2024. Therefore, the proposed Project would be compatible with the General Plan, existing land use designations, and SP 7/zoning, and impacts would be less than significant. Land use plans and policies applicable to the proposed Project are set forth by the City's General Plan, SP 7, and Zoning Ordinance. Implementation of the proposed Project would

require a Vesting Tentative Tract Maps [2019-70440 (VTTM); 2019-70441 (VTTM)], Development Permit (2019-70439 (DP)), Protected Tree Permit (encroachment) [2021-71158 (PTP)], Uniform Sign Program [2019-70442 (USP)], and a Landscape Plan Review [2019-70443 (LPC)]. The Project would also be developed consistent with the permitted uses and development standards for proposed uses set forth in the General Plan, SP 7, and within an Industrial Park Zone (M-1). As shown in Table 3.9-1 and Table 3.9-2, the proposed Project would not conflict with any applicable General Plan land use goals or policies or SP 7 policies. Impacts would be less than significant.

Significance Determination: Less than Significant.

Mitigation Measures: No mitigation measures are required.

3.9.6 Cumulative Impacts

Chapter 3, *Environmental Setting, Impacts, and Mitigation Measures*, of this Draft EIR provides a list of projects that are planned or are under construction in the Project area. These projects are summarized in Table 3.1. As shown, cumulative projects include three residential and four industrial development projects located within one mile of the Project site. In general, it is reasonable to assume that the related projects under consideration in the surrounding community would implement and conform to local and regional planning goals and policies. Impacts would not lead to significant physical effects on the environment that are cumulative in nature because all future projects that develop within the area of the proposed Project, would be subject to the City's General Plan, TOMC, (or other applicable local subdivisions, planning and zoning regulations) and the 2020-2045 RTP/SCS, land use regulations, goals, and policies.

The proposed Project is fully consistent with the regulatory framework with the approval of all requested entitlements, and its implementation would not have adverse effects on the implementation of plans and regulations in the Project vicinity. The construction and operation of the proposed project would not cause a change to the current land use or create a significant impact to its land use designation. Because cumulative projects would be subject to existing land use and zoning regulations, cumulative land use impacts would be less than significant. Therefore, the proposed Project would not be expected to cause incremental impacts to land use and planning when considering related past, present, or foreseeable future projects, and no mitigation measures are required to reduce cumulative impacts. (Less than Significant)

Significance Determination: Less than Significant.

Mitigation Measures: No mitigation measures are required.

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3.10 Noise

This section analyzes the Project's potential impacts regarding noise and vibration on off-site sensitive receptors resulting from Project construction and operation. The analysis describes the existing noise environment within the Project site, estimates future noise and vibration levels at surrounding land uses associated with construction and operation of the Project, assesses the potential for significant impacts, and identifies mitigation measures to address any potential significant impacts. An evaluation of the potential cumulative noise impacts of the Project and related projects is also provided. This section summarizes the noise and vibration information and analysis provided in **Appendix I**, *Noise Assumptions and Modeling*, of this Draft EIR, and incorporated by reference herein.

Because of the technical nature of noise and vibration impacts, a brief overview of basic noise principals and descriptors is provided below.

3.10.1 Environmental Setting

Fundamentals of Noise

Noise Principals and Descriptors

Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air). Noise is generally defined as unwanted sound (i.e., loud, unexpected, or annoying sound). Acoustics is defined as the physics of sound. In acoustics, the fundamental scientific model consists of a sound (or noise) source, a receiver, and the propagation path between the two. The loudness of the noise source and obstructions, or atmospheric factors affecting the propagation path to the receiver determines the sound level and characteristics of the noise perceived by the receiver. Acoustics addresses primarily the propagation and control of sound.[1]

Sound, traveling in the form of waves from a source, exerts a sound pressure level (referred to as sound level) that is measured in decibels (dB), which is the standard unit of sound amplitude measurement. The dB scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound, with 0 dB corresponding roughly to the threshold of human hearing and 120 to 140 dB corresponding to the threshold of pain. Pressure waves traveling through air exert a force registered by the human ear as sound.[2]

Sound pressure fluctuations can be measured in units of hertz (Hz), which correspond to the frequency of a particular sound. Typically, sound does not consist of a single frequency, but rather a broad band of frequencies varying in levels of magnitude, with audible frequencies of the sound spectrum ranging from 20 to 20,000 Hz. The sound pressure level, therefore, constitutes the additive force exerted by a sound corresponding to the sound frequency/sound power level spectrum.[3] The typical human ear is not equally sensitive to this frequency range. As a consequence, when assessing potential noise impacts, sound is measured using an electronic filter that deemphasizes the frequencies below 1,000 Hz and above 5,000 Hz in a manner corresponding to the human ear's decreased sensitivity to these extremely low and

1 M. David Egan, *Architectural Acoustics* (1988), Chapter 1.
2 M. David Egan, *Architectural Acoustics* (1988), Chapter 1.
3 M. David Egan, *Architectural Acoustics* (1988), Chapter 1.

extremely high frequencies. This method of frequency filtering, or weighting, is referred to as A-weighting, expressed in units of A-weighted decibels (dBA), which is typically applied to community noise measurements.[4] Some representative common outdoor and indoor noise sources and their corresponding A-weighted noise levels are shown in **Figure 3.10-1,** *Decibel Scale and Common Noise Sources*.

Noise Exposure and Community Noise

An individual's noise exposure is a measure of noise over a period of time; a noise level is a measure of noise at a given instant in time, as presented Figure 3.10-1. However, noise levels rarely persist at one level over a long period of time. Rather, community noise varies continuously over a period of time with respect to the sound sources contributing to the community noise environment. Community noise is primarily the product of many distant noise sources, which constitute a relatively stable background noise exposure, with many of the individual contributors unidentifiable. The background noise level changes throughout a typical day, but does so gradually, corresponding with the addition and subtraction of distant noise sources, such as changes in traffic volume. What makes community noise variable throughout a day, besides the slowly changing background noise, is the addition of short-duration, single-event noise sources (e.g., aircraft flyovers, motor vehicles, sirens), which are readily identifiable to the individual.[5]

These successive additions of sound to the community noise environment change the community noise level from instant to instant, requiring the noise exposure to be measured over periods of time to legitimately characterize a community noise environment and evaluate cumulative noise impacts. The following noise descriptors are used to characterize environmental noise levels over time, which are applicable to the Project.[6]

L_{eq}: The equivalent sound level, is used to describe noise over a specified period of time in terms of a single numerical value; the L_{eq} of a time-varying signal and that of a steady signal are the same if they deliver the same acoustic energy over a given time. The L_{eq} may also be referred to as the average sound level.

L_{max}: The maximum, instantaneous noise level experienced during a given period of time.

L_{min}: The minimum, instantaneous noise level experienced during a given period of time.

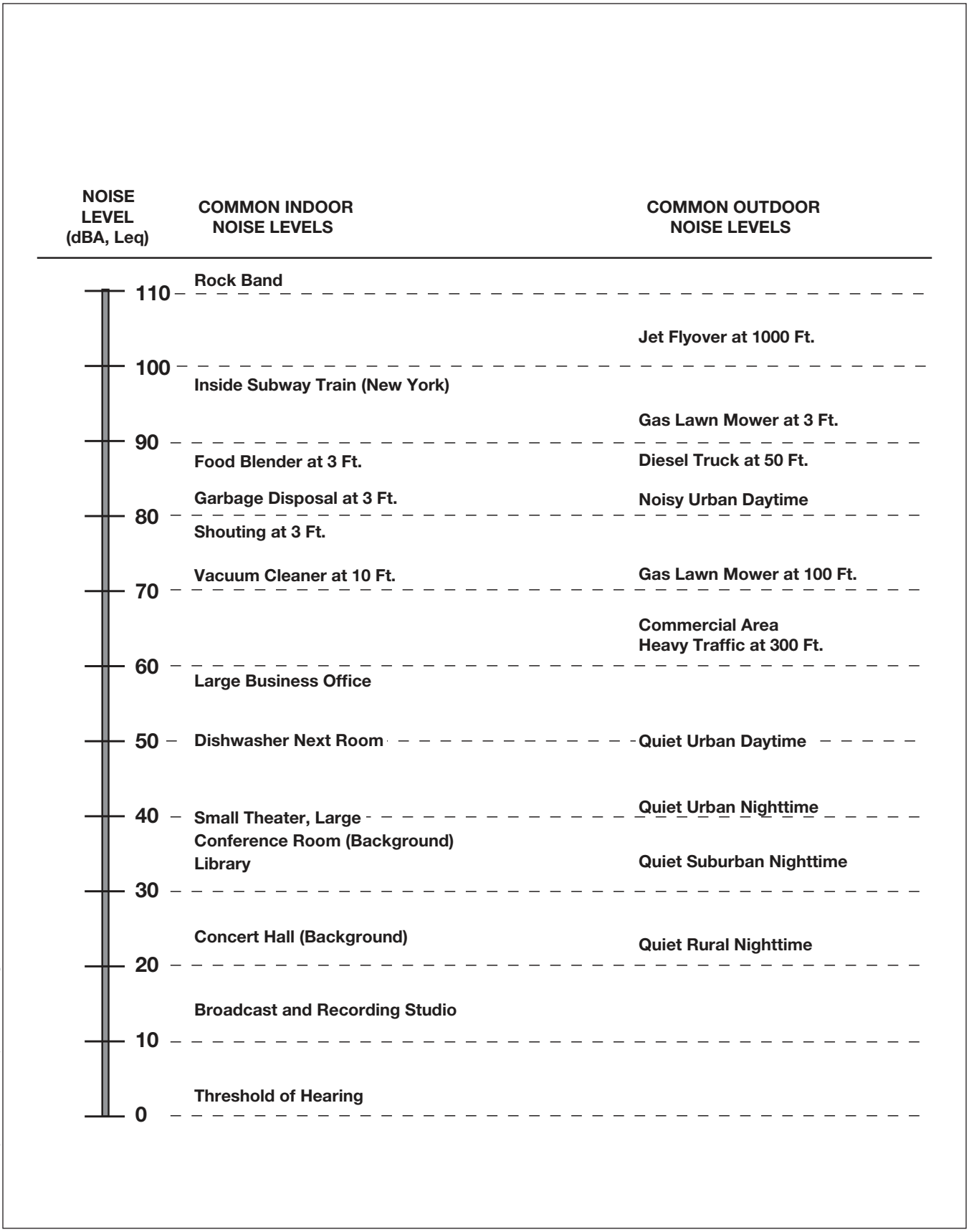
L_x: The noise level exceeded a percentage of a specified time period. For instance, L_{50} and L_{90} represent the noise levels that are exceeded 50 percent and 90 percent of the time, respectively.

L_{dn}: The average A-weighted noise level during a 24-hour day, obtained after an addition of 10 dBA to measured noise levels between the hours of 10 p.m. to 7 a.m. to account nighttime noise sensitivity. The L_{dn} is also termed the day-night average noise level (DNL).

4 M. David Egan, *Architectural Acoustics* (1988), Chapter 1.

5 California Department of Transportation, *Technical Noise Supplement (TeNS)* (September 2013), Section 2.2.2.1.

6 California Department of Transportation, *Technical Noise Supplement (TeNS)* (September 2013), Section 2.2.2.2.



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SOURCE: State of California, Department of Transportation (Caltrans), Technical Noise Supplement (TeNS). October 1998. Available: http://www.dot.ca.gov/hq/env/noise/pub/Technical Noise Supplement.pdf

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Figure 3.10-1
Decibel Scale and Common Noise Sources

ESA

CNEL: The Community Noise Equivalent Level (CNEL) is the average A-weighted noise level during a 24-hour day that is obtained after an addition of 5 dBA to measured noise levels between the hours of 7 p.m. to 10 p.m. and after an addition of 10 dBA to noise levels between the hours of 10 p.m. to 7 a.m. to account for noise sensitivity in the evening and nighttime, respectively. CNEL and L_{dn} are close to each other, with CNEL being more stringent and generally 1 dBA higher than L_{dn}.

Effects of Noise on People

Noise is generally loud, unpleasant, unexpected, or undesired sound that is typically associated with human activity that is a nuisance or disruptive. The effects of noise on people can be placed into four general categories:

- Subjective effects (e.g., dissatisfaction, annoyance)
- Interference effects (e.g., communication, sleep, and learning interference)
- Physiological effects (e.g., startle response)
- Physical effects (e.g., hearing loss)

Although exposure to high noise levels has been demonstrated to cause physical and physiological effects, the principal human responses to typical environmental noise exposure are related to subjective effects and interference with activities. Interference effects interrupt daily activities and include interference with human communication activities, such as normal conversations, watching television, telephone conversations, and interference with sleep. Sleep interference effects can include both awakening and arousal to a lesser state of sleep.[7]

With regard to the subjective effects, the responses of individuals to similar noise events are diverse and influenced by many factors, including the type of noise, the perceived importance of the noise, the appropriateness of the noise to the setting, the duration of the noise, the time of day and the type of activity during which the noise occurs, and individual noise sensitivity. Overall, there is no completely satisfactory way to measure the subjective effects of noise, or the corresponding reactions of annoyance and dissatisfaction on people. A wide variation in individual thresholds of annoyance exists, and different tolerances to noise tend to develop based on an individual's past experiences with noise. Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted (i.e., comparison to the ambient noise environment). In general, the more a new noise level exceeds the previously existing ambient noise level, the less acceptable the new noise level will be judged by those hearing it. With regard to increases in A-weighted noise level, the following relationships generally occur:[8]

- Except in carefully controlled laboratory experiments, a change of 1 dBA in ambient noise levels cannot be perceived.
- Outside of controlled conditions, the trained ear can detect changes of 2 dBA in normal environmental noise. It is generally accepted that the average healthy ear, however, can barely perceive a noise level change of 3 dBA. If changes to the character (i.e., frequency content) of a

[7] California Department of Transportation, *Technical Noise Supplement (TeNS)* (September 2013), Section 2.2.1.

[8] California Department of Transportation, *Technical Noise Supplement (TeNS)* (September 2013), Section 2.2.1.

sound occur, level changes less than 3 dBA may be noticeable. Individuals who are exposed to continuous traffic noise may also be able to notice small changes in noise levels (i.e., less than 3 dBA).

- A change in ambient noise levels of 5 dBA is considered to be a readily perceivable difference.
- A change in ambient noise levels of 10 dBA is subjectively heard as doubling of the perceived loudness.

These relationships occur in part because of the logarithmic nature of sound and the dB scale. The human ear perceives sound in a non-linear fashion; therefore, the dBA scale was developed. Because the dBA scale is based on logarithms, two noise sources do not combine in a simple additive fashion, but rather logarithmically. Under the dBA scale, a doubling of sound energy corresponds to a 3 dBA increase. In other words, when two sources are each producing sound of the same loudness, the resulting sound level at a given distance would be approximately 3 dBA higher than one of the sources under the same conditions. For example, if two identical noise sources produce noise levels of 50 dBA, the combined sound level would be 53 dBA, not 100 dBA. Three sources of equal loudness together produce a sound level of approximately 5 dBA louder than one source, and 10 sources of equal loudness together produce a sound level of approximately 10 dBA louder than the single source.[9]

The Federal Interagency Committee on Noise (FICON) has published policy recommendations regarding transportation noise.[10] The FICON considered the applicability of the Day-Night Average A-Weighted Sound Level (DNL) metric, which is equivalent to the CNEL metric used in California, to non-aircraft transportation sources (highway and railroad), and concluded that the metric can appropriately be used to analyze non-aircraft transportation source noise. The FICON also concluded that although a 3 dB change in DNL (CNEL in California) may not represent a significant impact on human health or welfare, particularly below 55 dB DNL (CNEL in California), a change of this magnitude is considered as an indicator of the need for additional analysis. The 3 dB value is consistent with California Department of Transportation (Caltrans) data regarding the average healthy ear barely perceiving a noise level change of 3 dBA.

Noise Attenuation

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, 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. No excess ground attenuation is assumed for hard sites and the reduction in noise levels with distance (drop-off rate) is simply the geometric spreading of the noise from the source. Soft sites have an absorptive ground surface, such as soft dirt, grass, or scattered

[9] California Department of Transportation, *Technical Noise Supplement (TeNS)* (September 2013), Section 2.2.1.1.

[10] Federal Interagency Committee on Noise, Federal Agency Review of Selected Airport Noise Analysis Issues, (August 1992).

bushes and trees, provides an additional ground attenuation value of 1.5 dBA (per doubling distance), a geometric spreading.[11]

Roadways and highways consist of several localized noise sources on a defined path, hence, are treated as "line" sources, which approximate the effect of several point sources. Noise from a line source propagates over a cylindrical surface, often referred to as "cylindrical spreading."[12] Line sources (e.g., traffic noise from vehicles) attenuate at a rate between 3 dBA for hard sites, and 4.5 dBA for soft sites for each doubling of distance from the reference measurement.[13] Therefore, a line noise source attenuates less with increased distance than that of a point source.

Additionally, receptors located downwind from a noise source can be exposed to increased noise levels relative to calm conditions, whereas receptor locations upwind can have lowered noise levels. Atmospheric temperature inversion (i.e., increasing temperature with elevation) can increase sound levels at long distances (e.g., more than 500 feet). Other factors such as air temperature, humidity, and turbulence can also have significant effects on noise levels.[14]

Fundamentals of Vibration

Vibration refers to groundborne noise and perceptible motion. Groundborne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors. The motion may be discernible outdoors, but without the effects associated with the shaking of a building, there is less adverse reaction. Vibration energy propagates from a source through intervening soil and rock layers to the foundations of nearby buildings. The vibration then propagates from the foundation throughout the remainder of the structure. Building vibration may be perceived by the occupants as the motion of building surfaces, the rattling of items moving on shelves or hanging on walls, or as a low-frequency rumbling noise. The rumbling noise is caused by the vibrating walls, floors, and ceilings that are radiating sound waves. Annoyance from vibration often occurs when the vibration exceeds the threshold of perception by 10 VdB or less. This is an order of magnitude below the damage threshold for normal buildings.

Typical sources of groundborne vibration are construction activities (e.g., blasting, pile driving, and operating heavy-duty earth-moving equipment), steel-wheeled trains, and occasional traffic on rough roads. Problems with groundborne vibration and noise from these sources are usually localized to areas within approximately 100 feet of the vibration source, although there are examples of groundborne vibration causing interference out to distances greater than 200 feet (FTA 2018). When roadways are smooth, vibration from traffic, even heavy trucks, is rarely perceptible. It is assumed, for most projects, that the roadway surface will be smooth enough that groundborne vibration from street traffic will not exceed the impact criteria; however, construction of the Project could result in groundborne vibration that could be perceptible and annoying. Groundborne noise is not likely to be a problem as noise arriving via the normal airborne path usually will be greater than groundborne noise.

[11] California Department of Transportation, *Technical Noise Supplement (TeNS)* (September 2013), Section 2.1.4.2.
[12] California Department of Transportation, *Technical Noise Supplement (TeNS)* (September 2013), Section 2.1.4.1.
[13] California Department of Transportation, *Technical Noise Supplement (TeNS)* (September 2013), Section 2.1.4.1.
[14] California Department of Transportation, *Technical Noise Supplement (TeNS)* (September 2013), Section 2.1.4.3.

Groundborne vibration has the potential to disturb people as well as to damage buildings. Although it is very rare for mobile source-induced groundborne vibration to cause even cosmetic building damage, it is not uncommon for construction processes such as blasting and the pile driving to cause vibration of sufficient amplitudes to damage nearby buildings (FTA 2018). Groundborne vibration is usually measured in terms of vibration velocity, either the root-mean-square (RMS) velocity or peak particle velocity (PPV). RMS is best for characterizing human response to building vibration, and PPV is used to characterize potential for damage. dB notation acts to compress the range of numbers required to describe vibration. Vibration velocity level in dB is defined as:

$$L_v = 20 \log_{10} [V/V_{ref}]$$

where L_v is the VdB, "V" is the RMS velocity amplitude, and "V_{ref}" is the reference velocity amplitude, or $1x10^{-6}$ inches per second (inch/sec) used in the United States. **Table 3.10-1** illustrates human response to various vibration levels, as described in the *Transit Noise and Vibration Impact Assessment* (FTA 2018).

TABLE 3.10-1
HUMAN RESPONSE TO DIFFERENT LEVELS OF GROUNDBORNE NOISE AND VIBRATION

Vibration Velocity Level (VdB)	Noise Level (dBA)		Human Response
	Low Frequency[a]	Mid Frequency[b]	
65	25	40	Approximate threshold of perception for many humans. Low-frequency sound usually inaudible, mid-frequency sound excessive for quiet sleeping areas.
75	35	50	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find transit vibration at this level annoying. Low-frequency noise acceptable for sleeping areas, mid-frequency noise annoying in most quiet occupied areas.
85	45	60	Vibration acceptable only if there are an infrequent number of events per day. Low-frequency noise annoying for sleeping areas, mid-frequency noise annoying even for infrequent events with institutional land uses such as schools and churches.

SOURCE: FTA, 2018, Table 7-1.

NOTES: VdB = vibration velocity decibels; dBA = A-weighted decibels.

a. Approximate noise level when vibration spectrum peak is near 30 Hz.
b. Approximate noise level when vibration spectrum peak is near 60 Hz.

Factors that influence groundborne vibration and noise include the following:

- **Vibration Source:** Vehicle/equipment suspension, wheel types and condition, track/roadway surface, track support system, speed, transit structure, and depth of vibration source
- **Vibration Path:** Soil type, rock layers, soil layering, depth to water table, and frost depth
- **Vibration Receiver:** Foundation type, building construction, and acoustical absorption

Among the factors listed above, there are significant differences in the vibration characteristics when the source is underground compared to at the ground surface. In addition, soil conditions are known to have a strong influence on the levels of groundborne vibration. Among the most important factors are the stiffness and internal damping of the soil and the depth to bedrock.

Experience with groundborne vibration shows that vibration propagation is more efficient in stiff clay soils than in loose sandy soils, and shallow rock seems to concentrate the vibration energy close to the surface, resulting in groundborne vibration problems at large distance from the source. Factors such as layering of the soil and depth to water table can have significant effects on the propagation of groundborne vibration. Soft, loose, sandy soils tend to attenuate more vibration energy than hard, rocky materials. Vibration propagation through groundwater is more efficient than through sandy soils.

Human annoyance generally occurs within buildings with windows rattling and ground shaking. Receivers in an outdoor setting usually are less sensitive to vibration effect. Existing off-site buildings with noise sensitive receivers in the Project vicinity includes residential units located approximately 1,200 feet to the east of the Project site along Rancho Conejo Boulevard and Conejo Adventist Elementary School located approximately 1,700 feet south of the Project site along Academy Drive.

Vibration level (VdB) attenuation through soil is represented by the following equation:

$$\text{LvdB (D)} = \text{LvdB (25 feet)} - 30 \text{ Log (D/25)}$$

Where D is the distance between the vibration source and the receiver. LvdB (25 feet) is the source vibration level measured at 25 feet. A vibration level at 50 feet is 9 VdB lower than the vibration level at 25 feet. Vibration at 1,000 feet from the source is 48 VdB lower than the vibration level at 25 feet. Therefore, receptors at 1,000 feet from the construction activity may be exposed to groundborne vibration up to 46 VdB.

Existing Conditions

Noise-Sensitive Receptor Locations

Some land uses are considered more sensitive to noise than others due to the types of activities typically involved at the receptor locations and the effect that noise can have on those activities and the persons engaged in them. Existing land uses on the Project site and in the surrounding areas include industrial, schools, and residential. Specifically, the nearest residential uses (Arroyo Villa Apartments) are located approximately 1,200 feet to the east of the Project site. Conejo Adventist Elementary is located approximately 1,700 feet southwest from the project site.

Vibration-Sensitive Receptor Locations

Typically, groundborne vibration generated by man-made activities (i.e., rail and roadway traffic, operation of mechanical equipment and typical construction equipment) diminishes rapidly with distance from the vibration source. Construction activities, such as impact pile driving, would have the greatest effect on vibration-sensitive land uses. Energy is lost during the transfer of energy from one particle to another, and, as a result, vibration becomes less perceptible with increasing distance from the source.

With respect to potential structural damage, structures in close proximity (adjacent) to the Project site are considered vibration-sensitive. These include the industrial office buildings, the closest being to the southeast, north of Conejo Spectrum Street.

With respect to human annoyance, sensitive land uses include buildings where use of vibration-sensitive equipment is used (e.g., hospitals, research, and manufacturing), residential land uses and buildings where people normally sleep, schools, churches, and doctor's offices.[15]

Because vibration impact of building damages occurs within the buildings, the distance to the nearest sensitive receivers is measured between the nearest off-site sensitive use buildings and the Project construction area boundary. Existing buildings in the Project vicinity include:

- To the east: Arroyo Villa Apartments, approximately 1,200 feet.
- To the south: industrial office building, approximately 70 feet from the nearest proposed building (Building 2).

Ambient Noise Measurements

The predominant existing noise source on the Project site and surrounding areas is traffic noise from the Conejo Center Drive, Rancho Conejo Boulevard, and other local streets.

On October 10, 2023, short-term (15-minute duration) daytime ambient noise measurements were conducted at locations shown in **Figure 3.10-2,** *Ambient Noise Monitoring and Construction Noise Modeling Locations* that represent the ambient noise environment at or in the vicinity of nearby noise sensitive receptors. A summary of noise measurements is provided in **Table 3.10-2**, *Summary of Ambient Noise Measurements*. Average noise levels range from 52.2 dBA to 65.2 dBA L_{eq}.

The representative ambient noise locations (R1 through R4), shown in Figure 3.10-2, are described as follows:

- Measurement Location R1: Existing noise environment to the south of the north Project site (5A, 5B, 6A, 6B) at the end of Rancho Conejo Boulevard, and entrance to Conejo Open Space Trail.
- Measurement Location R2: Existing noise environment on the north side of the south Project site (1G, 1F), at the center Conejo Center Drive and entrance to Conejo Canyons Trail Head.
- Measurement Location R3: Existing noise environment to the southeast of the south Project site (1D), along Rancho Conejo Boulevard, at the north end of Arroyo Villa Apartments.
- Measurement Location R4: Existing noise environment to the southwest of the south Project site (2, 3), at the intersection of Marion Street and Roth Court.

[15] FTA, Transit Noise and Vibration Impact Assessment Manual, Table 6-1, September 2018.

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SOURCE: ESA, 2024; Google Earth, 2024

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Figure 3.10-2
Noise Monitoring Locations

ESA

TABLE 3.10-2
SUMMARY OF AMBIENT NOISE MEASUREMENTS

Location and Land Uses	Duration	Average L_{eq}
R1, End of Rancho Conejo Boulevard, entrance to Conejo Open Space Trail	15 minutes	58.6
R2, Conejo Center Drive, entrance to Conejo Canyons Trail Head	15 minutes	52.2
R3, Arroyo Villa Apartments	15 minutes	59.8
R4, Marion Street and Roth Court Residences	15 minutes	65.2

SOURCE: ESA 2023

NOTE:

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

3.10.2 Regulatory Setting

Federal

The Noise Control Act of 1972 establishes a national policy to promote an environment for all Americans to be free from noise that jeopardizes their health and welfare.

Information on Levels of Environmental Noise Requisite to Protect Health and Welfare with an Adequate Margin of Safety, commonly referenced as the "Levels Document," establishes an L_{dn} of 55 dBA as the requisite level, with an adequate margin of safety, for areas of outdoor uses, including residences and recreation areas (EPA 1974). This document identifies safe levels of environmental noise exposure without consideration of costs for achieving these levels or other potentially relevant considerations.

The Federal Energy Regulatory Commission Guidelines on Noise Emissions from Compressor Stations, Substations, and Transmission Lines, require that:

> *"the noise attributable to any new compressor stations, compression added to an existing station, or any modification, upgrade, or update of an existing station must not exceed a L_{dn} of 55 dBA ("A-weighted decibel") at any preexisting noise-sensitive area (such as schools, hospitals, or residences)."*

This policy was adopted based on the USEPA-identified level of significance of 55 L_{dn} dBA.

Federal Highway Administration

The purpose of the Federal Highway Administration (FHWA) Noise Abatement Procedure is to provide procedures for noise studies and noise abatement measures to help protect the public health and welfare, supply noise abatement criteria, and establish requirements for information to be given to local officials for use in the planning and design of highways. It establishes five categories of noise-sensitive receptors and prescribes the use of the hourly L_{eq} as the criterion metric for evaluating traffic noise impacts.

Department of Housing and Urban Development

The Department of Housing and Urban Development (HUD) regulations set forth the following exterior noise standards for new home construction assisted or supported by the department:

- 65 L_{dn} or less – Acceptable
- 65 L_{dn} and < 75 L_{dn} – Normally unacceptable, appropriate sound attenuation measures must be provided
- 75 L_{dn} – Unacceptable

HUD's regulations do not contain standards for interior noise levels. Rather a goal of 45 dBA is set forth, and attenuation requirement are geared to achieve that goal.

Occupational Safety and Health Administration

The Occupational Safety and Health Administration (OSHA) Occupation Noise Exposure Hearing Conservation Amendment (Federal Register 48 [46], 9738-9785 1983) stipulate that protection against the effects of noise exposure shall be provided for employees when sound levels exceed 90 dBA over an 8-hour exposure period. Protection shall consist of feasible administrative or engineering controls. If such controls fail to reduce sound levels to acceptable levels, personal protective equipment shall be provided and used to reduce exposure of the employee. Additionally, a Hearing Conservation Program must be instituted by the employers whenever employee noise exposure equals or exceeds the action level of an 8-hour time-weighted average sound level of 85 dBA. The Hearing Conservation Program requirements consist of periodic area and personal noise monitoring, performance and evaluation of audiograms, provision of hearing protection, annual employee training, and record keeping.

Federal Transit Administration and California Department of Transportation

The criteria for environmental impact from groundborne vibration are based on the maximum levels for a single event. **Table 3.10-3,** *Construction Vibration Damage Criteria* lists the potential vibration damage criteria associated with construction activities, as suggested in the *Transit Noise and Vibration Impact Assessment* (FTA 2018).

TABLE 3.10-3
CONSTRUCTION VIBRATION DAMAGE CRITERIA

Building Category	PPV (inch/sec)	Approximate L_V[a]
Reinforced-concrete, steel or timber (no plaster)	0.50	102
Engineered concrete and masonry (no plaster)	0.30	98
Non-engineered timber and masonry buildings	0.20	94
Buildings extremely susceptible to vibration damage	0.12	90

SOURCE: FTA 2018, Table 12-3
NOTES: PPV = peak particle velocity; L_V = velocity in decibels; inch/sec = inches per second.
a. Root-mean-square velocity in decibels (VdB) re 1 microinch per second.

Federal Transit Administration (FTA) guidelines show that a vibration level of up to 102 VdB (equivalent to 0.5 inch/sec PPV) (FTA 2018) is considered safe for buildings consisting of reinforced concrete, steel,

or timber (no plaster), and would not result in any construction vibration damage. For a non-engineered timber and masonry building, the construction vibration damage criterion is 94 VdB (0.2 inch/sec PPV). The RMS values for building damage thresholds referenced above are shown in **Table 3.10-4**, *Guideline Vibration Damage Potential Threshold Criteria* which is taken from the *Transportation and Construction Vibration Guidance Manual* (Caltrans 2020).

TABLE 3.10-4
GUIDELINE VIBRATION DAMAGE POTENTIAL THRESHOLD CRITERIA

	Maximum PPV (inch/sec)	
Structure and Condition	**Transient Sources[a]**	**Continuous/Frequent Intermittent Sources[b]**
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.20	0.10
Historic and some old buildings	0.50	0.25
Older residential structures	0.50	0.30
New residential structures	1.00	0.50
Modern industrial/commercial buildings	2.00	0.50

SOURCE: Caltrans 2020, Table 19

NOTES: PPV = peak particle velocity; inch/sec = inches per second.

a. Transient sources create a single, isolated vibration event, such as blasting or drop balls.
b. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

Based on Table 8-3 in the FTA's *Transit Noise and Vibration Impact Assessment* (FTA 2018), interpretation of vibration criteria for detailed analysis is 78 VdB for residential uses during daytime hours. During nighttime hours, the vibration criterion is 72 VdB. For office buildings, the FTA guidelines suggest that a vibration level of 84 VdB should be used for detailed analysis.

State

California Code of Regulations (CCR) Title 24 establishes the California Building Code (CBC). The most recent building standard adopted by the legislature and used throughout the state is the 2022 version, which took effect on January 1, 2023. The State of California's noise insulation standards are codified in the CBC (Title 24, Part 2, Chapter 12). These noise standards are for new construction in California for the purposes of interior compatibility with exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residences, schools, or hospitals, are near major transportation noises, and where such noise sources create an exterior noise level of 60 dBA 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 California Code of Regulations (CCR) Title 24, Part 2, Chapter 12 acceptable interior noise limit for new construction is 45 dBA CNEL. Additionally, the California Air Resources Board (CARB) has promulgated an Airborne Toxic Control Measure (ATCM) that limits heavy-duty diesel motor vehicle idling to 5 minutes at a location (Title 13 California Code of Regulations [CCR], Section 2485). While this ATCM was adopted to reduce emissions, it has co-benefits of reducing noise from truck idling durations. Refer to Section 3.2, *Air Quality*, for additional information on the CARB anti-idling ATCM.

California Environmental Quality Act

CEQA is the principal statute governing environmental review of projects occurring in the state and is codified at Public Resources Code (PRC) Section 21000 et seq. CEQA requires lead agencies to determine if a proposed project would have a significant effect on the environment, including significant effects on historical or unique archaeological resources.

Local

General Plan Noise Element

The Project site is located within the City of Thousand Oaks, as are the existing residences and other noise-sensitive land uses in the surrounding area. The noise criteria identified in the Noise Element of the Thousand Oaks 2045 General Plan are guidelines to evaluate the land use compatibility of outdoor environmental noise levels. The land use compatibility guidelines indicate that low-density and multifamily residential land uses are considered "normally acceptable" with noise levels below 60 dBA CNEL and "conditionally acceptable" with noise levels between 60-65 dBA CNEL; office uses are considered "normally acceptable" with noise levels below 65 dBA CNEL and "conditionally acceptable" with noise levels between 65-70 dBA; and industrial and manufacturing land uses are considered "normally acceptable" with noise levels below 70 dBA CNEL and "conditionally acceptable" with noise levels between 70-80 dBA CNEL (City of Thousand Oaks 2023).

Goal N-1: Promote a pattern of land uses that is compatible with current and future noise levels.

> **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.

Goal N-2: Minimize adverse noise impacts associated with transportation.

> **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 11.4 (see **Table 3.10-5**, *Construction Noise Thresholds of Significance*) 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.

TABLE 3.10-5
(TABLE 11.4) CONSTRUCTION NOISE THRESHOLDS OF SIGNIFICANCE

Land Use	Leq (8-hour) Day	Night	CNEL
Residential	80 dBA	70 dBA	75
Commercial	85 dBA	85 dBA	80
Industrial	90 dBA	90 dBA	85

SOURCE: City of Thousand Oaks, 2023

NOTES: dBA = A-weighted decibels; HP = horsepower; N/A = not applicable.

A noise-sensitive use is a use for which the upper limit for the "normally acceptable" noise level range shown in Table 11.2 is 65 CNEL or lower.

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 use

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.

Municipal Code Noise Ordinance

The City of Thousand Oaks Municipal Code includes restrictions that are applicable to the Project. These restrictions are on construction activities as well as operational activities as discussed below.

Section 8-11.01 Construction activities restricted to certain hours, in Chapter 11, Hours for Construction Activities, of the City of Thousand Oaks Municipal Code states:

> *It shall be unlawful for any person to engage in or conduct any activity in the construction of any building or structure, the moving of earth, or the laying of any pavement, including, but not limited to, the making of any excavation, clearing or grading of surface land, and loading or unloading material, equipment, or supplies, except between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday, unless a permit for each work at different hours or days has first been issued by the Public Works*

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

Section 5-21.03 Loud, unnecessary and unusual noise on property which is the source of noise is restricted as described in the City of Thousand Oaks Municipal Code.

Notwithstanding any other provisions of this chapter, and in addition thereto, it shall be unlawful for any person to willfully make or continue to make or cause to be made or continued, or allow any animal which is kept by that person on the property which is the source of the noise, to make any loud, unnecessary, and unusual noise which disturbs the peace or quiet of any neighborhood, or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area.

The standard which may be considered in determining whether a violation of the provisions of this section exists may include, but not be limited to, the following:

(a) The level of noise when standing on the property line;

(b) Whether the nature of the noise is usual or unusual for the approved use of the property;

(c) Whether the origin of the noise is natural or unnatural;

(d) The level and intensity of the background or ambient noise, if any;

(e) The proximity of the noise source to residential sleeping facilities;

(f) The nature and zoning of the area within which the noise emanates;

(g) The density of the inhabitation of the area within which the noise emanates;

(h) The time of the day and night the noise occurs;

(i) The duration of the noise;

(j) Whether the noise is recurrent, intermittent, or constant; and

(k) Whether the noise is produced by a commercial or noncommercial activity.

3.10.3 Thresholds of Significance

According to Appendix G of the State CEQA Guidelines, the proposed Project could have a potentially significant impact with respect to noise and groundborne vibration if it would:

- Generate 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 (see Impact 3.10-1, below).
- Generate excessive groundborne vibration or groundborne noise levels (see Impact 3.10-2, below).

- Expose people residing or working in the Project area to excessive noise levels (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) (see Impact 3.10-3, below).

3.10.4 Methodology

On-Site Construction Noise

On-site construction noise impacts were projected by determining the noise levels expected to be generated by the different types of construction activities anticipated and calculating the construction-related noise levels produced by the construction equipment assumed at sensitive receptors. More, specifically, the following steps were undertaken to assess construction-period noise impacts:

- Ambient noise levels at surrounding sensitive receptor locations were measured in the vicinity of the Project site (see Table 3.10-2).
- For each type of construction equipment expected to be used during each phase of construction, based on information provided by Project Applicant, typical noise levels were obtained from the Federal Highway Administration (FHWA) roadway construction noise model (RCNM).
- The construction noise levels were then calculated for each construction phase using the FHWA RCNM, conservatively, in terms of hourly L_{eq} based on the standard point source noise-distance attenuation factor of 6.0 dBA for each doubling of distance, assuming that all of the equipment for each construction phase would be in use concurrently, which is considered a conservative assumption. Since it is not physically possible for equipment to be all located at the same location at the same time, the loudest equipment was assumed to be located at 50 feet while other equipment was located at a staggered distance of 150 feet.
- Construction noise levels, with incorporation of construction noise best management practices as Best Available Control Technology. , were compared to Policy 3.1 of the General Plan to determine if construction noise levels could be significant A substantial increase in noise is when a project results in a significant increase in ambient noise levels. Policy 3.1 of the General Plan, the FTA noise impact criteria used to assess construction noise impacts on residential uses is 80 dBA during daytime hours and 70 dBA during nighttime hours at residential land use. These criteria are absolute contribution values from construction activity and are independent of existing background noise levels. If the FTA criteria are exceeded, there could be adverse community reaction, and therefore a significant impact.

Off-Site Roadway Noise (Construction and Operation)

Roadway noise levels were projected using the FHWA's Traffic Noise Model (TNM) methodology[16] and the roadway traffic volumes provided in the Project's Traffic Impact Analysis.[17] In addition, freeway traffic volumes were obtained from the Caltrans website. This method allows for the definition of roadway configurations, barrier information (if any), and receiver locations. The model calculates the average noise level at specific locations based on traffic volumes, average speeds, and site environmental conditions. Roadway noise attributable to Project development was calculated in terms of CNEL on the analyzed roadway segments and compared to baseline noise levels that would occur under the "without Project" condition. For construction, Project-related noise along the potential haul route was analyzed.

[16] The noise prediction model which was developed based on calculation methodologies described in FHWA Traffic Noise Model Technical Manual (1998) and validated with the results from FHWA Traffic Noise Model Version 2.5.

[17] Kimley-Horn. Shapell Traffic Study August 2023.

Stationary Point-Source Noise (Operation)

Stationary point-source noise levels at the Project site were evaluated by identifying the noise levels generated by the Project's recreational amenity areas, outdoor stationary noise sources such as rooftop mechanical equipment, surface parking automobile operations, and loading/refuse collection area activity. The hourly L_{eq} noise level from each noise source were calculated at sensitive receptor property lines. The Project noise levels were compared to existing ambient noise levels to determine if the Project noise levels were in compliance with the general noise standards identified in the 2045 General Plan Noise Element and Section 5-21.03 of the Thousand Oaks Municipal Code. Because the municipal code standards are general, a non-compliance with these standards is determined to occur if a project generates noise levels from stationary noise sources more than 5 dBA over ambient noise levels. The following steps were undertaken to calculate the stationary point-source noise impacts:

- Ambient noise levels at surrounding sensitive receptor locations were measured in the vicinity of the Project Site (see Table 3.10-2).
- Typical noise levels generated by each type of stationary point-source noise generator, including mechanical equipment, loading, and surface parking operations, were obtained from measured noise levels for similar equipment/activities and from noise levels published in environmental noise assessment documents for land use development projects or scientific journals, or noise levels from equipment manufacturer specifications.
- Distances between stationary point-source noise generators and surrounding sensitive receptor locations were measured using Project architectural drawings, Google Earth, and site plans.
- Stationary point-source noise levels were then calculated for each sensitive receptor location based on the conservative point source noise-distance attenuation factor of 6.0 dBA for each doubling of distance for acoustically hard or reflective surfaces.
- Noise level increases from stationary point sources, if any, were determined to be substantial if they were more than 5 dBA above ambient noise levels.

For outdoor mechanical equipment, it was assumed that the Project would comply with the requirements of TOMC (Section 5-21.03) to ensure that the maximum noise generated by any and all outdoor mechanical equipment would not exceed the ambient noise level by more than 5 dBA, which is considered a substantial increase in noise levels.

Groundborne Vibration and Groundborne Noise (Construction and Operations)

Groundborne vibration and noise impacts were evaluated for potential building damage and human annoyance impacts. These impacts were determined by identifying the Project's potential vibration sources, estimating the maximum groundborne vibration and noise levels at the distances between the Project's vibration sources and the nearest structure, and groundborne vibration annoyance receptor locations using vibration data from the FTA manual. The groundborne vibration and noise levels were compared to the significance thresholds described above. Excessive vibration is when vibration levels exceed established thresholds resulting in a significant impact.

Construction activities may generate groundborne vibration and noise from transient sources due to the temporary and sporadic use of groundborne vibration-generating equipment. Construction of the Project

would have the potential to cause structure damage to off-site buildings that are located within 50 feet of the Project site. Operation of the Project has no potential to cause structure damage to the Project's own buildings or to off-site buildings that are farther away because the Project would not include any equipment that would generate substantial groundborne vibration or noise levels. Construction and operational activities may generate groundborne vibration and noise levels that could be felt by people as a result of trucks and vehicles driving to and from the Project site. The vibration and noise levels could also be felt from the operation of typical commercial-grade stationary mechanical and electrical equipment used for residential and commercial land uses, such as air handling units, condenser units, and exhaust fans. These pieces of equipment could cause annoyance because groundborne vibration and noise thresholds for human annoyance are much lower than groundborne vibration and noise thresholds for structural damage.

Project Design Features for Noise Abatement

The following Project Design Features are incorporated into the Project and will reduce potential impacts related to noise:

PDF 2-1: **Control of Construction Hours.** Construction activities occurring as part of the Project shall be subject to the limitations that state that construction activities may occur between 7:00 a.m. and 7:00 p.m. Mondays through Saturdays. No construction activities shall be permitted outside of these hours or on Sundays and federal holidays unless a variance is granted by the Public Work Director or his or her authorized representative.

PDF 2-2: **Construction Requirements.** Prior to issuance of grading permits, the City/Project applicant shall incorporate the following measures as a note on the grading plan cover sheet to ensure that the greatest distance between noise sources and sensitive receptors during construction activities have been achieved:

- Construction equipment, fixed or mobile, shall be equipped with properly operating and maintained noise mufflers consistent with manufacturers' standards.
- Construction staging areas shall be located away from off-site sensitive uses during Project construction.
- The Project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the Project site, whenever feasible.

3.10.5 Impact Analysis

Impact 3.10-1: Would the Project have significant and cumulatively considerable impacts from the generation of a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Less than Significant)

Construction

This section includes an overview of the typical methods, equipment, and work force that would be used for construction of the Project. Project construction is estimated to commence in 2025. Initial buildout of the proposed building structures is estimated to occur in 2027, with full operations between 2031 and

2060[18] Unless otherwise noted, construction activities are anticipated to occur between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday, consistent with the City of Thousand Oaks Municipal Code Noise Ordinance. During the construction hours, construction-related noise would comply with the noise thresholds as shown in the following impact analysis resulting in a less than significant impact.

Typical Construction Equipment

Short-term noise impacts would be associated with grading/excavation, construction, paving, and finishing/coating during construction of the Project. Construction-related short-term noise levels would be higher than current existing ambient noise levels in the Project area but would no longer occur once the Project is completed.

Construction crew commutes and the transport of construction equipment and materials to the Project site would incrementally increase noise levels on access roads leading to the Project site. Construction worker commutes and trucks hauling materials and equipment to and from the project site would be the primary generator of offsite mobile sources. A maximum of approximately 30 worker one-way trips per day, and up to approximately 70 haul and vendor one-way truck trips per day during Phase 1 and 2 grading and building construction phases would occur (based on the air quality modeling included in Appendix C). Noise associated with construction truck trips were completed using a spreadsheet based on the FHWA Traffic Noise Model and based on the maximum number of worker and truck trips in a peak hour (assuming an 12-hour workday).

Although during construction there would be a relatively high single-event noise-exposure potential causing intermittent noise nuisance (passing trucks at 50 feet would generate up to a maximum of 87 dBA L_{max} over a few seconds), the effect on longer-term (hourly or daily) ambient noise levels would be small when averaged over a long period of time (an hour, 8 hours, or 24 hours) with much lower ambient noise levels. Construction haul trucks traveling to and from Project site and staging areas would access the regional transportation network at the nearby U.S. 101 ramps and on Conejo Center Drive, and consequently, would not increase noise levels along local roadways near noise-sensitive receptors. The results of the analysis indicate that the proposed project construction-related trips would generate noise levels of approximately 59.5 dBA Leq at the noise sensitive receptors along Rancho Conejo Boulevard between Conejo Spectrum Street and Corporate Center Drive. The representative existing noise level at R3 (59.8 dBA Leq) combined with the estimated construction noise level of 59.5 dBA Leq would result in a combined noise level of 62.7 dBA Leq, which would be a noise level increase of approximately 2.9 dBA Leq over the existing ambient noise level. A change of less than 1 dBA in sound levels generally cannot be perceived by the human ear and an increase of 3 dBA would be barely perceivable for the average healthy ear (Caltrans, 2013). As the increase in construction traffic noise levels generated by the proposed project would not exceed the 3 dBA thresholds barely perceivable by the average healthy ear, short-term construction-related impacts associated with worker commute and equipment transport to the Project site would be less than significant and not require mitigation.

[18] Project construction is estimated to start in 2025 with final buildout between 2031 and 2035. Construction could commence at a later date due to unforeseen delays, changing market conditions, or other unforeseeable reasons. The conservative schedule used in the technical analyses assumes the phases would be built sequentially rather than include between 6 and 12 months of a gap between the end of the construction within the prior phase in order to accommodate the planning and permitting activity specific to the subsequent phase as potentially described in Section 2.6 of the Project Description of this Draft EIR.

The second type of short-term noise impact is related to noise generated during Project site preparation and on-site construction activities. Construction is completed in discrete steps, each of which has its own mix of equipment, and consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on the Project site, and therefore, the noise levels surrounding the Project site as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. **Table 3.10-6,** *RCNM Default Noise Emission Reference Levels and Usage Factors*, lists construction equipment expected to be used during Project construction, and the noise levels are taken from the *RCNM Default Noise Emission Reference Levels and Usage Factors* which lists typical construction equipment noise levels recommended for noise impact assessments, based on a distance of 50 feet between the equipment and a noise receptor. These noise levels are taken from the FHWA Roadway Construction Noise Model (RCNM) (FHWA 2006). The RCNM is a national model based on the noise calculations and extensive construction noise data compiled for the Central Artery/Tunnel (CA/T) project, one of the largest urban construction projects in the United States where it replaced Boston's deteriorating six-lane elevated Central Artery (I-93) in 1982. The basis for the national model is a spreadsheet tool developed in support of the CA/T project.

Construction Phasing

Individual pieces of heavy-duty off-road construction equipment that would be used for construction of the Project would generate maximum noise levels of approximately 73 dBA to 90 dBA Lmax at a reference distance of 50 feet from the noise source, as shown in Table 3.10-6. The construction equipment noise levels at a distance of 50 feet (Referenced Maximum Noise Levels) are based on the FHWA RCNM User's Guide,[19] which is a technical report containing actual measured noise data for construction equipment. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full-power operation followed by 3 or 4 minutes at lower power settings. While the operating cycles may involve 1 or 2 minutes of full power operation (generating the maximum sound levels identified in Table 3-10-6), the equipment would be moving around and would not stay at a specific location for the entire cycle. Therefore, adjacent receivers would be exposed to the maximum noise level intermittently rather than continuously.

The Project site includes 16 parcels totaling approximately 51.34 gross acres / 49.57 net acres with 15 lots to be developed with 15 buildings ranging in size from approximately 22,700 SF to 93,300 SF of floor area. No pile driving would be used on the Project site during construction.

Project construction will include seven individual phases, as shown in **Table 3.10-7,** *Construction Phasing*.

[19] FHWA, Roadway Construction Noise Model, 2006.

TABLE 3.10-6
RCNM DEFAULT NOISE EMISSION REFERENCE LEVELS AND USAGE FACTORS

Equipment Description	Impact Device?	Acoustical Usage Factor	Spec. 721.560 L_{max} at 50 Feet (dBA, slow) [a]	Actual Measured L_{max} at 50 Feet (dBA, slow) [b]
All other equipment >5 HP	No	50	85	N/A
Backhoe	No	40	80	78
Compressor (air)	No	40	80	78
Concrete saw	No	20	90	90
Crane	No	16	85	81
Dozer	No	40	85	82
Drum mixer	No	50	80	80
Excavator	No	40	85	81
Forklift	No	20	85	75
Frontend loader	No	40	80	79
Generator	No	50	82	81
Generator (<25 kVA, variable-message signs)	No	50	70	73
Grader	No	40	85	N/A
Man lift	No	20	85	75
Paver	No	50	85	77
Scraper	No	40	85	84
Roller	No	20	85	80
Soil mix drill rig	No	50	80	N/A
Tractor	No	40	84	N/A
Welder/torch	No	40	73	74

SOURCE: FTA 2018, Table 9.1

NOTES: dBA = A-weighted decibels; HP = horsepower; N/A = not applicable.

a. The specification "Spec" limit for each piece of equipment expressed as an Lmax level in dBA "slow" at a reference distance of 50 foot from the loudest side of the equipment.
b. The measured "Actual" emission level at 50 feet for each piece of equipment based on hundreds of emission measurements performed on CA/T work sites.

TABLE 3.10-7
CONSTRUCTION PHASING[a]

Phases	Activity
Phases 1 & 2	Fine Grading/Excavation
Phase 3, 4, & 7	Fine Grading/Excavation
Phase 5 & 6	Grading/Excavation
Phase 1	Building Construction
Phase 2	Building Construction
Phase 3	Building Construction
Phase 4	Building Construction
Phase 5	Building Construction
Phase 6	Building Construction
Phase 7	Building Construction

SOURCE: Project Applicant 2022
NOTE:
a. Based on construction information provided by the Project Applicant.

Construction Noise Impacts

Equipment expected to be used on a maximum activity day includes the following:

- Grading: 4 scrapers, 2 dozers, 1 grader, 1 excavator, 2 backhoes, 2 sheep rollers, 1 paving machine, 1 curb machine
- Building Construction: 2 forklifts, 1 crane, 1 dozer, 1 grader, 1 excavator, 1 water truck
- Paving: 1 curb machine, 1 paving machine, 1 steel pavement roller, 1 bobcat, 1 crane

As stated previously, sound levels are generated from a source, and their dB level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. For a single point source, sound levels decrease approximately 6 dBA for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by stationary equipment. If noise is produced by a line source, such as highway traffic or railroad operations, the sound decreases 3 dBA for each doubling of distance in a hard site environment. Line source noise in a relatively flat environment with absorptive vegetation decreases 4.5 dBA for each doubling of distance.

Construction noise is temporary and will cease to occur after completion of the Project construction. It is considered best practice that all construction, maintenance, or demolition activities within the City's jurisdiction be limited to the hours between 7:00 a.m. and 7:00 p.m., Monday through Saturday. No construction work shall occur on Sundays and federal holidays.

Table 3.10-8, *Construction Noise Levels at Existing Off-Site Receptors* lists the estimated construction noise levels during construction of Buildings 1A-1G and Building 2 at the representative off-site sensitive receptors in the vicinity of the Project site where the nearest off-site receivers are located. Receiver location R3 represents the ambient noise monitoring location at Arroyo Villa Apartments. Receiver R4 represents the off-site Marion Street and Roth Court residences. Figure 3.10-2 shows these off-site noise modeling locations. The modeling conservatively assumed that the two noisiest pieces of construction equipment were measured from the Project boundary to the nearest sensitive receptor. Additionally, it was conservatively assumed in the construction noise model that there would be no shielding effects due to intervening structures and buildings along the propagation path from the site to receptor locations. Also, because of stringent air quality emissions standards, newer, cleaner, and quieter heavy equipment is used on most construction projects in California.

Based on the information in Tables 3.10-7 and 3.10-8, construction activities involving construction building on the Project site would expose the nearest off-site noise-sensitive uses to noise levels reaching up to 56.0 dBA L_{eq} over a period of one hour. These noise levels would occur at the existing Arroyo Villla Apartments to the east of the Project site. During other construction phases, noise associated with on-site activity would be lower than those during the construction building period.

TABLE 3.10-8
CONSTRUCTION NOISE LEVELS AT EXISTING OFF-SITE RECEPTORS

Representative Receptor	Loudest Two Noise Sources	Reference Noise Level (dBA)[a]	Distance to Receptor[b] (feet)	Usage Factor	Adjusted L_{eq} Level (dBA)[d]
Phase 1 and 2 Fine Grading/Excavation					
Arroyo Villa Apartments	Scraper/Grader	85.0	1,200[b]	40 / 40 %	55.8
Conejo Adventist Elementary	Scraper/Grader	85.0	1,700[c]	40 / 40 %	52.7
Phase 3, 4, and 7 Fine Grading/Excavation					
Arroyo Villa Apartments	Scraper/Gradall (forklift)	85.0	1,200[b]	40 / 40 %	54.9
Conejo Adventist Elementary	Scraper/Gradall (forklift)	85.0	1,700[c]	40 / 40 %	51.9
Phase 5 and 6 Grading/Excavation					
Arroyo Villa Apartments	Scraper/Grader	85.0	1,200[b]	40 / 40 %	55.8
Conejo Adventist Elementary	Scraper/Grader	85.0	1,700[c]	40 / 40 %	52.7
Building Construction - Phase 1-7					
Arroyo Villa Apartments	Grader/Tractor	85.0	1,200[b]	40 / 40 %	56.0
Conejo Adventist Elementary	Grader/Tractor	85.0	1,700[c]	40 / 40 %	52.7

SOURCE: FHWA. 2006. Roadway Construction Noise Model User Guide; data compiled by Environmental Science Associates, 2024.

NOTES:

dBA = A-weighted decibels; L_{eq} = equivalent sound level; NA = not applicable

a. The instantaneous maximum noise level (L_{max}) at 50 feet.
b. Distance between the project boundary of Buildings 1A-1G and Building 2 to the east, and the property line of the sensitive receptor.
c. Distance between the project boundary of Buildings 1A-1G and Building 2 to the west, and the property line of the sensitive receptor.
d. The L_{eq} level is adjusted for distance and percentage of usage.

In accordance with Policy 3.1 of the General Plan, the FTA noise impact criteria used to assess construction noise impacts on residential uses is 80 dBA during daytime hours. During construction of Buildings 1A-1G and Building 2, peak construction noise levels at R3 (56.0 dBA Leq) where Arroyo Villa Apartments is located would not even exceed the ambient noise level measured at that location (59.8 dBA Leq). Peak construction noise levels projected at other off-site sensitive receiver location R4 (52.7 dBA Leq) during construction Buildings 1A-1G and Building 2 would not even exceed the existing ambient noise levels measured at that location (65.2 dBA Leq). For the purposes of providing a conservative analysis, it is assumed that Phase 3, 4, and 7 Fine Grading/Excavation would overlap with Phase 5 and 6 Grading/Excavation and would have a combined noise level of 62.3 dBA where Arroyo Villa Apartments is located. This would not exceed the daytime criteria of 80 dBA Leq for residential uses.

Because construction on the Project site would be below the General Plan Policy 3.1 FTA daytime criteria of 80 dBA Leq for residential uses, the Project would result in a less than significant construction noise impact.

Operations

This section describes the activities relating to operation of the Project, including Project-related vehicular traffic and any on-site noise-generating equipment and activity.

Traffic Noise Impacts on Off-Site Land Uses

Increases in traffic noise levels were determined for this analysis using the FHWA Traffic Noise Prediction Model. Peak-hour turning movement volumes for existing Baseline and existing Baseline plus Project conditions provided by the transportation consultant traffic study[20] were analyzed to evaluate traffic-generated noise increases on roadway segments most affected by

Project-related traffic. The roadway segments analyzed and the modeled noise levels are presented in **Table 3.10-9,** *Existing Baseline with Project Roadway Noise Levels.*

TABLE 3.10-9
EXISTING BASELINE WITH PROJECT ROADWAY NOISE LEVELS

	Traffic Noise Levels (dBA CNEL)			
Roadway Segment	**Existing (2023)[a]**	**Existing (2023) with Project**	**Increase over Baseline**	**Significant Increase?[a]**
Rancho Conejo Boulevard b/t Hillcrest Drive and Conejo Center Drive	69.6	70.7	1.1	No
Ventura Park Road b/t Hillcrest Drive and Rancho Conejo Boulevard	69.1	69.3	0.2	No
Hillcrest Drive b/t Rancho Conejo Boulevard and Ventura Park Road	70.7	70.7	0	No

SOURCE: Traffic data compiled by Kimley-Horn in 2024, and modeling performed by Environmental Science Associates in 2024

NOTES:

Decibel levels were calculated at a distance of 15 meters (approximately 50 feet) from the roadway centerline.

a. Threshold used for significant increase is 3 dBA.

As shown in Table 3.10-9, the existing Baseline plus Project traffic noise levels along the analyzed roadway segments in the Project vicinity would have noise level changes less than the 3 dBA increase which is a less than significant noise increase impact and additional analysis is not warranted. Because the noise level increases on off-site land uses along roadways in the Project vicinity would be less than 3 dBA, the Project would result in a less than significant traffic noise impact.

On-Site Project Stationary Noise on Off-Site Land Uses

On-Site Fixed Mechanical Equipment Noise

The operation of mechanical equipment typical of developments like the Project, such as air conditioners, fans, and related equipment, may generate audible noise levels. Neither the Project plans nor written

[20] Because average daily traffic volumes and nighttime fraction data are not available for all the roadways analyzed, calculation of an Ldn value from available traffic volume data is speculative. This analysis uses peak hour Leq to determine the existing and with project noise levels. Caltrans recognizes that the Ldn is typically approximately equal to the peak hour Leq (Caltrans, 2013).

Project description include any enclosures for diesel generators, so this analysis does not include air quality impacts from diesel generators.

The Project's mechanical equipment would be located on the ground, on rooftops, within buildings, and the mechanical equipment would be shielded from nearby land uses to attenuate the noise they would generate and avoid conflicts with adjacent uses. Noise levels from HVAC equipment vary significantly depending on unit efficiency, size, and location but generally average from 45 dBA to 70 dBA Leq at 50 feet (USEPA 1971). HVAC Noise levels are typically attenuated by design, baffling, enclosures, barriers and distance. As a regulatory matter, all mechanical equipment would be designed with appropriate noise control devices, such as sound attenuators, acoustics louvers, sound enclosures, and/or sound screen/parapet walls, to comply with the noise limitation requirements provided in the 2045 General Plan and TOMC. Assuming a worst-case noise level of 70 dBA Leq at 50 feet and accounting for distance attenuation, the closest sensitive receptors located approximately 1,200 feet east of the proposed project would experience noise levels of approximately 42.4 dBA Leq. A noise level of 42.4 dBA Leq would not increase noise levels above typical ambient noise levels in a suburban environment. The developer will need to provide an acoustical report demonstrating the project, including all exterior equipment, is in compliance with the City's noise regulations, and the acoustical report shall be submitted during plan check for review and approval by the Planning Division and Building and Safety Division of the Community Development Department. Therefore, compliance with the 2045 General Plan and TOMC's code general requirements and the quantitative restrictions would ensure that operation of the Project's fixed mechanical equipment would not increase ambient noise levels by more than 5 dBA at nearby land uses, and thus Project fixed mechanical equipment noise impacts would be less than significant.

Loading Activities and Refuse Service Areas Noise

The Project requires typical weekly refuse collection services for the building uses with refuse trucks accessing the Project site from Conejo Center Drive or Rancho Conejo Boulevard to the Project site. The Project would include dedicated exterior loading docks at each building.

Loading activities, such as truck movements/idling and loading/unloading operations, would generate noise levels of approximately 70 dBA Leq at a reference distance of 50 feet from the noisiest portion of the truck (i.e., to the side behind the cab and in line with the engine and exhaust stacks) based on a noise survey that was conducted by ESA at a loading dock facility. Refuse collection vehicles would travel on Conejo Center Drive or Rancho Conejo Boulevard for refuse pickup. Refuse collection generally occurs on a weekly basis and usually lasts for several minutes similar to refuse pickup services for all other uses in the area, which would generate an incidental amount of noise and would result in a less than significant increase in ambient noise levels in the Project area. Loading activities in the dedicated loading docks would generally occur throughout working hours. As a regulatory matter, the design of the loading docks will need to comply with the 2045 General Plan Noise Element, and the developer will need to provide an acoustical report demonstrating the project, including the loading docks, is in compliance with the City's noise regulations, and the acoustical report shall be submitted during plan check for review and approval by the Planning Division and Building and Safety Division of the Community Development Department. Vehicles utilizing the loading docks will be required to follow local and state idling regulations, which limits heavy-duty diesel motor vehicle idling to 5 minutes at a location (Title 13 CCR, Section 2485). While this ATCM was adopted to reduce emissions, it has co-benefits of reducing noise from truck idling durations. Refer to Section 3.2, *Air Quality*, for additional information on the CARB anti-idling ATCM.

Loading activities within loading docks designed to be in compliance with the City's regulatory requirements would generate an incidental amount of noise and would result in a less than significant increase in ambient noise levels in the Project area.

On-Site Parking Area Noise

Parking would be provided within the Project site as surface parking area. Sources of noise associated with parking areas typically include engines accelerating, doors slamming, car alarms, horns honking, tire squeals, and people talking. Noise levels at these facilities would fluctuate throughout the day with the amount of vehicle and human activity. Noise levels would generally be the highest in the morning and evening peak traffic hours when the largest number of vehicles would enter and exit the parking lots.

For the purpose of providing a conservative, quantitative estimate of the noise levels that would be generated by vehicles entering and exiting the Project site, the methodology recommended by FTA for the general assessment of parking-related noise sources was used, as discussed in the Section 3.10.4, *Methodology*, above. Because there are no noise-sensitive receivers located within 500 feet of the proposed parking area, less than significant noise impacts would occur from the use of the surface parking lots.

Significance Determination: Less than Significant.

Mitigation Measures: No mitigation measures are required.

Impact 3.10-2: Would the Project have a less than significant and less than cumulatively considerable impact from the generation of groundborne vibration or groundborne noise levels? (Less than Significant)

Because vibration level in RMS is best for characterizing human response to building vibration and vibration level in PPV is best used to characterize potential for damage, this construction vibration impact analysis will discuss the human annoyance using vibration levels in VdB and will assess the potential for building damages using vibration levels in PPV (inch/sec).

Equipment expected to be used on a maximum activity day includes the following:

- Grading: 4 scrapers, 2 dozers, 1 grader, 1 excavator, 2 backhoes, 2 sheep rollers, 1 paving machine, 1 curb machine
- Building Construction: 2 forklifts, 1 crane, 1 dozer, 1 grader, 1 excavator, 1 water truck
- Paving: 1 curb machine, 1 paving machine, 1 steel pavement roller, 1 bobcat, 1 crane

Bulldozers and other heavy-tracked construction equipment generate approximately 87 VdB of groundborne vibration when measured at 25 feet, based on the *Transit Noise and Vibration Impact Assessment* (FTA 2018). This level of groundborne vibration exceeds the threshold of human perception, which is approximately 65 VdB. Groundborne vibration levels would not cause any damage to the buildings. Construction vibration, similar to vibration from other sources, would not have any significant effects on outdoor activities (e.g., those outside in the Project vicinity). FTA guidelines show that a

vibration level of up to 102 VdB (an equivalent to 0.5 inch/sec PPV) (FTA 2018) is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster), and would not result in any construction vibration damage. For a non-engineered timber and masonry building, the construction vibration damage criterion is 94 VdB (0.2 inch/sec PPV). The RMS values for building damage thresholds referenced in **Table 3.10-10,** *Vibration Source Amplitudes for Construction Equipment*, were taken from the *Transportation and Construction Vibration Guidance Manual* (Caltrans 2020). Table 3.10-10 further shows the PPV values at 25 feet from the construction vibration source as well as vibration levels in terms of VdB at 25 feet from the construction vibration source. A matrix of vibration from construction activities with distance is presented in **Table 3.10-11,** *Vibration Source Levels for Construction Equipment***.**

TABLE 3.10-10
VIBRATION SOURCE AMPLITUDES FOR CONSTRUCTION EQUIPMENT

	Reference PPV/L_V at 25 Feet	
Equipment	**PPV (inch/sec)**	**L_V (VdB)**
Vibratory Roller	0.210	94
Earth Mover	0.011	69
Excavator	0.047	81
Wheel Loader	0.076	86
Large Bulldozer	0.089	87
Loaded Trucks	0.076	86
Small Bulldozer	0.003	58

SOURCE: FTA 2018
NOTES: PPV = peak particle velocity; L_V = velocity in decibels; inch/sec = inches per second; VdB = vibration velocity decibels.

TABLE 3.10-11
VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT

	Approximate PPV (in/sec)						
Equipment	**25 Feet**	**50 Feet**	**60 Feet**	**70 Feet**	**100 Feet**	**200 Feet**	**300 Feet**
Large Bulldozer	0.0890	0.0315	0.0239	0.0190	0.0111	0.0039	0.0021
Loaded Trucks	0.0760	0.0269	0.0204	0.0162	0.0100	0.0034	0.0018
Jackhammer	0.0350	0.0124	0.0094	0.0075	0.0044	0.0015	0.0008
Small Bulldozer	0.0030	0.0011	0.0008	0.0006	0.0004	0.0001	0.0001

SOURCE: FTA 2018. Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, 2018
NOTES:
PPV = peak particle velocity; inch/sec = inches per second.
Lighter shaded areas indicate the distances at which the criterion for historic structure or buildings that are documented to be structurally weakened would be exceeded.

Construction Vibration Structural Damage

The closest off-site buildings adjacent to the Project site are approximately 70 feet south from the nearest construction area on the Project site. Based on Table 3.10-10 and Table 3.10-11, it would take a vibration PPV level of more than 0.2 inch/sec or 0.5 inch/sec to potentially result in any building damages.

Table 3.10-10 shows that none of the construction activities anticipated on the Project site, including large bulldozers, would result in a vibration level that would reach 0.5 inch/sec PPV at 25 feet from each of the Project construction equipment and/or activities.

Existing buildings in the Project vicinity include commercial buildings to the south along Conejo Spectrum Street, 70 feet; and residential buildings (Arroyo Villa Apartments) to the east, 1,200 feet. At 70 feet, where the nearest commercial building is located, the vibration level would be reduced to 0.019 inch/sec PPV, lower than the vibration damage threshold. Off-site residential buildings are farther away from the proposed construction area than the distances labelled in Table 3.10-11, and would be exposed to even lower construction vibration levels. Therefore, no building damages would occur as a result of the Project construction.

Construction Vibration Human Annoyance

The closest off-site groundborne vibration human annoyance receptors to the Project site are located approximately 1,200 feet from the nearest construction area on the Project site. **Table 3.10-12,** *Summary of Construction Equipment and Activity Vibration*, lists the projected vibration level from various construction equipment expected to be used on the Project site to the sensitive uses in the Project vicinity. For the Project construction activity, the equipment with the highest vibration generation potential is the large bulldozer, which would generate 87 VdB at 25 feet. With the vibration attenuation through distance divergence, the vibration from Project construction would be reduced by approximately 37 VdB at the nearest off-site residential building to the Project site that are at least 1,200 feet from the Project construction area boundary.

TABLE 3.10-12
SUMMARY OF CONSTRUCTION EQUIPMENT AND ACTIVITY VIBRATION

	Vibration Level (VdB)	
Equipment/Activity	**At 25 Feet**	**Vibration Level with Distance Attenuation[a]**
Residential Buildings (Arroyo Villa Apartments) to the East (1,200 feet)		
Large Dozer[b]	87	37
Loaded Trucks	86	36
Jackhammer	79	29
Small Bulldozer	53	3
Commercial Buildings to the South (70 feet)		
Large Dozer[b]	87	74
Loaded Trucks	86	73
Jackhammer	79	66
Small Bulldozer	53	40

SOURCE: Compiled by ESA 2024

NOTES:

a. The FTA recommended building damage threshold is 0.2 inch/sec or approximately 94 VdB at the receiving property structure or building.
b. Large dozers represent the construction equipment with the highest vibration potential that would be used on-site. Other equipment would result in a lower vibration when compared to that of large bulldozers.

As shown in Table 3.10-12, construction equipment vibration levels would not exceed the FTA's 78 VdB threshold at the nearest noise-sensitive receiver locations during daytime hours or the FTA's 84 VdB threshold for annoyance of occupants in commercial/office buildings.

Table 3.10-12 lists the vibration levels that would result from the on-site construction equipment. The projected construction vibration level during Project construction at the nearest noise-sensitive receiver locations (Arroyo Villa Apartments) would not exceed the FTA's vibration standards of 78 VdB for sensitive uses (residences) or the FTA's 84 VdB threshold for commercial/office buildings. The Project would result in less than significant construction vibration impacts.

Operational Vibration Human Annoyance

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

Significant Determination: Less than Significant.

Mitigation Measures: No mitigation measures are required.

Impact 3.10.3 Would the Project expose people residing or working in the Project area to excessive noise levels (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)? (No Impact)

The Project site is not within 2 miles of any public airport, nor is it located within the boundaries of any airport land use plans. The closest airport is the Camarillo Airport located approximately 8 miles west of the Project site. Therefore, the proposed Project would not expose people residing or working in the Project area to excessive noise levels, and no impact would occur.

Significant Determination: No Impact.

Mitigation Measures: No mitigation measures are required.

3.10.6 Cumulative Impacts

Noise

Construction

The geographic scope of analysis for cumulative noise and vibration construction impacts encompasses sensitive receptors within approximately 1,000 feet of the project site.[21] Beyond 1,000 feet, the contributions of noise from other projects would be greatly attenuated through both distance and intervening structures and their contribution would be expected to be minimal. Chapter 3, *Environmental Setting, Impacts, and Mitigation Measures*, presents the list of reasonably foreseeable future projects in the Project vicinity that could contribute to cumulative construction noise impacts. There are no reasonably foreseeable cumulative construction projects within the 1,000-foot geographic scope of the cumulative construction analysis. The nearest cumulative project at 1500 Pachino Circle is approximately 1,200 feet east from the Project site. Therefore, cumulative construction noise impacts would be less than significant.

Operations

Because operational noise is generally less impactful than construction noise, the same 1,000-foot geographical scope of analysis for cumulative construction noise may also conservatively be applied to operational noise from stationary sources. There are no reasonably foreseeable cumulative projects within the geographic scope of the Project that would generate substantial operational noise and, consequently, cumulative operational noise impacts from stationary sources would be less than significant. Implementation of the Project combined with cumulative development in the Project area could contribute to an increase in average daily noise levels, and a cumulative noise impact would be considered significant if the cumulative noise exceeded an increase of 3 dBA or more at property lines. As shown in **Table 3.10-13,** *Existing and Build Out Roadway Noise Levels* below, the increase in peak hour traffic noise in the vicinity of the Project site from the Build Out traffic scenario compared to the existing Baseline traffic scenario would be less than 3 dBA and therefore would be less than cumulatively considerable and additional analysis is not warranted.

The implementation of cumulative projects could increase stationary noise sources such as mechanical equipment, loading/unloading activities, and parking areas. Because the nearest cumulative project is greater than 500 feet from the Project site, the stationary noise sources associated with the cumulative projects would not noticeably increase ambient noise levels in the vicinity of the Project site. Because the Project's stationary noise sources from mechanical equipment, loading/unloading activities, and the parking structure would result in less than significant noise impacts, the Project's cumulative impact would be less than cumulatively considerable.

[21] This screening threshold distance was developed based on equations for stationary-source noise attenuation (California Department of Transportation, *Transportation and Construction Vibration Guidance Manual*, September 2013). The analysis also used the combined noise level generated by the typical construction phases for a given project assuming multiple pieces of equipment. Using the attenuation equations, the maximum noise level for both excavation and finishing would diminish to below 65 dBA at 1,000 feet. While the City does not have a quantitative threshold for construction, as shown in Table 4.11-1, a noise level of 65 dBA is consistent with normal speech at 3 feet and would be considered an acceptable outdoor noise level exposure during daytime hours.

TABLE 3.10-13
EXISTING AND BUILD OUT ROADWAY NOISE LEVELS

Roadway Segment	Traffic Noise Levels (dBA CNEL)			
	Existing (2023)[a]	Build Out (2040)	Increase over Existing	Significant Increase?[b]
Rancho Conejo Boulevard b/t Hillcrest Drive and Conejo Center Drive	69.6	72.4	2.8	No
Ventura Park Road b/t Hillcrest Drive and Rancho Conejo Boulevard	69.1	71.4	2.3	No
Hillcrest Drive b/t Rancho Conejo Boulevard and Ventura Park Road	70.7	71.7	0.7	No

SOURCE: ESA 2024

NOTES:

Decibel levels were calculated at a distance of 30 feet from the roadway centerline.

a. Traffic study prepared for the Project identified 2030 traffic volumes as cumulative conditions.
b. Threshold used for significant increase is 3 dBA.

Groundbourne Vibration

Due to rapid attenuation characteristics of groundborne vibration, only related projects located adjacent to the same sensitive receptors would result in cumulatively considerable vibration impacts. None of the related projects are located adjacent to both the Project and to nearby sensitive receptors identified for the Project. Therefore, construction and operation of the Project, when considered together with related projects, would result in a less than significant vibration impact, Because the Project construction activities would result in a less than significant vibration impact, the Project's contribution to cumulative vibration impacts would be less than cumulatively considerable.

Significance Determination: Less than Significant.

Mitigation Measures: No mitigation measures are required.

3.11 Public Services

This section identifies and evaluates issues related to public services and recreational facilities serving the proposed Project. It includes a description of existing services facilities including fire protection, police services, schools, libraries and recreational facilities and an evaluation of potential impacts associated with implementation of the Project. A discussion of applicable state, local, and regional plans and/or programs is also included.

3.11.1 Environmental Setting

Fire Protection

The City of Thousand Oaks is within the Ventura County Fire Prevention District, and fire prevention and suppression services in the City are provided by the Ventura County Fire Department (VCFD). VCFD is responsible for emergency medical calls, fire response, and inspection and plan check services. Fire protection services provided to the City include fire, emergency medical, urban search and rescue, hazardous materials prevention and response, air operations, and other emergency response resources. VCFD currently operates 33 fire stations throughout Ventura County, 9of which serve the Conejo Valley (Battalion 3). The nearest station to the Project site is Fire Station 35, which is located at 751 Mitchell Road, approximately a mile from the Project site. The second-nearest station is Fire Station 30, which is located at 325 West Hillcrest Drive, approximately 3 miles east of the Project site. Fire Station 35 was constructed in 2017 and is 11,233 square feet. It is staffed daily by seven firefighters, four of whom are assigned to ladder truck 35. Fire Station 30 serves as the headquarters for Division 3 and Battalion 3. Battalion 3 commands the Conejo Valley. It is staffed with three full-time firefighters (Engine 30) and the Battalion 3 Headquarters staff. VCFD has a goal of responding to emergencies within 8 minutes and 30 seconds. The 8 minute, 30 second response time includes 90 seconds for call processing, 2 minutes to dress in protective gear, and 5 minutes to drive to the incident. The response time goals were developed based on National Fire Protection Association standards and tailored to VCFD's given station design and resources. Battalion 3 has an average response time of 8 minutes and 14 seconds, which meets the VCFD response time standards.

The VCFD also has a number of mutual aid or automatic aid agreements with other fire service agencies including Los Angeles County and the City of Los Angeles, which are employed on an as-needed basis. In addition, every emergency response institution within the State of California is bound by the terms of the California Disaster and Civil Defense Master Mutual Aid Agreement, which creates a statewide mutual aid network wherein facilities throughout the state can be mustered to render mutual aid to divert natural or human-made disasters. Emergency response institutions also use the same incident response system, which allows easy collaboration.

Police Protection

The City has contracted with the Ventura County Sheriff's Department for police services since 1964. The East County Police Services and the Thousand Oaks Police Department share a facility at 2101 East Olsen Road, approximately 10 miles northeast of the Project site. The joint Thousand Oaks Police Department and East County Police Services station perform various law enforcement, community policing, traffic enforcement, special event management, and investigative functions, as well as various

administrative duties. This station is currently staffed with six full-time patrol cars and six 12-hour cars, which totals 12 cars staffed by 12 officers at heightened hours. Ventura County Sheriff's Department's average response time in Thousand Oaks is 2 to 3 minutes for "priority one" or emergency-related calls. The VCSD has seven patrol stations throughout the county and one that provides police protection services to the City of Thousand Oaks[1].

Additional police protection in the City includes the California Highway Patrol (CHP), which provides traffic safety and enforcement services on County and state highways. The City of Thousand Oaks is located within CHP Coastal Division, which has 325-miles of jurisdiction within the division. The Coastal Division has one residential post, two commercial vehicle inspection facilities, and three communication dispatch centers. Additionally, CHP has a Commercial Vehicle Unit, Motor Carrier Unit, Investigative Service Unit, Air Operations Unit, Multidisciplinary Accident Investigation Team, Recruiting, and Public Affairs.

Public Schools

The Project site is located within the Conejo Valley Unified School District (CVUSD) boundaries for elementary (grades K–5), middle (grades 6–8), and high schools (grades 9–12). The Project site is within the Walnut Elementary school attendance area, the Sequoia Middle School attendance area, and the Newbury Park High School attendance area:

- Walnut Elementary, located at 581 Dena Drive and approximately 1.6 miles southwest from the Project site
- Sequoia Middle School, located at 2855 Borchard Road and is approximately 1.5 miles south from the Project site
- Newbury Park High School, located 456 N Reino Road and approximately 2 miles southwest of the Project site

There are also two private schools within the vicinity of the Project site:

- Conejo Adventist Elementary, located at 1250 Academy Drive and approximately 0.8 miles south from the Project site
- Newbury Park Adventist Academy, located at 180 Academy Drive and approximately .95 miles south from the Project site

Table 3.11-1 provides enrollment data on the public schools and capacity for the 2022–2023 school year for the schools that serve the Project site.

The CVUSD requires the payment of fees for all development and construction projects exceeding 500 square feet within the boundaries of the District pursuant to Education Code 17620 and Government Code 65995. The current 2020 fees are $3.36 per square foot of residential development and $0.54 per square foot of commercial/senior citizen dwelling units (CVUSD 2024[2]).

[1] Ventura County Sheriff's Department: https://www.venturasheriff.org

[2] CVUSD Academics: Activities: Safety: https://www.conejousd.org/

TABLE 3.11-1
EXISTING CVUSD SCHOOLS SERVING THE PROJECT AREA

School/Type	Location	Grade Level	Enrollment 2022–2023[a]
Walnut Elementary	581 Dena Drive, Newbury Park, CA 91320	TK–5	286
Sequoia Middle School	2855 Borchard Road, Newbury Park, CA 91320	6-8	849
Newbury Park High School	456 N Reino Road, Newbury Park, CA 91320	9–12	2,189

SOURCES: DOE 2024[3]
NOTES:
a. This number is student enrollment data provided by the California Department of Education.

Parks

The Conejo Recreation and Park District (CRPD) provides the City of Thousand Oaks with parks and recreation services. In 1962, voters created the CRPD. The CRPD serves nearly 140,000 Conejo Valley residents by maintaining more than 50 parks and recreation facilities, offering thousands of classes each year, hosting dozens of community events.

In 1977, the Conejo Open Space Conservation Agency (COSCA) was created by a joint powers agreement between the City of Thousand Oaks and the CRPD to coordinate land use planning and policy decisions, and facilitate open space acquisition, management, and conservation in the Conejo Valley. COSCA currently owns and/or manages approximately 12,700 acres of that open space and maintains more 15,334 acres of protected open space within Thousand Oaks' city limits and planning area and approximately 150 miles of trails. COSCA open space is located to the north and west of the Project site and industrial development is located northeast, south and west of the Project site.

CRPD consists of 91 full-time, 53 regular part-time, and approximately 325 part-time/seasonal employees, contract instructors who supply recreational offerings. Additionally, the District heavily relies on more than 1,000 volunteers each year.

CRPD facilities within the City of Thousand Oaks include the following:

- Borchard Community Center, approximately 2 miles southwest of the Project site
- Cameron Center, approximately 3.5 miles east of the Project site
- Community pools (Community Pool at CLU, Thousand Oaks High School Pool, Newbury Park High School Pool)
- Conejo Community Center approximately 3 miles east from the Project site
- Crowley House approximately 5.5 miles southeast from the Project site
- Dos Vientos Center approximately 3.5 miles southwest of the Project site
- Goebel Adult Center approximately 4.5 miles east of the Project site
- Hillcrest Center for the Arts approximately 3 miles southeast of the Project site

[3] DOE Enrollment by Grade: https://dq.cde.ca.gov/dataquest/dqcensus/enrgrdlevels.aspx?agglevel=District&year=2020-21&cds=5673759

- McCrea Ranch Visitor Center approximately 5 miles northeast of the Project site
- Teen Center approximately 3 miles north of the Project site
- Thousand Oaks Community Center approximately 3.5 miles northeast of the Project site.

CRPD's annual operating budget for the general fund is $20,000,000, approximately 70% of which comes from property taxes. Approximately 6 cents of every base property tax dollar is allocated to the District. Residents are able to take advantage of the District's facilities and recreational services through partnerships with local government agencies; the City of Thousand Oaks, Ventura County, Conejo Valley Unified School District, service clubs, and non-profit organizations. The Park and Dedication Fees and Quimby Fees are included in the City of Thousand Oaks Municipal Code. These fees aim to provide for parks, recreational facilities, and open space areas for the health, safety, and general welfare of future residents and owners of the property and to encourage the City's orderly development. Under this title, the code requires dedication of land, payment of fees, or both for park and recreational purposes as a condition of a residential development permit (CRPD 2022[4]).

Public Libraries

The Project site is serviced by Thousand Oaks Library, which is comprised of one main facility, The Grant R. Brimhall Library, located at 1401 E. Janss Road in Thousand Oaks, approximately 4.5 miles from the Project site; and one branch library, the Newbury Park Branch, located at 2331 Borchard Road in Newbury Park, located 1.5 miles from the Project site. The Library's materials collection includes books, online resources, periodicals and audio-visual materials. Public services provided by the library include the following:

- Reference services for adults and children (either in person or by phone);
- Programs (reader's resources, literary and cultural programs, literacy services, teens and kids' library services, etc.)
- Virtual library and electronic reference sources (electronic information databases, video recordings, oral history tapes, etc.); audiobooks, research databases, K–12 digital resources, reading suggestions, and virtual programs and activities
- Internet Access (Public computers with internet access are available)

The Thousand Oaks Library main facility, Grant R. Brimhall Library, was opened in 1982. The 62,000 square foot building was expanded an additional 22,000 square feet to accommodate an improved Children's Services area, quiet study rooms, and additional seating and shelving capacity in 2006.

3.11.2 Regulatory Setting

Federal

There are no federal regulations that apply to public services on or in the vicinity of the proposed project site.

[4] Conejo Recreation and Park District: https://www.crpd.org/.

State

Mutual Aid Agreements

The California Disaster and Civil Defense Master Mutual Aid Agreement, as provided by the California Emergency Services Act, provides statewide mutual aid between and among local jurisdictions and the state. The statewide mutual aid system exists to ensure that adequate resources, facilities, and other supports are provided to jurisdictions whenever resources prove to be inadequate for a given situation. Each jurisdiction controls its own personnel and facilities but can give and receive help whenever needed.

California Department of Forestry and Fire Protection (CAL FIRE)

Under Title 14 of the California Code of Regulations (CCR), CAL FIRE has the primary responsibility for implementing wildfire planning and protection for State Responsibility Areas (SRAs). CAL FIRE is responsible for identifying fire hazard severity zones (FHSZ) throughout California. The FHSZs on CAL FIRE maps are based on fuel loading, slope, fire history, weather, and other factors. The FHSZs are ranked Moderate to Very High and are designated within a Federal Responsibility Area, SRA or Local Responsibility Area (LRA). Local agencies have the responsibility to designate, by ordinance, very high fire hazard severity zones (VHFHSZs) within their jurisdictions.

Quimby Act (Government Code 66477)

State Subdivision Map, Section 66477 (Quimby Act) allows the legislative body of a city or county, by ordinance, to require the dedication of land, the payment of in-lieu fees, or a combination of both, for park and recreational purposes as a condition of approval for a final tract map or parcel map. The Quimby Act requires that developers dedicate land or pay fees for parkland acquisition. The goal of the Quimby Act is to require developers to help mitigate the impacts to parkland of new residential development.

Senate Bill 50

SB 50 or the Leroy F. Greene School Facilities Act, provides funding for education facilities, K–12 facilities, modernization of older schools, additional funding for districts in hardship situations, and funding for class size reduction. SB 50 provides that no land use proposal can be denied because of insufficient school capacity. It also provides the mandated CEQA mitigation fee for schools that would be affected by a development project. This measure consists of an impact fee levied on a square footage basis for residential and commercial development.

Regional

There are no regional regulations that apply to public services on or in the vicinity of the proposed project site.

Local

Ventura County Fire Department Unit Strategic Fire Plan

The VCFD Unit Strategic Fire Plan (revised May 2023) is a component of the California Strategic Fire Plan used within the VCFD and established under the HFRA protocol[5]. The VCFD seeks to achieve the same goals as the state, including a natural environment that is more fire resilient, buildings and

[5] VCFD Home: https://vcfd.org/

infrastructure that are more fire-resistant, and a society that is more aware of and responsive to the benefits and threats of wildland fire, on a local level that works with stakeholders and cooperators to create programs, policies, and procedures that would make the residents of Ventura County safer. Another significant element of the plan is to identify and evaluate wildland fire hazards to minimize negative effects of a wildland fire on the natural and human environments.

Ventura County Fire Department Codes, Standards and Ordinances

Projects are required to comply with all currently adopted VCFD Codes, Standards, and Ordinances in effect at the time of project review. Ventura County Fire Protection District Ordinance 32 (Ventura County Fire Code), in effect since January 1st, 2023, provides updates compatible with the State Fire Code with the purpose of governing the safeguarding of life and property from fire, explosion hazards and hazardous conditions and regulating the issuance of permits and collection of fees. The project is located within the Local Responsibility Area (LRA) Very High Fire Hazard Severity Zone (VHFHSZ) and therefore is subject to Title 14 Fire Safe Regulations per current VCFD Ordinance.

City of Thousand Oaks General Plan

Community Facilities and Services Element

Goals in the Community Facilities and Services Element regarding fire and police services in Thousand Oaks include the following:

Goal CFS-9. Ensure fire protection for all residents and businesses in the City of Thousand Oaks.

Policy 9.4 Regional coordination: Continue to coordinate with regional agencies, including CAL Fire, on fire protection and suppression.

Goal CFS-10. Provide police services for all residents and businesses in the City.

Policy 10.1 Contract with County Sheriff's Office: Continue to contract with the Ventura County Sheriff's Office on police protection services for the City.

Policy 10.2 Adequate police services: 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 10.4 Address resource gaps: Utilize the Sheriff's Department Mobile Command Center to address resource availability gaps, especially during emergency situations.

Policy 10.6 Crime prevention features: Coordinate with the Sheriff's Department to address community crime issues and to ensure that new development incorporates crime prevention features.

Open Space Element

The Thousand Oaks Open Space Element was updated in 2023 that assures the conservation of open space resources. It is part of state law that mandates cities and counties to adopt an Open Space Element for the preservation of open space for the health, safety, and welfare of the public. The element includes

local planning policies for use of unimproved land and water for the preservation of natural resources, managed production of the resources, outdoor recreation, and enhancement of public health and safety. Law also requires including the inventory of those lands and resources in an "action program". Open Space Element includes goals and policies for parks and open space:

Goal POS-1. Preserve open space lands for future generations of Thousand Oaks residents.

Goal POS-3. Manage and regulate open spaces to protect the natural environment.

Policy: 3.4 Stream water quality in open space areas: Promote efforts to protect water quality of streams located within open space areas from the adverse effects associated with unpermitted recreational use and stormwater runoff.

Goal POS-5: Manage open spaces to reduce risk of natural hazards and promote the safety of the public.

Policy 5.4 New development: Plan new developments to avoid direct and secondary impacts on valuable open space resources, including visual impacts from the trail system, appropriate access control, location, and maintenance of fuel modification areas.

Conejo Recreation and Park District Master Plan

The CRPD Master Plan was originally adopted in June 1975 by District Board Directors and most recently updated in 2011. The Master Plan is a dynamic document that reflects the community growth and changes of the area. The CRPD serves over 136,000 residents of Thousand Oaks and their Master Plan serves as the recreational element of the City of Thousand Oaks General Plan[6]. The objectives and purpose of the master plan is the following:

- To provide an information base from which the Board of Directors may make determinations pertaining to short-range goals in relationship to longer-term goals of the CRPD and current planning principles.
- To consider and evaluate trends in recreation pursuits so that the people of the Conejo Valley may have a meaningful selection of recreational opportunities and facilities.
- To determine population trends and projections, growth indicators, recreational interests, and all other changing demographic factors pertinent to a viable planning process.
- To review and propose planning guidelines and standards for the acquisition and development of recreation areas and facilities to meet the existing and future needs and desires of the community.
- To inventory and categorize all existing recreation areas and facilities within the public, semipublic, private, and commercial sectors of the community to provide data pertaining to the availability of all recreational opportunities in the community.
- To afford the community the opportunity to participate in the determination of future requirements for public recreation and park development within the capabilities and philosophy of CRPD.

[6] City of Thousand Oaks General Plan: https://www.toaks.org/departments/community-development/planning/general-plan

3.11.3 Thresholds of Significance

According to Appendix G of the State CEQA Guidelines, the proposed Project could have a potentially significant impact with respect to public services and recreation if it would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:
  - Fire protection (see Impact PS-1, below)
  - Police protection (see Impact PS-2, below)
  - Schools (see Impact PS-3, below)
  - Parks (see Impact PS-4, below)
  - Other public facilities (see Impact PS-5, below)

3.11.4 Methodology

The potential for adverse impacts on public services has been evaluated based on information concerning current service levels and the ability of the service providers to accommodate the increased demand created by the development of the Project. The determination of impact significance is focused on whether new or expanded governmental facilities would be required to maintain adequate levels of service and whether construction of such facilities would result in significant impacts on the physical environment.

3.11.5 Impact Analysis

Impact 3.11-1: 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 fire protection? (Less than Significant)

The proposed Project area receives fire protection services by the VCFD. The VCFD covers 848-square mile service areas and serves more than 480,000 people in both the City of Thousand Oaks as well as unincorporated parts of Ventura County and other cities within the county (City of Thousand Oaks, 2020a[7]). The Project site would be served by Fire Station 35, which is located at 751 Mitchell Road, approximately 1 mile from the Project site. The proposed Project is part of the approved City of Thousand Oaks' Specific Plan No. 7 which anticipated future planned growth as part of the policy document and CEQA document. The original EIR and most recent Negative Declarations are referenced in this EIR's Section 2.3 of the Project Description. Further, construction jobs would be temporary, and workers are not anticipated to relocate their residence to the Project area and would not induce substantial population growth or require permanent housing. Implementation of the proposed project would not induce growth that could result in the need for new or physically altered government facilities to maintain acceptable

[7] City of Thousand Oaks Fire: https://osfm.fire.ca.gov/media/6700/fhszs_map20.pdf

service ratios, response times, or other performance objectives of the VCFD. As such, the proposed project would have a less than significant impact on fire protection services.

The proposed development would introduce potential ignition sources with buildout of the industrial park; however, the Project would be required to comply with VCFD's Fire Ordinance Number 32 which governs the building, infrastructure, and defensible space requirements. The Project is to be designed to be consistent with the uniform emergency access and installation standards used throughout the State of California as described in the California Building Code and Fire Code. Further, the proposed 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 Fire Code requirements, such as preventing ember penetration into structures. Compliance with the Fire Code standards would be ensured through the plan check process prior to the issuance of building permits. Compliance with codes would reduce the potential demand for fire services at the Project site. As required by standard procedure, the industrial park would be submitted to the VCFD for review and approval of the individual building's site plan and building plan's fire safety features in conformance with applicable codes including but not limited to, fire hydrant placement, fire lanes, fire flow water pressure, ingress and egress routes, alarms, sprinklers, extinguishers, and exit signage. Due to the Project being a planned development and the availability of fire services within proximity to the Project site, and required compliance with Fire Code standards, the construction or expansion of existing fire facilities would not be required as a result of developing the proposed Project. The Project Applicant would be required to pay any applicable VCFD facility fees. The VCFD uses the facility fees as part of an adopted program for development of additional fire protection facilities on an as needed basis. Therefore, the proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities; impacts resulting from the proposed Project would be less than significant.

Significance Determination: Less than Significant.

Mitigation Measures: No mitigation measures are required.

Impact 3.11-2: 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 police protection? (Less than Significant)

The proposed Project area receives police protection services by the Ventura County Sherriff's Department (City of Thousand Oaks, 2020b). As discussed above, the proposed project would not result in unplanned growth and is a part of The City of Thousand Oaks' Specific Plan No. 7 which anticipated future planned growth as part of the policy document and CEQA document. The original EIR and most recent Negative Declarations are referenced in this EIR's Section 2.3 of the Project Description. A need for new or expanded public services, such as police facilities, is typically associated with a population increase. The proposed industrial park does not include the construction of new homes.

Construction jobs would be temporary, and workers would not be expected to relocate their residence to the project area and would not induce substantial population growth or require permanent housing. During construction, the contractor would implement temporary security measures including security fencing, lighting, locked entry, and private security officers as needed.

The industrial park would incorporate operational practices and design elements to increase on-site safety and to reduce the potential for crime to occur. During operation, practices to increase safety could include security lighting, alarms, and security cameras. Building entries, parking areas, and walkways would be sufficiently lit, which would facilitate safe pedestrian movement. These design practices and operational practices would lessen the demand for police protection services at the Project site by reducing the potential for crime to occur.

While the proposed development would lead to increased employment on site, it is not anticipated that the proposed Project would induce substantial population growth. The industrial park would include approximately 754,222 square feet of industrial space, and over the 10-year implementation of the project, approximately 985 jobs are anticipated to be created by the project. The growth anticipated in the region has been discussed in Section 5.1.4, Population and Housing. In addition, growth anticipated in the region has been identified in regional transportation plans such as the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and local General Plans prepared by local land use agencies and municipalities, including the City of Thousand Oaks' 2045 General Plan adopted by the City Council on December 5, 2023.

The project would be required to pay applicable development impact fees to the City prior to the issuance of building permits. These fees would help offset incremental impacts to resources and facilities by helping to fund capital projects, as needed. As a result, it is not anticipated that implementation of the Project would impact police service ratios or response times such that the need for new or physically altered law enforcement facilities would arise as a result of the project.

Implementation of the proposed Project would not induce growth that could result in the need for new or physically altered government facilities to maintain acceptable service ratios, response times or other performance objectives of the Ventura County Sheriff's Department. As such, the proposed project would have a less than significant impact on police protection services.

Significance Determination: Less than Significant.

Mitigation Measures: No mitigation measures are required.

Impact 3.11-3: 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 schools? (Less than Significant)

The Project site is within the attendance boundary of the following CVUSD schools: Walnut Elementary School, Sequoia Middle School, and Newbury High School. As discussed above, the proposed project

would not result in unplanned growth and is a part of The City of Thousand Oaks' Specific Plan No. 7 which anticipated future planned growth as part of the policy document and CEQA document. The original EIR and most recent Negative Declarations are referenced in this EIR's Section 2.3 of the Project Description. The proposed Project consists of development of industrial uses within a previously approved Specific Plan, and there are no residential components. The proposed project would not change existing demand for school services, as the proposed project would not result in an increase in population or new housing.

Although the industrial park would require employees to construct the project, these short-term employees would likely already reside within the broader Project area. As such, it is not anticipated that many people would be expected to relocate to the City as a result of the proposed construction, and an increase in school-age children requiring public education is not expected to occur as a result.

While the proposed development would lead to increased employment on site, it is not anticipated that the proposed Project would induce substantial population growth. The industrial park would include approximately 754,222 square feet of industrial space, and over the 10-year implementation of the project, approximately 985 jobs are anticipated to be created by the project.

The applicant will need to pay school fees to the CVUSD in accordance with SB 50, which requires payment of mandatory impact fees to offset any impact to school services or facilities. The provisions of Senate Bill 50 are deemed to provide full and complete mitigation of school facilities impacts, notwithstanding any contrary provisions in CEQA or other state or local laws (Government Code Section 65996). In accordance with Senate Bill 50, the Project Applicant would pay its fair share of impact fees based on the industrial park's square footage per Government Code Section 65995(h). These impact fees are required of most residential, commercial, and industrial development projects in the City.

Given the nature of the development and contribution of required development fees, impacts to schools as a result of the project would have a less than significant impact on school services.

Significance Determination: Less than Significant.

Mitigation Measures: No mitigation measures are required.

Impact 3.11-4: 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 parks? (Less than Significant).

As discussed above, the proposed project would not result in unplanned growth and is a part of The City of Thousand Oaks' Specific Plan No. 7 which anticipated future planned growth as part of the policy document and CEQA document. The original EIR and most recent Negative Declarations are referenced in this EIR's Section 2.3 of the Project Description. The proposed Project consists of development of industrial uses within a previously approved Specific Plan, and there are no residential components. The proposed Project would not result in an increase in population and would not prompt the need for new

parks, as the proposed project would not induce substantial population growth or require permanent housing.

Although the industrial park would require employees to construct the project, these short-term employees would likely already reside within the broader Project area. As such, it is not anticipated that many people would be expected to relocate their residence to the Project area as a result of the proposed construction.

Although no residential uses are associated with the industrial park, it is possible that employees or visitors of the industrial park may utilize trails in the adjacent open space area and other parts of the City. However, given the size and nature of the proposed development, it is anticipated that any additional use of nearby trails as a result of project implementation would be nominal and impacts to parks and open space would be less than significant.

Significance Determination: Less than Significant.

Mitigation Measures: No mitigation measures are required.

Impact 3.11-5: 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 libraries? (Less than Significant)

As discussed above, the proposed Project would not result in unplanned growth and is a part of The City of Thousand Oaks' Specific Plan No. 7 which anticipated future planned growth as part of the policy document and CEQA document. The original EIR and most recent Negative Declarations are referenced in this EIR's Section 2.3 of the Project Description. The proposed Project consists of development of industrial uses within a previously approved Specific Plan, and there are no residential components. The proposed Project would not result in an increase in population and would not prompt the need for new libraries, as the proposed project would not induce substantial population growth or require permanent housing.

Although the industrial park would require employees to construct the project, these short-term employees would likely already reside within the broader Project area. As such, it is not anticipated that many people would be expected to relocate their residence to the Project area as a result of the proposed construction.

Although no residential uses are associated with the industrial park, it is possible that employees or visitors of the industrial park may utilize library services in the City. However, given the distance from the project site to library services, it is anticipated that any additional use of library services as a result of project implementation would be nominal. Implementation of the proposed Project would not induce growth that could result in the need for new or physically altered government facilities to maintain acceptable service ratios, response times or other performance objectives of public services within the City of Thousand Oaks for the proposed Project area. As a result, the Project would not require the

construction of new library branches or expand existing library branches to serve the Project. Therefore, Project impacts associated with other public facilities such as public libraries would be less than significant.

Significance Determination: Less than Significant.

Mitigation Measures: No mitigation measures are required.

3.11.6 Cumulative Impacts

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts."

Cumulative public service impacts are considered on a city-wide basis and are associated with the capacity of existing and planned infrastructure from local responsible agencies. Further, the proposed Project is a planned development that is a part of the City of Thousand Oaks' Specific Plan No. 7 which anticipated future services as part of the policy document and CEQA document. The original EIR and most recent Negative Declarations are referenced in this EIR's Section 2.3 of the Project Description. In addition, the Specific Plan No. 7 future demands were also evaluated in the 2024 General Plan EIR which discussed Public Services cumulative impacts associated with future planned growth.

Fire and Police Protection

Fire protection and police protection would be provided by the VCFD and Ventura County Sherriff's Department, respectively, the implementation of the proposed Project would not require the expansion of fire and police facilities or services, and that adequate services exist to serve the Project site. Additionally, development of the cumulative projects would occur within areas already served by the VCFD and Ventura County Sherriff's Department and would be required to comply with all applicable laws, ordinances, and development codes related to fire and police protection and emergency services. It is anticipated that VCFD and Ventura County Sherriff's Department protection services would be adequate to serve the proposed Project as well as the cumulative projects within their jurisdictions; however, as service level needs increase due to increased population or other factors affecting the community, the City would determine whether or not additional fire and/or police staff are needed. Therefore, overall cumulative impacts would be less than significant.

Schools

The proposed Project, as well as all other proposed residential or commercial development projects, would be required to pay statutory fees in place at the time to CVUSD in order to compensate for the impacts of development on school capacities. Payment of school facility fees is considered full mitigation for development projects. In accordance with SB 50, each cumulative project would be required to pay school impact fees and payment of these fees would result in less than significant school facility impacts, therefore cumulative impacts to school services would be less than significant.

Parks

Development associated with implementation of the proposed Project and related cumulative projects could increase demand for parks and recreation facilities; based on the projects identified in Table 3-1. The proposed Project does not include residential uses and would not directly increase the demand for recreational facilities. As with the proposed Project, each cumulative project would be required to comply with the City's park standard identified in TOMC Section 9-3.1602. Compliance with this code standard would require each cumulative project to dedicate land, pay fees, or a combination of both to reduce its potential impact on parks to less than significant. Therefore, the Project's contribution to impacts involving parkland demand would not be cumulatively considerable and cumulative impacts would be less than significant.

Other Facilities (Library)

Development associated with implementation of the proposed Project and related cumulative projects could increase demand on libraries; based on the projects identified in Table 3-1. However, the proposed Project does not include residential uses and would not induce substantial population growth, require permanent housing, nor induce growth that could result in the need for new or physically altered libraries. Therefore, the Project's contribution to impacts involving public facilities, such as libraries, and associated demand would not be cumulatively considerable and cumulative impacts would be less than significant.

Significance Determination: Less than Significant.

Mitigation Measures: No mitigation measures are required.

3.12 Transportation

This section describes existing regional and local transportation facilities that would be used to access the Project site; summarizes applicable regulations related to transportation; and evaluates the potential impacts related to transportation that may result from implementing the Project; and identifies mitigation to minimize potential impacts. The analysis in this section is based in part on the Traffic Study prepared by Kimley Horn on September 27, 2024 (Kimley Horn 2024) and the Transportation Analysis prepared by Iteris on September 30, 2024 for the Project (Iteris 2024), included as **Appendix J** to this Draft EIR.

3.12.1 Environmental Setting

Regional Setting

The Project site is located in the northern portion of the City of Thousand Oaks in Ventura County. The regional transportation network consists of an extensive network of roadways, local transit systems, and pedestrian and bicycle facilities. Existing roadways in the general vicinity of the proposed Project are depicted in Figures 2-2 (Project Vicinity) and 2-3 (Site Plan). Regional access to the Project site is provided via the Ventura Freeway (US-101) and State Route 23 (SR-23), which are described below.

US-101 is a four- to ten-lane freeway traversing the west coast of the United States in a north-south orientation. US-101 provides regional access to Los Angeles County to the east, and to Ventura County to the west. US-101 travels in a northwest-southeast direction and generally consists of four lanes in each direction south of the Project site. The freeway provides access to the Project site via the Rancho Conejo Boulevard off-ramp as well as the Ventu Park Road and Wendy Drive off-ramps.

SR-23 is a four to six-lane highway oriented in north-south direction. SR-23 provides access to Moorpark to the north and to communities in the Santa Monica Mountains and Malibu to the south. SR-23 enters Ventura County from Los Angeles County as Westlake Boulevard, which has an interchange with US-101. SR-23 is constructed as a grade-separated highway facility for approximately eight miles from US-101 to SR-118.

Local Roadways

Rancho Conejo Boulevard is a six-lane divided north-south roadway at Hillcrest Drive that leads to the Project site. North of Teller Road, Rancho Conejo Boulevard becomes a four-lane roadway. By Conejo Center Drive, Rancho Conejo Boulevard becomes a two-lane roadway. Rancho Conejo Boulevard is a designated bikeway with exclusive bike lanes on both sides of the street. The posted speed limit is 40 miles per hour north of Hillcrest Drive, and 45 miles per hour north of Lawrence Drive. Rancho Conejo Boulevard has an interchange at the Ventura (US-101) Freeway.

Lawrence Drive is a two-lane north-south collector street that connects Teller Road to Rancho Conejo Boulevard. Lawrence Drive generally has street parking on both sides of the street. The posted speed limit is 40 miles per hour.

Hillcrest Drive is an east-west arterial roadway. West of Rancho Conejo Boulevard, Hillcrest Drive has two travel lanes in each direction and narrows to one lane in each direction as it curves to parallel the

Ventura Freeway. The posted speed limit is 40 miles per hour. Hillcrest Drive links Camino Dos Rios with Rancho Conejo Boulevard and its access ramps with the Ventura (US-101) Freeway.

Teller Road is a four-lane east-west roadway west of the project site. The posted speed limit is 40 miles per hour. East of Lawrence Drive, Teller Road becomes a two-lane roadway with a posted speed limit of 40 miles per hour.

Public Transit

Thousand Oaks is served by multiple transit operators along its roadway network and at the City Transportation Center. Transit services provide reliable and efficient travel to social services, healthcare facilities, and key job centers. The existing transit routes operating in the vicinity of the Project site include Rancho Conejo Boulevard from the City Transportation Center to Lawrence Drive.

Bicycle Facilities

The existing bicycle facility network in the City consists of multi-use paths, bicycle lanes, and shared bicycle routes. The three types of bicycle facility are described as follows:

- Class I (Multi-Use Paths or "Bicycle Paths"): physically separated from motor vehicle travel routes, with exclusive rights-of-way for non-motorized users like bicyclists and pedestrians.
- Class II (Bicycle Lanes): one-way route types that carry bicycle traffic in the same direction as the adjacent motor vehicle traffic. They are typically located along the right side of the street, between the adjacent travel lane and curb, road edge, or parking lane.
- Class III: (Bicycle Routes): a suggested bicycle path of travel marked by signs designating a preferred path between destinations. They are recommended where traffic volumes and roadway speeds are fairly low (35 mph or less).

Overall, the City of Thousand Oaks contains approximately 118 miles of existing bikeways, with over 80 percent consisting of Class II Bicycle Lanes. The closest bikeways to the Project site include Class II Bicycle Lanes along Rancho Conejo Boulevard.

Pedestrian Facilities

The pedestrian network in Thousand Oaks is largely made up of sidewalks along roadways (68 percent), followed by trails (23 percent), roadways with missing sidewalks (9 percent), and by greenbelts (1 percent). In addition to the existing facilities, there are designated crossing guard locations throughout the city to help children safely cross streets, and to remind drivers of the presence of potentially vulnerable pedestrians. In the Project vicinity, existing sidewalks, crosswalks, and pedestrian signal heads facilitate pedestrian movement on Rancho Conejo Boulevard, Conejo Center Drive, and Lawrence Drive.

3.12.2 Regulatory Setting

Federal

There are no applicable federal regulations that apply to transportation on or in the vicinity of the proposed project site.

State

California Department of Transportation (Caltrans)

Caltrans manages interregional transportation, including management and construction of the California highway system. Caltrans has the responsibility to coordinate and consult with local jurisdictions when proposed local land use planning and development may impact State highway facilities. Pursuant to Public Resources Code § 21092.4, for projects of statewide, regional, or area-wide significance, the lead agency must consult with transportation planning agencies and public agencies that have transportation facilities that could be affected by a project. The Project area includes two highways that fall under Caltrans' jurisdiction: US-101 and SR-23.

In addition, Caltrans' construction practices require temporary traffic control planning "when the normal function of a roadway, or private road open to public travel, is suspended" (FHWA 2012). Caltrans requires that permits be obtained for transportation of oversized loads and licenses be obtained for transportation of certain materials.

California Vehicle Code (CVC)

The CVC provides requirements for ensuring emergency vehicle access regardless of traffic conditions. Sections 21806(a)(1), 21806(a)(2), and 21806(c) define how motorists and pedestrians are required to yield the right-of-way to emergency vehicles.

Senate Bill No. 743 and CEQA Guidelines for Transportation Analysis

Approved in 2013, Senate Bill (SB) 743 amended the CEQA Guidelines to provide an alternative to level of service (LOS) for evaluating transportation impacts. In accordance with SB 743, the new CEQA Guidelines Section 15064.3, subdivision (b) was adopted in December 2018 by the California Natural Resources Agency. These revisions to the CEQA Guidelines criteria for determining the significance of transportation impacts are primarily focused on projects within transit priority areas and shift the focus from automobile delay to reduction of greenhouse gas (GHG) emissions, creation of multimodal networks, and promotion of a mix of land uses. Automobile delay, as measured by LOS and other similar metrics, generally no longer constitutes a significant environmental effect under CEQA. The intent of this legislation is to balance the need for traffic LOS standards with the need to build infill housing and mixed-use commercial developments within walking distance of mass transit facilities, downtowns, and town centers. In doing so, this legislation aims to provide greater flexibility to local governments to balance these sometimes-competing needs. However, a jurisdiction may still adopt LOS as a performance standard for analyzing traffic conditions and maintaining throughput on its highway system.

The Governor's Office of Planning and Research (OPR) has adopted changes to the CEQA Guidelines that identify vehicle miles traveled (VMT) as the most appropriate metric to evaluate a project's transportation impacts (OPR 2018). Vehicle miles traveled, or VMT, is a measure of the total number of miles driven to or from a development and is sometimes expressed as an average per trip or per person. OPR stated that lead agencies, including the City of Thousand Oaks, had until July 1, 2020, to implement the new VMT requirements. Based on these changes, the City established an internal policy for evaluating VMT impacts associated with the operation of new development projects. The City utilizes screening criteria in order to provide CEQA relief to projects that support the State's GHG emission goals. It was determined in the Traffic Study that the proposed Project does not meet any of the City's screening

criteria. As such, a CEQA Transportation Analysis was prepared to evaluate VMT against the City's recommended thresholds (Iteris 2024). Neither OPR nor the City of Thousand Oaks have adopted specific VMT metrics or thresholds of significance for construction-related traffic. Many jurisdictions in Southern California consider construction-related traffic to cause adverse but not lasting intersection deficiencies because, while sometimes inconvenient, construction-related traffic efforts are temporary.

Regional

Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Governments' (SCAG) 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS), also known as Connect SoCal, is a federal- and State-mandated transportation plan that envisions the future multimodal transportation system for the region and provides the basic framework for coordinated, long-term investment in the regional transportation system over the RTP planning horizon of 2045. In compliance with State and federal requirements, SCAG prepares the Regional Transportation Improvement Program (RTIP) to implement projects and programs listed in the RTP. Updated every other year, the RTP lists all transportation projects proposed for the region over a six-year period. Transportation projects proposed in the region are required to be consistent with the RTP and included within the RTIP to be eligible for State or federal funding.

The 2020-2045 RTP/SCS was adopted by SCAG on September 3, 2020. The 2020-2045 RTP/SCS identifies mobility as an important component of a much larger picture with added emphasis on sustainability and integrated planning. In addition, the RTP/SCS includes goals and policies that pertain to mobility, accessibility, safety, productivity of the transportation system, protection of the environment and energy efficiency, and land use and growth patterns that complement the State and region's transportation investments. An integral component of the RTP/SCS is a strong commitment to reduce emissions from transportation sources in order to comply with SB 375, improve public health, and meet the National Ambient Air Quality Standards as set forth by the Clean Air Act.

On April 4, 2024, the SCAG's Regional Council formally adopted the 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) also known as Connect SoCal 2024 (SCAG 2024a), which is an update to the previous 2020–2045 RTP/SCS (SCAG 2020). Connect SoCal 2024 describes how the region can attain the GHG emission-reduction targets set by CARB by achieving reductions in per-capita transportation GHG emissions of 8 percent by 2020 and 19 percent by 2035, compared to the 2005 level (SCAG 2024a). Compliance with and implementation of the Connect SoCal policies and strategies would have the co-benefit of reducing per capita criteria air pollutant emissions (e.g., nitrogen dioxide, carbon monoxide, etc.) associated with reduced per capita vehicle miles traveled and corresponding decreases in per capita transportation-related fuel consumption. In addition, refer to Section 3.2, *Air Quality*, and Section 3.7, *Greenhouse Gas Emissions*, of this Draft EIR, for additional details regarding these policies and strategies.

Local

City of Thousand Oaks Road Design and Construction Standards

The 2018 City Road Design and Construction Standards (City Council Resolution 2018-024) was adopted May 15, 2018, by the Thousand Oaks City Council as an update to the 2003 standards, rescinding City Council Resolution 2003-059. The manual provides recommendations for engineering and design of both

private and public projects, as applicable. The manual includes specifications on design and construction, road cross sections, road design, storm drains, pedestrian access ramps, driveway design, traffic control, and other miscellaneous elements of roadways, such as bus turnouts and lighting (City of Thousand Oaks 2018a).

City of Thousand Oaks General Plan

The Thousand Oaks General Plan provides a long-range comprehensive guide for the physical development of the City's Planning Area. The General Plan includes a Mobility Element and the following mobility goals and policies within the General and the following mobility goals and policies within the General Plan are applicable to the Project (City of Thousand Oaks 2023):

Goal M-1: Create and maintain a transportation system that is safe for travelers of all ages and abilities regardless of mode.

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.

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 2.2 Access to services: Provide safe and comfortable connections for walking and biking from residential areas to school, parks, grocery stores, employment centers, transit stops, and essential services citywide.

Policy 2.7 Regional programs: Support regional congestion management and air quality programs.

Goal M-3: Create and maintain a transportation system that improves community health.

Policy 3.3 Truck routing: Identify, designate, and enforce truck routes to minimize the impact of truck traffic on residential neighborhoods.

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 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.

Policy 3.7 Clean fuels and vehicles: Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

Goal M-4: Create a transportation system that will accommodate future growth that provides for all modes.

Policy 4.3 Congestion management: Proactively manage traffic operations and parking demand at major destinations and job centers.

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.

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 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.

City of Thousand Oaks Active Transportation Plan

The City adopted the 2019 Active Transportation Plan (ATP) to provide planning guidance for non-motorized travel infrastructure improvements 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 as a way to reduce VMT and GHG emissions. Existing conditions related to existing bicycle and pedestrian infrastructure are provided in the ATP to guide the location and type of new or upgraded facility recommendations.

City of Thousand Oaks Bicycle Facilities Master Plan

The City's Bicycle Facilities Master Plan was formally adopted by City Council in November 2010. The Bicycle Facilities Master plan represents the 20-year long-range bicycle plan for the City. The purpose of the Thousand Oaks Bicycle Facilities Master Plan is to develop a comprehensive bikeway system that effectively connects all residential neighborhoods with major activity centers within the City, as well as to other regional bicycle systems. The plan also provides recommendations for education and information programs in order to encourage bicycling as an alternate mode of transportation. Currently Rancho Conejo Boulevard has Class II Bike Lanes.

3.12.3 Thresholds of Significance

According to Appendix G of the State CEQA Guidelines, the proposed Project could have a potentially significant impact with respect to transportation if it would:

- Conflict with a program, plan, ordinance or policy addressing the circulation system including transit, roadway, bicycle and pedestrian facilities (see Impact 3.12-1, below).
- Conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b) (see Impact 3.12-2, below).
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) (see Impact 3.12-3, below).
- Result in inadequate emergency access (see Impact 3.12-4, below).

3.12.4 Methodology

Analysis of traffic-related impacts of the Project relies on the Traffic Study (Kimley Horn 2024) and the Transportation Assessment (Iteris 2024) prepared for the Project, included as Appendix J to this Draft EIR.

Project Consistency with Applicable Plans and Policies

The methodology for evaluating the Project's impacts related to transportation focuses on its consistency with statewide, regional, and local plans adopted for the purpose of reducing impacts to transportation facilities. The evaluation of consistency with such plans is the basis for determining the significance of the Project's transportation-related operational impacts on the environment. A consistency analysis is provided and describes the Project's compliance with relevant regulations and the goals and strategies outlined in the applicable portions of the City of Thousand Oaks General Plan and the SCAG 2020–2045 RTP/SCS.

To evaluate the significance of the Project's operational traffic impacts, the analysis compares the number of peak vehicle trips that would occur on local roadways during construction to existing traffic data for the local roadways.

Vehicle Miles Traveled

In order to comply with SB 743 and the City's administrative policy on CEQA transportation analysis, the evaluation of the Project's potential VMT impacts relies on the CEQA Transportation Assessment, which used the Ventura County Transportation Model (VCTM) to generate the VMT statistics (Iteris 2024). This land-use based model, which is a subarea model of SCAG's travel demand model, is consistent with the 2016 SCAG RTP/SCS travel-demand model assumptions and inputs. The model consists of a 2016 base year scenario and 2040 future year scenario. It should be noted that the land use and travel patterns of the VCTM are generally considered the region-wide standard for existing and baseline conditions analysis. The VCTM consists of a detailed traffic analysis zone (TAZ) structure in the City of Thousand Oaks.

As described above in Section 3.12.2, *Regulatory Setting*, it was determined in the Traffic Study that the Project does not meet any CEQA transportation screening criteria. The City has adopted an administrative

policy stating that thresholds of significance shall be determined on a case-by-case basis. For the purposes of this Project, the Traffic Study determined that a significant impact would occur if the VMT per capita exceeds the citywide average VMT per capita. The proposed project is non-residential, thus the VMT will be reported as follows:

- Employment VMT per employee, calculated as such: (Home-Based Work Attraction VMT + Work-Based Production) / Number of Employees.

In order to determine the Project's potential level of impact, a new VCTM scenario including the proposed Project land use within TAZ 60169101 was prepared, utilizing the existing/baseline year of the model. Industrial land use information for the Project was added to the land use information currently included as part of the base year model scenario. From this model scenario output, the following metrics were evaluated to inform the significant impact determination:

- Regional average daily VMT per employee; and
- Project TAZ daily VMT per employee

Geometric Design Features

For vehicle, bicycle, and pedestrian safety impacts associated with the Project, the proposed facilities are reviewed in light of applicable engineering and design standards for development projects, which prohibit incompatible designs that would substantially increase a transportation hazard.

Emergency Access

An emergency access impact is considered significant if implementation of the Project would result in inadequate access to accommodate emergency vehicles. Specifically, the evaluation considers whether the Project would create conditions that would substantially affect the ability of drivers to yield the right-of-way to emergency vehicles or preclude the ability of emergency vehicles to access streets near the Project site.

3.12.5 Impact Analysis

Impact 3.12-1: 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)

A significant impact may occur if the Project would conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

The analyses below demonstrate that the Project would not cause a significant environmental impact due to conflict with any transportation program, plan, ordinance, or policy addressing the circulation system including transit, roadway, bicycle and pedestrian facilities, as included in the City of Thousand Oaks General Plan, The City of Thousand Oaks Level of Service (LOS) Policy, Rancho Conejo Specific Plan (SP 7), the City of Thousand Oaks Active Transportation Plan, and the SCAG RTP/SCS.

City of Thousand Oaks General Plan Consistency

Table 3.12-1 evaluates the consistency of the Project with applicable General Plan policies addressing the circulation system. No conflicts with the policies of the General Plan would occur as a result of the Project and impacts would be less than significant.

Level of Service (LOS) Policy Consistency

Although LOS is not a CEQA appropriate measure for Transportation impacts under SB 743 (PRC Section 21099), it is relevant in terms of City planning policy, and is provided here for understanding the project consistency with the policy.

The City's has a circulation policy of maintaining a Level of Service (LOS) C at most signalized intersections. There are specific intersections on Thousand Oaks Boulevard, Hillcrest Drive, and Moorpark Road that are required to be maintained at a minimum LOS D or better (Resolution No. 2019-011). The policy states: "A Level of Service C shall be the City's minimum acceptable hreshold as this threshold is deemed to be consistent with the City's General Plan and Resolution 94-218. Notwithstanding the above, a Level of Service D as the minimum standard is acceptable at: Hillcrest Drive at Rancho Conejo Boulevard (per the Amgen Specific Plan)…The City Council finds and declares that this resolution contains a fair and equitable method of determining the extent to which the development and redevelopment of land will generate traffic volumes impacting the roadway system and establishes a fair and equitable method for distribution of the costs of transportation system improvements necessary to accommodate the traffic volumes generated by such development. The City Council further finds and declares that a fair and equitable cost distribution may take into account the complex interrelationships between different land uses, traffic impacts, the relative benefit of particular improvements to different land uses, the General Plan, and local and regional social, economic, and commercial needs." As a result, a traffic impact analysis was prepared by Kimley Horn to evaluate the impacts of the proposed Project on the local circulation system and the Project consistency with the General Plan goals and policies. The following analysis is based on the traffic impact analysis prepared by Kimley Horn (Kimley Horn, 2024). This traffic study was prepared using traffic counts from May 2023 and the Traffic Impact Mitigation Fee Nexus Study (TIMF), completed in 2019. The TIMF Study provides build-out scenarios of the Study Area. The Kimley Horn traffic impact analysis can be found in Appendix J of this Draft EIR.

The traffic impact analysis studied traffic conditions under the following conditions:

- Existing (2023)
- Existing (2023) + Project
- Buildout (2040)

The year 2023 is the defined year for existing conditions. Traffic count data collected in May of 2023 was used for Existing (2023) conditions. Approved 2040 traffic volumes from the TIMF were used for the Build Out (2040) analysis.

TABLE 3.12-1
PROJECT CONSISTENCY WITH APPLICABLE POLICIES OF THE CITY OF THOUSAND OAKS GENERAL PLAN

Policy	Would the Project conflict?
Goal M-1: Create and maintain a transportation system that is safe for travelers of all ages and abilities regardless of mode.	
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.	**Consistent:** The proposed Project would include improvements to the public right-of-way including signage, pavement and curb markings, and road symbols to facilitate safe, comfortable, and efficient travel for all travelers on the roadway. Implementing these improvements would be consistent with Policy 1.2.
Policy 1.3 Intersection design. Prioritize mobility and safety for non-motorized modes in all intersection designs.	**Consistent:** The proposed Project's intersections would be designed for consistency with the 2018 City Road Design and Construction Standards (City Council Resolution 2018-024). Implementing the intersection improvements consistent with these standards would be consistent with Policy 1.3.
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.	**Consistent: T**he proposed Project would implementation the ATP by providing bicycle amenities, which would connect to the existing pedestrian/bicycle network and provide bicycle parking, and would encourage active transportation by residents and visitors in support of the goals of the ATP. Implementing these improvements would be consistent with Policy 1.4.
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 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.	**Consistent:** The proposed Project would include improvements to the public right-of-way including signage, pavement and curb markings, and road symbols to facilitate safe and comfortable connections for walking and biking from the adjacent residential areas to this employment center. Implementing these improvements would be consistent with Policy 2.2.
Policy 2.7 Regional programs. Support regional congestion management and air quality programs.	**Consistent:** The proposed Project is required to implement a Transportation Demand Management (TDM) program pursuant to the Thousand Oaks Municipal Code Section 9-4.4003. Additionally, the proposed Project is required to comply with Mitigation Measure AQ-4 (Transportation Demand Management Air Quality Impact Fee Payment) which supports regional congestion management and air quality programs. Implementing the TDM program and complying with Mitigation Measure AQ-4 would be consistent with Policy 2.7.
Goal M-3: Create and maintain a transportation system that improves community health.	
Policy 3.3 Truck routing. Identify, designate, and enforce truck routes to minimize the impacts of truck traffic on residential neighborhoods.	**Consistent:** Regional access to the Project site would occur via US-101 via Rancho Conejo Boulevard. Rancho Conejo Boulevard is a designated truck route. Development of the Project would largely be confined to the Project site and no physical alterations to off-site roadways, including US-101 or Rancho Conejo Boulevard would occur. The Project is located in the Rancho Conejo Industrial Area and would designate all truck traffic to use Rancho Conejo Boulevard minimizing truck traffic in residential neighborhoods.
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.	**Consistent:** The proposed Project would include improvements to pedestrian and bicycle network, bicycle parking, implement a rideshare parking program, and electric vehicle charging facilities. Implementing these improvements would be consistent with Policy 3.5.

Policy	Would the Project conflict?
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.	**Consistent:** The proposed Project would include improvements to pedestrian and bicycle network, bicycle parking, implement a rideshare parking program, and electric vehicle charging facilities. The proposed Project is required to implement a Transportation Demand Management (TDM) program pursuant to the Thousand Oaks Municipal Code Section 9-4.4003, which could result in on-site facilities such as cafeteria, gym, and/or daycare to be included in the proposed Project. Implementing these improvements would be consistent with the Policy 3.6.
Policy 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 include electric vehicle charging facilities and bicycle parking. Implementing these improvements would be consistent with Policy 3.7.
Goal M-4: Create a transportation system that will accommodate future growth that provides for all modes.	
Policy 4.3 Congestion management. Proactively manage traffic operations and parking demand at major destinations and job centers.	**Consistent:** The proposed Project is required to implement a Transportation Demand Management (TDM) program pursuant to the Thousand Oaks Municipal Code Section 9-4.4003. Implementing the TDM program would be consistent with Policy 4.3.
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.	**Consistent:** The proposed Project would extend Academy Drive within the Project boundaries. The Academy Drive extension would be designed for consistency with the 2018 City Road Design and Construction Standards (City Council Resolution 2018-024). Implementing the Academy Drive Extension consistent with these standards would be consistent with Policy 4.5.
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.	**Consistent:** The proposed Project is required to implement a Transportation Demand Management (TDM) program pursuant to the Thousand Oaks Municipal Code Section 9-4.4003, and the TDP program. Implementing the TDM program would be consistent with Policy 6.1.
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.	**Consistent:** The proposed Project is required to implement a Transportation Demand Management (TDM) program pursuant to the Thousand Oaks Municipal Code Section 9-4.4003, and the TDP program. The proposed Project would include improvements to pedestrian and bicycle network, bicycle parking. Implementing the TDM program and these improvements would be consistent with Policy 6.2.
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.	**Consistent:** The proposed Project would include improvements to pedestrian and bicycle network, bicycle parking, implement a rideshare parking program, and electric vehicle charging facilities. Implementing these improvements would be consistent with Policy 6.3.
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.	**Consistent:** The proposed Project is required to implement a Transportation Demand Management (TDM) program pursuant to the Thousand Oaks Municipal Code Section 9-4.4003, and the TDP program. Implementing the TDM program would be consistent with Policy 6.4.

SOURCES: ESA 2024. City of Thousand Oaks 2023

Existing operations and peak-hour Project traffic impacts were analyzed at the following four intersections within the vicinity of the project:

- Rancho Conejo Boulevard at Hillcrest Drive/Signalized
- Camino Dos Rios/Teller Road at Hillcrest Drive/Signalized
- Ventu Park Road at Hillcrest Drive/Signalized
- Broadbeck at Camino Dos Rios/Signalized

Table 3.12-2 summarizes the Existing Condition (2023) intersection level of service at the four intersections.

TABLE 3.12-2
EXISTING CONDITION (2023) INTERSECTION LEVEL OF SERVICE

		AM Peak Hour			PM Peak Hour		
Intersection		**Delay[1]**	**V/C**	**LOS**	**Delay[1]**	**V/C**	**LOS**
1	Rancho Conejo Boulevard at Hillcrest Drive	18.3	0.61	B	25.2	0.61	C
2	Camino Dos Rios/Teller Road at Hillcrest Drive	16.1	0.28	B	26.2	0.39	C
3	Ventu Park Road at Hillcrest Drive	21.7	0.38	C	27.7	0.53	C
4	Broadbeck Drive at Camino Dos Rios	16.9	0.27	B	20.3	0.36	C

SOURCE: Kimley Horn 2024

NOTE:

1. Delay recorded in seconds per vehicle.

As shown above in Table 3.12-2, under the existing conditions (2023), all study intersections operate at an acceptable level of service (LOS) of C or better.

Project Trip Generation

Traffic volumes generated by the proposed Project were developed using the 11th Edition of the ITE Trip Generation Manual. Information regarding trip generation was taken from Industrial Park, which has the code of 130. Trip generation estimates were developed using the average rates from the following time periods and are shown in **Table 3.12-3**.

- Weekday (Daily)
- Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 AM
- Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 PM

TABLE 3.12-3
PROJECT TRIP GENERATION

Land Use	Intensity	Daily Trips	AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street		
			Total	In	Out	Total	In	Out
[ITE Code] Existing Site Traffic								
130[1] Industrial Park	754.22 KSF	2,542	256	207	49	256	56	200
Proposed Subtotal		2,542	256	207	49	256	56	200
Internal Capture Trips		0	0	0	0	0	0	0
Driveway Volumes		2,542	256	207	49	256	56	200
Pass-By Trips		0	0	0	0	0	0	0
Proposed Site Trips		2,542	256	207	49	256	56	200

NOTES:

Trip generation is based on ITE's Trip Generation, 11th Edition.

1. Code 130 is used for Industrial Park areas that contain a number of industrial and/or related facilities (mix of manufacturing, service, and warehouse).

Project trips were added to Existing (2023) traffic volumes at the four study area intersections and analyzed for A.M. and P.M. peak hour operations. **Table 3.12-4** summarizes the Existing Condition (2023) + Project intersection level of service at the four study intersections. As shown in Table 3.12-4, the Existing (2023) + Project under these conditions, all study intersections operate at an acceptable level of service (LOS) of C or better.

TABLE 3.12-4
EXISTING CONDITION (2023) + PROJECT INTERSECTION LEVEL OF SERVICE

Intersection	Existing (2023)		Existing (2023) + Project						Project Impact?
	AM	PM	AM Peak Hour			PM Peak Hour			
	Delay[1]	Delay[1]	Delay[1]	Diff	LOS	Delay[1]	Diff	LOS	
1 Rancho Conejo Boulevard at Hillcrest Drive	18.3	25.2	18.9	0.6	B	26.5	1.3	C	No
2 Camino Dos Rios/Teller Road at Hillcrest Drive	16.1	26.2	15.8	-0.3	B	26.2	0.0	C	No
3 Ventu Park Road at Hillcrest Drive	21.7	27.7	23.0	1.3	C	28.5	0.8	C	No
4 Broadbeck Drive at Camino Dos Rios	16.9	20.3	16.4	-0.5	B	19.8	-0.5	B	No

SOURCE: Kimley Horn 2024

NOTE:

1. Delay recorded in seconds per vehicle.

As discussed above, the Build Out (2040) conditions were determined based on the TIMF Study. The TIMF Study determined Build Out volumes from the 2035 Thousand Oaks Boulevard Specific Plan. These volumes from the 2035 Thousand Oaks Boulevard Specific Plan were grown further by 0.376 percent annually for 5 years for a total increase of 1.88 percent to the year 2040 to obtain future volumes.

If 2035 Specific Plan volumes were not available for the intersection location, the existing traffic volumes were grown by the growth rate factor of 0.376 percent annually from the year they were collected (2023) to 2040 (build out year). The Build Out (2040) conditions already include the proposed Project but does not include the future extension of Academy Drive. As a conservative approach, if a turning movement volume produced by this process was less than the Existing (2023) volume for that movement, manual adjustments were made to assure that all forecast built-out year volumes would not be less than the Existing (2023) volumes (Kimley Horn 2024).

Under the Build Out (2040) conditions, all study intersections continue to operate at an acceptable LOS, except for the intersection of Ventu Park Road at Hillcrest Drive (PM peak hour) (**Table 3.12-5**). As a result, the Project would have a significant impact on the operation of the intersection of Ventu Park Road and Hillcrest Drive. However, the improvements for the intersection of Ventu Park Road at Hillcrest Drive are included in the City's TIMF program. As a result, the Project applicant would be required to pay traffic impact fees towards future transportation improvements that would improve LOS. The traffic impact fees contribution by the Project applicant would be used to change the signal timing to better accommodate the vehicular demand and changing the lane assignment of the southbound approach on Ventu Park Road at Hillcrest Drive to be a through, through, through-right lanes. These intersection modifications would improve intersection LOS by one service level in the AM and PM peak hour. Therefore, impacts would be less than significant with the payment of fees towards future transportation improvement projects.

TABLE 3.12-5
PROJECT BUILDOUT (2040) INTERSECTION LEVEL OF SERVICE

		AM Peak Hour		PM Peak Hour		
Intersection		**Delay[1]**	**LOS**	**Delay[1]**	**LOS**	**Cumulative Impact?**
1	Rancho Conejo Boulevard at Hillcrest Drive	23.3	C	37.7	D	No
2	Camino Dos Rios/Teller Road at Hillcrest Drive	14.4	B	27.8	C	No
3	Ventu Park Road at Hillcrest Drive	35.8	D	60.8	**E**	**Yes**
4	Broadbeck Drive at Camino Dos Rios	14.2	B	18.8	B	No

SOURCE: Kimley Horn 2024
NOTE:
1. Delay recorded in seconds per vehicle

Furthermore, when the Academy Drive extension is built during future planned projects, it is anticipated that the improvement would alleviate the traffic experienced on Ventu Park Road and therefore decrease the delay seen at the intersection of Ventu Park Road at Hillcrest Drive. The Project applicant would contribute to the extension of Academy Drive by constructing road improvements within the Project boundaries for the future connection.

In addition, the Project would implement Project components required by the City of Thousand Oaks Municipal Code, which are anticipated to reduce traffic congestion and better accommodate vehicular demand at the intersection. This may include, but is not limited to the following conditions:

- The Project applicant would provide pedestrian access network that internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the project site and eliminate physical barriers such as walls, landscaping, and slopes that impede pedestrian circulation.
- The Project applicant would provide bike parking at each building and "end-of-trip" facilities for bicycle riders including bicycle racks and lockers.
- The Project applicant shall construct road improvements within the project boundaries and/or dedicate easement to the Hill Canyon Wastewater Treatment Plan Access Road as required by the City.

With the payment of required traffic impact fees, the Project would operate at acceptable LOS levels, and the Project would not conflict with the LOS Policy.

City of Thousand Oaks Rancho Conejo Specific Plan (SP 7) Consistency

Table 3.12-6 evaluates the consistency of the Project with applicable Rancho Conejo Specific Plan (SP 7) policies addressing the circulation system. No conflicts with the policies of the Rancho Conejo Specific Plan (SP 7) would occur as a result of the Project.

City of Thousand Oaks Active Transportation Plan Consistency

Table 3.12-7 provides an analysis of the Project's consistency with applicable ATP goals. Implementation of bicycle amenities, which would connect to the existing pedestrian/bicycle network and provide bicycle parking, would encourage active transportation by residents and visitors in support of the goals of the ATP. Therefore, the Project would not conflict with goals of the ATP and impacts would be less than significant.

SCAG 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS also known as Connect SoCal 2024)

A consistency analysis with the relevant goals of Connect SoCal 2024 was detailed in **Table 3.7-5**, *Consistency with Applicable Connect SoCal 2024 Goals* . The location of the Project site in proximity to regional and local bus lines; US-101 and Rancho Conejo Boulevard; and the provision of pedestrian and bicycle facilities would provide a pedestrian/bicycle network to the Project site. Therefore, the Project would be consistent with applicable policies of the Connect SoCal 2024.

TABLE 3.12-6
PROJECT CONSISTENCY WITH APPLICABLE POLICIES OF THE CITY OF THOUSAND OAKS RANCHO CONEJO SPECIFIC PLAN (SP 7)

Policy	Would the Project conflict?
Roads D.7. Fees. The developer shall be required to pay all current fees at the time and as set forth in the enabling legislation such as the Master Plan Traffic Signal fee, the Newbury Park Road Improvement fees, and any other fees that may be adopted by the City Council prior to approval of any tentative tract maps, residential planned development permits, special use permits, development permits, or similar entitlements.	**Consistent:** The proposed Project is required to pay Traffic Mitigation Fees and is required to comply with Mitigation Measure AQ-4 (Transportation Demand Management Air Quality Impact Fee Payment). Payment of the Traffic Mitigation Fees and complying with Mitigation Measure AQ-4 would be consistent with SP 7 Policy Roads D.7.
Roads D.8. Vehicular and Pedestrian Sight Visibility. Adequate vehicular and pedestrian sight visibility shall be provided at all Intersections of public streets and private driveways in accordance with the criteria specified within Plate D-10 of the City Road Standards. The improvement plans for all projects within Specific Plan No.7 shall demonstrate compliance with this plate and a means to execute on- going maintenance to guarantee preservation of sight visibility. Stopping sight distance shall be a principal criterion in determining the appropriate location of on- or offsite improvements. It is especially critical that mature landscaping be considered in evaluating visibility not just the barren ground. Stopping sight distance less than the minimum criteria as specified within Plate D-10 shall be reviewed and approved by the Planning Commission, if determined necessary by the City Traffic Engineer or the Director of Community Development. Where applicable, CC& R's shall require continued compliance with this condition and the requirements contained within Plate D-10.	**Consistent:** The proposed Project would extend Academy Drive within the Project boundaries, introduce new private driveways, and provide landscaping. The Academy Drive extension, new private driveways, and placement of landscaping would be designed for consistency with the 2018 City Road Design and Construction Standards (City Council Resolution 2018-024). Implementing the Academy Drive Extension, new private driveways, and placement of landscaping consistent with these standards would be consistent with SP 7 Policy D.8.

SOURCE: City of Thousand Oaks Resolution 2015-067, adopted October 20, 2015

TABLE 3.12-7
PROJECT CONSISTENCY WITH APPLICABLE GOALS OF THE CITY OF THOUSAND OAKS ACTIVE TRANSPORTATION PLAN

Goals	**Would the Project conflict?**
Goal 1: Develop an active transportation friendly environment.	**Consistent:** The Project would include internal bicycle parking at the Project site and include improvements to the sidewalks and bike lanes improving the surrounding pedestrian/bikeway network. The development and improvement of bicycle and pedestrian facilities would contribute to an active transportation friendly environment in support of this goal.
Goal 2: Identify an integrated network of walkways and bikeways to connect the neighborhoods to destinations and activity centers.	**Consistent:** See discussion above regarding the Project's provision of pedestrian and bicycle facilities in proximity to the existing pedestrian/bicycle network. The provision of these facilities would provide employees and visitors with bicycle/pedestrian access to destinations and activity centers in support of this goal.

SOURCES: ESA 2022. City of Thousand Oaks 2019

Summary

As described in above evaluations, the Project would not conflict with the various applicable transportation programs and plans. Therefore, the Project would result in a less than significant impact related to an applicable plan, ordinance, or policy addressing the circulation system including transit, roadway, bicycle and pedestrian facilities.

Significance Determination: Less than Significant.

Mitigation Measure: No mitigation measures are required.

Impact 3.12-2: Would the Project conflict or be inconsistent with State CEQA Guidelines Section 15064.3, Subdivision (b)? (Less than Significant with Mitigation)

State CEQA Guidelines Section 15064.3 describes specific considerations for evaluating a Project's transportation impacts. Generally, vehicle miles traveled (VMT) is identified as the most appropriate measure of transportation impacts. For the purposes of this discussion, VMT refers to the amount and distance of automobile (cars and light trucks) travel attributable to a project. Consistent with Section 15064.3(a), "vehicle miles traveled" refers to the amount and distance of an automobile travel attributable to a project. As described in the Governor's Office of Planning and Research Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR 2018), the term "automobile" refers to on-road passenger vehicles, specifically cars and light trucks. Heavy duty truck VMT is not part of the daily VMT impact assessment under Section 15064.3(b); however, VMT associated with heavy vehicle trips are analyzed as part of the Air Quality, Noise, and Greenhouse Gas Emissions sections of this EIR.

Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision (b)(2) (regarding roadway capacity for some transportation projects), a project's effect on automobile delay shall not constitute a significant environmental impact.

Per State CEQA Guidelines 15064.3 subdivision (b)(1), for land use projects, VMT exceeding an applicable threshold of significance may indicate a significant impact. Projects that decrease VMT in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.

A VMT analysis was prepared for the proposed Project to evaluate the transportation impacts of the proposed Project. The VMT analysis used a land-use based model that was developed using the Ventura County Transportation Model (VCTM), which is a subarea model of the Southern California Association of Government's (SCAG) travel demand model. The VCTM is consistent with the 2016 SCAG RTP/SCS travel-demand model assumptions and inputs. The Project model consists of a 2016 base year scenario and 2040 future year scenario. The land use and travel patterns of the VCTM are generally considered the region wide standard for existing and baseline conditions analysis. The VMT analysis can be found in Appendix J of this Draft EIR.

The City has adopted an administrative policy stating that thresholds of significance will be determined on a case-by-case basis as specified in CEQA Government Code Section 15064.7(b), which states "Lead

agencies may also use thresholds on a case-by-case basis as provided in Section 15064(b)(2)," which further states "Thresholds of significance, as defined in Section 15064.7(a), may assist lead agencies in determining whether a project may cause a significant impact. When using a threshold, the lead agency should briefly explain how compliance with the threshold means that the project's impacts are less than significant." The City utilizes screening criteria in order to provide CEQA relief to projects that support the State's GHG emission goals, and those project which meet the screening criteria are presumed to have a less than significant transportation impact on the environment.

For the proposed Project, a significant impact would occur if the: VMT per capita or VMT per employee exceeds the citywide average VMT per capita or per employee of the baseline. The Citywide average daily VMT per employee is 22.7 and the proposed Projects daily VMT per employee for the TAZ 60169101 is 26.5. The resulting outputs from the most recent (2021) validated VCTM[1] forecasted the Project would generate 26,073 daily vehicle miles traveled prior to the implementation of VMT reduction measures as either a component of the Project site or buildings as proposed by the applicant or components required by City of Thousand Oaks Municipal Code (TOMC) including the 2022 California Green Building Standards Code adopted by reference in TOMC Title 8, Chapter 16.

The raw model outputs summarized above were further refined with VMT reduction measures that are regulatory requirements of the Project. The VMT reduction measures analyzed are "direct" VMT and emissions being avoided and are quantified using industry standard methods as developed by the California Air Pollution Control Officers Association (CAPCOA). In addition, the analysis was based on review of City ordinances, the Project description, site plan, the Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (August 2021) by the CAPCOA, and Quantifying Greenhouse Gas Mitigation Measures (August 2010) by CAPCOA. Note when a reduction used an average VMT per employee as part of its calculation, the citywide average of 22.7 VMT per day was used as opposed to a project-specific VMT reduction per day to have a more conservative analysis—initial VMT calculation for the Project VMT on a per employee was higher than the citywide average and therefore basing a reduction level on a higher level of VMT per employee may overstate VMT reduction strategy and mitigation effectiveness.

The Project will have site-specific VMT reduction measures either as a component of the Project site or buildings as proposed by the Project applicant, or components required by City of Thousand Oaks Municipal Code. Each Project VMT reduction measure is discussed below, and an adjustment is applied to the raw travel demand model outputs to yield a Project VMT assessment.

Five VMT reduction measures were identified as part of the Project and are discussed below:

1. **Pedestrian and Bicycle Improvements**

   Sidewalks or other designated pathways following, to the greatest extent feasible, direct and safe routes from the external (public or private) pedestrian circulation system to each, and between each building in the development. Safe access shall be provided to minimize conflicts with vehicles and bicycles as determined by the Public Works Department. Within the scope of project requirements, this includes construction of peripheral sidewalks along Conejo Center Drive and

[1] https://www.goventura.org/wp-content/uploads/2021/09/VCTC_Model_Development_Validation_20210916.pdf

Rancho Conejo Boulevard as well as internal pedestrian connections among the Project site buildings.

These Project elements can reduce as much as 6.4 percent VMT from vehicle travel in the plan area.[2] However since this is a Project site rather than an area study, a lower level of reduction was used in the analysis. The Sacramento Metropolitan Air Quality Management District (SMAQMD) Recommended Guidance for Land Use Emission Reductions attributes 1 percent reduction for a project connecting to existing external streets and pedestrian facilities.[3]

This allocates an overall 1 percent reduction for on-site and off-site (adjacent) pedestrian network improvements. The calculated VMT reduction due to pedestrian improvements is 1 percent multiplied by the Project daily VMT of 26,073 equaling 261 VMT per day.

2. Bicycle Parking

Safe and convenient bicycle access shall be provided from the external circulation system (e.g., from public access bike paths, bike lanes, and/ or bike routes) to bicycle parking facilities on-site. Safe access shall be provided to minimize conflicts with other vehicles and pedestrians as determined by the Public Works Department.

Consistent with City guidelines, nonresidential development projects capable of holding 100 employees or more shall provide the following: bicycle racks or other secure bicycle parking shall be provided near building entrances to accommodate four bicycles per the first 50,000 gross square feet of nonresidential development and one bicycle per each additional 50,000 gross square feet of nonresidential development. Calculations which result in a fraction of 0.5 or higher shall be rounded up to the nearest whole number. A bicycle parking facility may also be a fully enclosed space or locker accessible only to the owner or operator of the bicycle, which protects the bike from inclement weather. Specific facilities and location (e.g., provision of racks, lockers or locked bike room) shall be per the requirements of the Public Works and Community Development Departments imposed as conditions on each entitlement request.

Short-term bicycle parking spaces are to be provided on site near the front entrance. Bicycle parking should be located along the naturally desired lines of travel from the bikeways to the facility entrance, in well-lit areas visible from the front entrance and public areas. Bicycle parking shall be located outside of pedestrian walkways, loading areas, landscape planters, etc. Where feasible, bicycle-parking areas should be covered.

Long-term bicycle parking spaces shall be convenient from the street and shall be provided in one or more of the following configurations:

a. Covered, lockable enclosures with permanently anchored racks for bicycles;

[2] CAPCOA, Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (August 2021) https://www.airquality.org/ClimateChange/Documents/Handbook%20Public%20Draft_2021-Aug.pdf

[3] Sacramento Metropolitan Air Quality Management District, Recommended Guidance for Land Use Emission Reductions. (p. 11) http://www.airquality.org/ceqa/GuidanceLUEmissionReductions.pdf

b. Lockable bicycle rooms with permanently anchored racks; or

c. Lockable, permanently anchored bicycle lockers.

The Project shall submit a bicycle parking plan to be reviewed and approved by the Chief Building Official, Traffic Engineering representative in the Engineering Services Division, and the Community Development Director (or his/her appointee). All bicycle parking shall comply with AASHTO, NACTO, or APBP standards, as permitted by the California Building Code.

City staff shall review all construction documents prior to building permit issuance to assure that the bicycle rack has been provided and is not in conflict with the applicable development standards for building in the M-1 zone.

These Project elements were not quantified in CAPCOA's Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity, however it states this measure may achieve VMT reductions and co-benefits on their own or may enhance the ability of quantified measures to attain expanded reductions and co-benefits. Quantification was calculated based on the Center for Clean Air Policy (CCAP) guidebook attributing a 1 percent to 5 percent reduction in VMT to the use of bicycles, which reflects the assumption that their use is typically for shorter trips. Based on the CCAP Guidebook, the TIAX report allots 2.5 percent reduction for all bicycle-related measures and a quarter of that for this bicycle parking alone. This allocates a 0.625 percent reduction to bicycle parking. The calculated VMT reduction due to bicycle parking is 0.625 percent multiplied by the daily modeled total VMT of 26,073 equaling 163 VMT reduced per day.

3. Preferential Rideshare Parking Program

Not less than ten percent of "employee parking area" (employee parking area shall be calculated from TOMC Section 9-4.4002(i) and TOMC Section 9-4.2402) shall be located as close as is practical to the employee entrance(s), and shall be reserved for use by carpool/vanpool vehicles, without displacing handicapped and customer parking needs. This preferential carpool/vanpool parking area shall be identified on the site plan for the applicable entitlement. A statement that preferential carpool/vanpool spaces for employees is available and a description of the method for obtaining such spaces must be included on the required transportation information board. Spaces will be signed and striped. Additional carpool/vanpool spaces shall be provided as demand warrants. The following minimum spaces shall be provided in any case: at least one space for projects of 50,000 gross square feet to 100,000 gross square feet and two spaces for projects over 100,000 gross square feet will be signed and/or striped for carpool and/or vanpool vehicles.

Preferential parking spaces reserved for vanpools must be accessible to vanpool vehicles. Adequate turning radii for vanpool vehicles shall be provided. Parking space dimensions in vanpool parking areas shall be a minimum of nine feet by 20 feet.

A safe and convenient zone if feasible and appropriate as determined by the Public Works and Community Development Departments in which vanpool and carpool vehicles may deliver or board their passengers. Passenger loading areas should be located as close as possible to the

building entrance and should be designated in a manner that does not impede vehicular circulation in the parking area. A passenger loading zone or van turn-out area may be required to accomplish this requirement. In the case of multiple-tenant developments, more than one passenger loading zone may be required and the location and number of vanpool/carpool passenger loading zones shall be distributed in a manner acceptable to the Public Works and Community Development Departments.

These Project elements can reduce as much as 4 percent VMT from vehicle travel in the plan area.[4] The calculation of reduction was based on an increase of one rideshare (carpool) trip per Project site building (15) resulting in a daily VMT reduction of 15 buildings 22.7 average daily citywide VMT per employee equaling 341 daily VMT reduced. This conservative approach to calculating the daily VMT reduction due to the provision of rideshare/van share parking spaces is taken in order not to double count reductions from a supportive measure of commute trip reduction marketing.

4. Commute Trip Reduction Marketing

A Transportation Demand Management (TDM) program shall be prepared by the property owner and company that will occupy the building. The TDM program shall include, but not be limited to, all of the following standards and measures as required by the Thousand Oaks Municipal Code Section 9-4.4003, with an intent to further reduce VMT within the City. Prior to the release of final occupancy permit and subsequent business licenses affiliated with the property, the TDM program must be submitted to the City for review and approval by the Community Development Director and Public Works Director.

The property owner and company that will occupy the building shall jointly provide calculations or information for determining the number of employees expected to work at the project site. If the developer is unable to provide sufficient information to accurately determine the expected number of employees, then an estimate shall be made which may be subject to verification by the City at a later date. A typical calculation to estimate the number of employees shall be based on: the number of parking spaces required as determined in Thousand Oaks Municipal Code (TOMC) Section 9-4.2402 title entitled, Parking Space Required; assume one employee per parking space; and the "employee parking area" factors listed under TOMC Section 9-4.4002(i).

This TDM program will implement marketing strategies to reduce commute trips. Information sharing and marketing are important components to successful commute trip reduction strategies. Implementing commute trip reduction strategies without a complementary marketing strategy will result in less effective (lower) VMT reductions.

[4] CAPCOA, Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (August 2021) https://www.airquality.org/ClimateChange/Documents/Handbook%20Public%20Draft_2021-Aug.pdf

Consistent with City requirements for nonresidential development projects capable of holding 50 employees or more shall provide all of the following measures:

- A bulletin board, display case or kiosk displaying transportation information located where the greatest number of employees are likely to see it. Information displayed shall include, but is not limited to, the following: current map routes and schedules for public transit routes serving the site; ridesharing promotional material supplied by commuter-oriented organizations; telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency; Dial-A-Route and local transit operators; bicycle route and facility information, including regional and local bicycle maps and bicycle safety information; and a listing of facilities and services available for carpoolers, vanpoolers, bicyclists, transit riders and pedestrians at the site.
- All proposed public, private streets or driveways that serve as the main access from project buildings to the exterior street system shall include sidewalk facilities per City standards for pedestrians and bike routes.
- In cases involving multiple tenants, a bulletin board/display case shall be provided by each tenant, or it shall be provided at a common area acceptable to the Public Works and Community Development Departments.

The VMT reduction calculation is based on a percent of eligible employees that would be a part of the program with a commute reduction percentage of 4 percent as determined through empirical research (Iteris 2024) This effectiveness assumes there are alternative commute modes available which have on-going employer support. For a program to receive credit for such outreach and marketing efforts, it should contain guarantees that the program will be maintained permanently, with promotional events delivered regularly and with routine performance monitoring. Therefore, this measure is tied to the provision of rideshare and vanpool parking.

The low-range estimate of 20 percent of employees eligible for the TDM program and a 4 percent VMT reduction effectiveness for a total reduction of 0.8 percent. Applying this percentage of VMT reduction to the daily Project VMT of 26,073 results in a daily reduction of 209 VMT per day.

5. Electric Vehicle Charging Stations

This VMT reduction strategy would install 84 onsite electric vehicle chargers and 249 EV-capable parking spaces (making it easy to add electrical vehicle chargers in the future) per the 2022 California Green Building Standards at buildings with designated parking areas for electrical vehicle charging. This VMT reduction measure would reduce VMT from gas-powered vehicles and directly reduce on-road GHG emissions from the project. The reduction in gasoline-powered VMT from electric vehicle charging at the 15 site buildings is estimated by Building and Safety to require 84 charging locations to reduce gas-powered VMT by 1,907 VMT per day (84 chargers x 22.7 VMT/employee). Inclusion of employer-sponsored electric vehicle charging incentives would further support the use of the facilities and increase the effectiveness of this strategy. The 249 EV-capable parking spaces are not considered in the VMT reduction to provide

a conservative analysis. However, if additional EV chargers are installed in the future, it would further reduce gas-powered VMT.

As shown in **Table 3.12-8**, the Project's daily VMT was calculated to be 23,192 per day or 23.5 daily VMT per employee as compared to a 22.7 daily VMT per employee as the Citywide average.[5] Because the Project's daily VMT per employee exceeds the citywide average, the proposed Project would result in a significant transportation impact and the Project would need to mitigate its daily VMT per employee to a less than significant level. The Project would need to mitigate 0.8 daily VMT per employee or 788 total daily VMT.

This estimate of vehicle miles generated is based on an estimate of onsite employees. Overall commuting trip patterns since the COVID-19 pandemic had a major shift to at-home working / telecommuting. Based on data from the US Census 5-Year American Community Surveys from 2019 and 2021, the change in work from home commute in Ventura County was from six percent in 2019 to 18.8 percent in 2021.[6] Though consideration of at-home working/telecommuting would result in a decrease of estimated vehicle miles generated by the proposed Project, all employees were assumed to work onsite to provide a conservative analysis.

It should be noted that travel-demand modeling outputs are unique, thus differ between model runs even when minimal land use or circulation network edits are made. Therefore, the approach to analyzing a project's VMT impact is to only compare outputs (citywide average vs. Project TAZ) that are extracted from the same model run. The key measure for significant impact determination is the relative percentage difference between the two outputs from the same model run, rather than the absolute numbers themselves, as the citywide average output will be slightly different between separate model runs (i.e., not a static value). As a result, the citywide average output provided herein should only be applied to this analysis.

Based on the thresholds of significance, the proposed Project would result in a significant transportation impact. The Project would need to mitigate its daily VMT per employee to a less than significant level by mitigating 788 Total Daily VMT. The 985 Project employees are estimated to generate a total 23,192 daily vehicle miles and to be at the citywide average the Project employees would need to generate an estimated 22,404 vehicle miles per day.

As the Project would have a significant impact to VMT, VMT reduction mitigation measures are required. Mitigation options as generally recommended by the Office of Planning and Research (OPR) include provision of on-site transportation infrastructure, on-site transportation demand management, off-site infrastructure improvements, including roadway improvements which may also include active transportation and multimodal infrastructure, or off-site multimodal improvements.

[5] The Citywide average daily VMT per employee, is 22.68, as calculated for use in this analysis only.

[6] https://data.census.gov/table?q=means+to+work&g=040XX00US06_050XX00US06111_160XX00US0678582&tid=ACSDT5Y2019.B08301

TABLE 3.12-8
PROJECT VMT ASSESSMENT

VMT Assessment		Reduction Calculation	Daily VMT	Description
1	Provide Pedestrian & Bicycle Network Improvements	1% reduction	(261)	Install sidewalks and paths to connect buildings.
2	Provide Bike Parking	0.625% reduction	(163)	Bike racks and lockers
3	Implement Preferential Rideshare Parking Program	22.7 VMT/Employee reduction per building	(341)	Provide rideshare/vanpool parking
4	Commute Trip Reduction Marketing	0.8% reduction	(209)	Promote commute alternatives to single occupancy vehicles
5	Electric Vehicle Charging Facilities	Per Charging Space: (22.7) average Citywide VMT/employee	(1,907)	Installation of electrical vehicle chargers per Green Code standards
6	Total VMT Reduction from Project Elements		(2,881)	*Sum of rows 1-5*
7	Base Raw VMT Value from Travel Demand Model		26,073	
8	**Estimated Project Site Daily VMT**		**23,192**	*Sum of rows 6-7*
9	Site Employees		985	Number of site employees
10	Project Daily VMT per Employee		23.5	Project site daily VMT / site employees. Row 8 divided by row 9
11	Citywide Average Daily VMT per Employee		22.7	Citywide daily VMT / employee
12	Daily VMT per Employee Above Threshold		.08	Row 10 minus row 11
13	**Total Daily VMT Reduction Required for Less Than Significant Impact**		**788**	**Total daily VMT to be mitigated for less than significant transportation impact. Row 12 multiplied by row 9.**

SOURCE: Iteris 2024

Mitigation Measures TRAF-1 through TRAF-5 include both on-site and off-site physical infrastructure improvements. The mitigation measures would reduce VMT directly by avoiding vehicle travel by site users through promotion of alternative modes, carpooling and strategies to reduce travel to and from the project site, or these mitigation measures would reduce a VMT equivalent by reducing greenhouse gas (GHG) emissions.

Five Mitigation Measures were determined to be feasible in reducing VMT or a VMT equivalent from the Project and are discussed below:

1. **Providing pedestrian and bicycle network improvements**

   The Project is to close gaps in the sidewalk system along the west side of Rancho Conejo Boulevard from Conejo Center Drive to Conejo Spectrum Street and the east side of Conejo Center Drive from Rancho Conejo Boulevard to approximately 500 feet south of Rancho Conejo Boulevard.

This mitigation measure can reduce as much as 6.4 percent VMT from vehicle travel in the plan area[7]. However since this is a focused and somewhat isolated area, a lower level of reduction was used in the analysis. The Sacramento Metropolitan Air Quality Management District (SMAQMD) Recommended Guidance for Land Use Emission Reductions attributes 1 percent reduction in VMT for minimizing pedestrian barriers.[8]

This allocates an overall 1 percent reduction for off-site pedestrian network improvements. The calculated VMT reduction due to pedestrian improvements is 1 percent multiplied by the Project daily VMT of 23,192 equaling 232 VMT per day. This mitigation measure has two separate components. Assigning a value to each in proportion to their length results in:

a. 1,500 feet of the west side of Rancho Conejo Boulevard from Conejo Center Drive to Conejo Spectrum Street – 78 percent of VMT reduction for this mitigation measure or 180 VMT per day.

b. 430 feet of the east side of Conejo Center Drive from Rancho Conejo Boulevard to approximately 500 feet south of Rancho Conejo Boulevard – 22 percent of VMT reduction for this mitigation measure or 52 VMT per day.

2. Electric charges for bicycles and scooters

The incorporation of electrical charging for bicycles and scooters would further encourage the use of bicycles and scooters as an alternative to vehicle travel for commute trips and trips within the site and to nearby destinations. The element effectiveness was derived from the CAPCOA Handbook measure T-21-B Implement Electric Bikeshare Program which has the potential to reduce VMT by 0.06 percent in the community. The reduction percentage was only applied to trips generated from the project site and not the overall community. In order to meet the level of charging capacity to reach the VMT reduction, a minimum capacity to charge two bicycles or scooters per building (30 total) would need to be installed. The 0.06 percent reduction applied to the site trips equates to 14 VMT per day or 0.47 VMT per charging capacity installed with a reasonable maximum level of reduction being the number of required electric vehicle charging stations (84). While not a major reduction in VMT, this mitigation measure would provide capacity for the facilitation for new mobility options.

3. Provide end of trip facilities

Development design shall incorporate, at least, showers, changing rooms, and lockers, for employees who bicycle, jog or walk to work, into each industrial building included in the Project. The Project component reduces VMT by providing end-of-trip facilities for the project's employees, which encourages bicycle trips in place of vehicle trips. This VMT reduction strategy

[7] CAPCOA, Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (August 2021) https://www.airquality.org/ClimateChange/Documents/Handbook%20Public%20 Draft_2021-Aug.pdf

[8] Sacramento Metropolitan Air Quality Management District, Recommended Guidance for Land Use Emission Reductions. (p. 11) http://www.airquality.org/ceqa/GuidanceLUEmissionReductions.pdf

is included as a mitigation measure due to the assessment of feasibility required by the Public Works Department and Building Division.

This mitigation measure can reduce as much as 4.4 percent VMT from vehicle travel in the plan area.[9] However, given the location of the project site, a more conservative reduction value of 0.625 percent is VMT was used. This is based on the Center for Clean Air Policy (CCAP) guidebook attributing a 1 to 5 percent reduction in VMT to the use of bicycles. Based on the CCAP Guidebook, the TIAX report allots 2.5 percent reduction for all bicycle-related measures and a quarter of that for this bicycle parking alone. This allocates a 0.625 percent reduction to bicycle parking. The calculated VMT reduction due to end of trip facilities is 0.625 percent multiplied by the daily Project VMT of 23,192 equaling 145 VMT per day.

4. On-site facilities

Development design shall incorporate all of the following elements, with a minimum of one element per each industrial building, into the whole of the Project: cafeterias, eating establishments, ATMs, day care facilities, and gyms, or other facilities as determined by the Community Development Director and Public Works Director which demonstrate they will reduce the need for mid-day driving. The requirement of this subparagraph will be deemed to be satisfied if the developer enters into a written agreement between all Shapell Conejo Summit Industrial Project properties to develop, maintain, and mutually share eating areas, cafeterias, eating establishments, ATMs, day care facilities, and gyms or other facilities as determined by the Community Development Director and Public Works Director.

The VMT reduction for this mitigation measure was calculated by estimating 20 percent of employees utilizing off-site services during the mid-day period. The average distance traveled for mid-day trips was assumed to be three miles to the Ventu Park Road / US 101 interchange (six miles roundtrip). Multiplying the six mile round trip by 20 percent utilization and 985 employees yields a daily VMT reduction of 1,182.

5. Electric vehicle charging facilities above the amount required by Green Code standards

This mitigation measure would install onsite electrical vehicle chargers in an amount beyond what is required by the 2022 California Green Building Standards (84 EV chargers and 249 EV-capable parking spaces). This mitigation measure would reduce VMT from gas-powered vehicles and directly reduce on-road GHG emissions from the project. Each charging station is estimated to reduce gas-powered VMT by 22.7 VMT/employee which is the citywide VMT per employee in the City of Thousand Oaks. Inclusion of employer-sponsored electric vehicle charging incentives would further support the use of the facilities and increase the feasibility of the mitigation measure. For purposes of clarity, providing an additional 35 EV chargers in an amount

[9] CAPCOA, Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (August 2021) https://www.airquality.org/ClimateChange/Documents/Handbook%20Public%20 Draft_2021-Aug.pdf

above the 84 EV chargers required by the 2022 California Green Building Standards would satisfy the VMT reduction requirements in full.

The mitigation measures estimated daily reduction in VMT from Project-related trips and summary description of the mitigation measure are shown in **Table 3.12-9**. Collectively the listed mitigation measures provide a reduction of up to 2,368 VMT which exceeds the 788 VMT reduction necessary to bring the Project to a less than significant condition by 1,580 VMT; however, the project only needs to reduce VMT for the whole of the project by 788 VMT. The intent of providing a range of options is to provide flexibility in the Project implementation of feasible mitigation measures in coordination with the City of Thousand Oaks. As a result, implementation of Mitigation Measure TRAF-1 through TRAF-5 equaling a reduction of 788 VMT or more would reduce the Projects VMT impact to less than significant.

TABLE 3.12-9
MITIGATION MEASURES

Mitigation Measure		Reduction Calculation	Estimated Daily VMT Reduction	Description
TRAF-1	Provide Pedestrian & Bicycle Network Improvements	Grouped reduction assumption of 1%	(232)	Off-site pedestrian and bicycle system improvements
TRAF-2	Electric Chargers for Bicycles and Scooters	Grouped reduction assumption of 0.06%	(14)	Incorporate electric charging above the Green Building Code
TRAF-3	Provide End of Trip Facilities	Grouped reduction assumption of 1%	(145)	Provide End of Trip Facilities
TRAF-4	On-Site Facilities	Per Employee: 1.2 VMT/day (20% employee use for an average of 6 miles)	(1,182)	Provision of an on-site cafeteria, ATMs, Gym, Daycare or other services
TRAF-5	Electric Vehicle Charging Facilities	Per Charging Space: (22.7) average Citywide VMT/employee	(795)	Installation of 35 electrical vehicle chargers that exceed Green Code standards
Total Reduction from Feasible Mitigation Measures			(2,368)	*Sum of rows 1-5*
Daily VMT Reduction Required for Mitigation of significant Impact			788	*From Table 3.12-8 row 13*
Difference in Daily VMT			(1,580)	*Daily VMT reduction with application of all feasible mitigation measures would reduce the impact to less than significant*

Significant Determination: Less than Significant with Mitigation

Mitigation Measures:

Prior to issuance of a building permit for each of the 15 buildings proposed as part of the Project, the Project Applicant shall include one or more of the VMT reduction measures identified in TRAF-1 through TRAF-5 within each building's construction plans to achieve a proportionate share of VMT reduction measures for the whole of the Project relative to the square footage of the individual building being constructed.

Each construction plan set shall include one "VMT Reduction" sheet to clearly document which VMT reduction measure or measures are being utilized to implement achieve the proportionate VMT reduction, and the VMT Reduction sheet shall include a calculation documenting the individual building's proportionate VMT reduction relative to the entire Project's required VMT reduction.

Individual buildings may exceed the proportional VMT reduction required for each individual building but shall not utilize any excess VMT reduction for one building to reduce VMT reduction for another building.

Each selected VMT reduction measure is to be constructed prior to issuance of each individual building's Certificate of Occupancy. Each selected VMT reduction measure is to be operational and maintained for the life of the Project by the property owner.

> **Mitigation Measure TRAF-1 (Pedestrian Access Network):** The Project applicant shall close the gaps in the sidewalk system along the 1,500 feet of the west side of Rancho Conejo Boulevard from Conejo Center Drive to Conejo Spectrum Street and the 430 feet of the east side of Conejo Center Drive from Rancho Conejo Boulevard to approximately 500 feet south of Rancho Conejo Boulevard.
>
> **Mitigation Measure TRAF-2 (Electric Charging Infrastructure)**: The Project applicant shall incorporate electrical charging stations for bicycles and scooters and encourage the use of bicycles and scooters as an alternative to vehicle travel for commute trips and trips within the site and to nearby destinations. A minimum of two bicycle or scooter chargers per building (30 total) are required to utilize this mitigation measure.
>
> **Mitigation Measure TRAF-3 (Multi-modal Facilities)**: The Project applicant shall include development design to incorporate, showers, changing rooms, and lockers, for employees who bicycle, jog or walk to work, into each industrial building included in the Project.
>
> **Mitigation Measure TRAF-4 (Transportation Demand Management Facilities)**:The Project applicant shall include development design to incorporate all of the following elements, with a minimum of one element per each industrial building, into the whole of the Project: cafeterias, eating establishments, ATMs, day care facilities, and gyms, or other facilities as determined by the Community Development Director and Public Works Director which demonstrate they will reduce the need for midday driving. The Project applicant shall enter into a written agreement between all Project properties to develop, maintain, and mutually share eating areas, cafeterias, eating establishments, ATMs, day care facilities, and gyms or other facilities as determined by the Community Development Director and Public Works Director. The written agreement is to be recorded to the title of all Project properties prior to the issuance of the Certificate of Occupancy for the first building to utilize this VMT reduction measure.
>
> **Mitigation Measure TRAF-5 (Electric Vehicle Charging Infrastructure)**: The Project applicant shall install onsite electric vehicle chargers in addition to what is required by the 2022 California Green Building Standards (84 EV chargers and 249 EV-capable parking spaces) at buildings within designated parking areas.

Impact 3.12-3: Would the Project increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses? (Less than Significant)

The Project area has been previously graded, and infrastructure such as streets, sidewalks and utilities were installed to prepare for the future development. The proposed Project would utilize the previously constructed public roadways and construct the Academy Drive extension, a public roadway, within the Project boundaries. The applicant would be responsible for on-site circulation improvements (driveways and internal drive aisles) and frontage improvements (e.g., landscape areas). The Academy Drive extension and the on-site and adjacent improvements would be designed in accordance with all applicable design standards set forth by the City.

The proposed vehicular, bicycle, and pedestrian circulation and vehicular and bicycle parking facilities would be designed to comply with City of Thousand Oaks Community Development, Public Works, and Additionally, Ventura County Fire Protection District design and engineering standards regarding their width, geometry, placement, sight distance at the Project site.

All encroachments into the public right-of-way (i.e., construction activities related to extensions of utilities to the Project site) would be coordinated with the City to provide adequate notification and a construction-phase traffic control plan in accordance with the City's Standard Design and Construction Criteria for traffic control.

The Thousand Oaks General Plan Land Use Map shows that the project site land-use is for industrial use and is surrounded by industrial, institutional, and open space uses consistent with the industrial use. The surrounding uses have been approved by the City in the past, with Planning and Public Works' site plan review to assure safe and adequate access. Specific uses within the buildings to be occupied would be limited to uses already identified by Rancho Conejo Specific Plan (SP 7) as compatible uses.

As such, the Project would not increase hazards due to roadway features, roadway alignments or otherwise alter the geometric design features of an existing roadway or introduce an incompatible use. Therefore, impacts would be less than significant.

Significant Determination: Less than Significant.

Mitigation Measures: No mitigation measures are required.

Impact 3.12-4: Would the Project create impacts related to emergency access? (Less than Significant)

Construction of the Project would not substantially increase traffic amounts in the surrounding circulation systems, as peak daily vehicle trips generated during construction would be temporary, and minor in comparison to existing traffic

amounts. Thus, the proposed construction activities would not generate construction traffic that could potentially affect emergency access to the Project site and surrounding uses. Further, the Project would

not require lane closure as result of installation of utilities with the roadways since the Project site has already been plumbed with existing utilities. Further, if lane closures are required all activities would be coordinated with the City to provide adequate notification and a construction-phase traffic control plan in accordance with the City's Standard Design and Construction Criteria for traffic control. However, if utility extensions to the Project site would be required within roadway rights-of-way, construction activities would be coordinated with the City to provide adequate notification and a construction-phase traffic control plan in accordance with the City's Standard Design and Construction Criteria for traffic control. Emergency access would be maintained at all times as no road closures would be necessary. Due to the short-term nature of the construction activities, and standard traffic controls during construction activities, the Project would result in a less than significant impact on emergency access during construction activities.

As described above for Impact 3.12-1, operation of the Project would have an operational impact to Ventu Park Road at Hillcrest Drive intersection; however, with payment of traffic impact fees for future improvements, all intersections would operate at an acceptable level and would not impact emergency services. Nevertheless, emergency vehicles have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic.

As described in Section 3.15, *Wildfire,* the Ventura County Fire Department enforces particular design and access standards determined by the California Building Code or other regulatory agencies that are designed to ensure a development does not impact emergency access or evacuation plans. These requirements include that all building exteriors can be accessed by fire lanes or within sufficient proximity to a fire hydrant or standpipe, that fire access lanes have sufficient turning radius at all turns in the road, and that there is sufficient water flow for firefighting operations, among other requirements. The conceptual design of the internal access roads has been approved by the VCFD to provide for turning movements of larger deliver trucks, trash trucks, and fire/emergency vehicles. In addition, the Project would not remove existing access roads or install barriers that could impede emergency vehicle access to the Project area. For these reasons, the Project would result in less than significant impacts related to emergency access.

Significant Determination: Less than Significant.

Mitigation Measures: No mitigation measures are required.

3.12.6 Cumulative Impacts

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as "two or more individual impacts which, when considered together, are considerable, or which compound or increase other environmental impacts." Table 3-1, identifies the related projects and other possible development within a one-mile radius determined as having the potential to interact with the proposed Project to the extent that a significant cumulative effect may occur. Further, the proposed Project is a planned development that is a part of the City of Thousand Oaks' Specific Plan No. 7 which anticipated future transportation circulation as part of the policy document and CEQA document. The original EIR and

most recent Negative Declarations are referenced in this EIR's Section 2.3 of the Project Description. In addition, the Specific Plan No. 7 future growth was also evaluated in the 2024 General Plan EIR which discussed Transportation cumulative impacts associated with future planned growth.

Plan Program, Ordinance, or Policy addressing Circulations

As described in Impact 3.12-1 and in Section 3.7, Greenhouse Gas Emissions, and Section 3.9, Land Use and Planning, the proposed Project is consistent with the City of Thousand Oaks General Plan, the City of Thousand Oaks ATP addressing the circulation system, and SCAG's 2020-2045 TRP/SCS, and would not conflict with adopted policies, plans, or programs regarding public transit or bicycle or pedestrian facilities under cumulative conditions. Therefore, cumulative impacts related to a program, plan, ordinance, or policy related to addressing the circulation system would be less than significant.

CEQA Guidelines Section 15064.3(B)

The VMT analysis prepared for the Project evaluated VMT impacts under the TAZ in relation to the regional area. As the Project would result in a less than significant impact with mitigation on VMT due to an increase in VMT for the Project site, the Project's contribution to cumulative VMT impacts would be less than cumulatively considerable with mitigation implemented. Therefore, the Project's contributions to cumulative impacts would be less than significant.

Significance Determination: Less than Significant.

Mitigation Measures: No mitigation measures are required.

Hazardous Design Features

There would be no changes to the existing site access or off-site circulation on City roads. The Academy Drive extension would be designed in accordance with all applicable design standards set forth by the City. The applicant would be responsible for on-site circulation improvements (driveways and internal drive aisles) and frontage improvements (e.g., landscape areas). These on-site and adjacent improvements would be designed in accordance with all applicable design standards set forth by the City. Because the impacts related to Project access points and circulation are site specific, and would be less than significant, the Project would not contribute to cumulative impacts with respect to hazardous design features. Therefore, the Project's contributions to cumulative impacts would be less than significant.

Significance Determination: Less than Significant.

Mitigation Measures: No mitigation measures are required.

Emergency Access

The Project would not result in inadequate emergency access, and Project impacts to emergency access would be less than significant. As with the proposed Project, driveways and/or circulation modifications proposed in the surrounding area would comply with applicable local, regional, state, and/or federal requirements related to emergency access and evacuation plans. Further, because modifications to access are largely confined to a project site, Project-specific emergency access impacts would likely not impact

other cumulative projects. Therefore, the Project's contributions to cumulative impacts would be less than significant. (Less than Significant)

Significance Determination: Less than Significant with Mitigation.

Mitigation Measures: Implement Mitigation Measures TRAF-1 through TRAF-5.

3.13 Tribal Cultural Resources

This section provides an assessment of potential impacts related to tribal cultural resources that could result from implementation of the Project. Tribal cultural resources are analyzed in a standalone section of this Draft EIR, separate from other types of cultural resources (i.e., historical, archaeological, paleontological, human remains, which are addressed in Section 3.4 "Cultural Resources"), in accordance with the revisions to CEQA Guidelines Appendix G, as approved by the Office of Administrative Law on September 27, 2016. This section recognizes that California Native American Tribes have expertise concerning identification, evaluation, and mitigation of their tribal cultural resources.

"Tribal cultural resources" are defined 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 of Historical Resources (California Register) or included in a local register of historical resources, or a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant (Public Resources Code [PRC] subdivision 21074(a)). 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. A historical resource, unique archaeological resource, or non-unique archaeological resource may also be a tribal cultural resource if it meets these criteria.

The analysis in this section is based, in part, on the results of a Sacred Lands File (SLF) search from the California Native American Heritage Commission (NAHC) and Assembly Bill 52 (AB 52) and Senate Bill 18 (SB 18) consultation with California Native American Tribes that are traditionally and culturally affiliated with the geographic area in which the Project is located and who have requested in writing to be informed by the lead agency.

3.13.1 Environmental Setting

As discussed in Section 3.4, *Cultural Resources*, of this Draft EIR, the proposed Project encompasses the ethnographic territory of the Ventureño Chumash. A detailed description of the Ventureño Chumash can be found in Section 3.4, *Cultural Resources.*

Previously Recorded Cultural Resources

As described in detail in Section 3.4, Cultural Resources, one prehistoric archaeological site (P-56-000449) is located within the Project area. In summary, P-56-000449 is a prehistoric archaeological site originally recorded by Clewlow in 1977. Based on the testing program at P-56-000449, Clewlow described the site as a Late Period (A.D 1250-1769) habitation site containing a number of discrete activity areas covering an area of approximately 2,400-square-meters and an estimated 1,800 cubic meters of midden (Clewlow 1977 & 1978). Clewlow did not formally evaluate the site for inclusion in the CRHR; however, based on his recommendations for preservation or data recovery, and based on the description of the site constituents, the site contains data potential to yield information important in prehistory, and would qualify for listing in the CRHR under Criterion 4, qualifying as a historical resource pursuant to CEQA.

Identification of Tribal Cultural Resources

Sacred Lands File Search

The California Native American Heritage Commission (NAHC) maintains a confidential Sacred Lands File (SLF) that contains sites of traditional, cultural, or religious value to the Native American community. The NAHC was contacted on March 13, 2020, to request a search of the SLF for this Project. The NAHC responded to the request in a letter dated March 16, 2020. The results of the SLF search conducted by the NAHC indicate that Native American cultural resources are not known to be located within the Project area; however, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area (Confidential Appendix D).

3.13.2 Regulatory Setting

Federal

There are no federal regulations that apply to tribal cultural resources on or in the vicinity of the proposed project site.

State

Assembly Bill 52

Assembly Bill 52 (AB 52) was approved by California State Governor Edmund Gerry "Jerry" Brown, Jr. 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 (MND) will be filed on or after July 1, 2015. The primary intent of AB 52 was to include 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 subdivisions 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. On July 30, 2016, the California Natural Resources Agency adopted the final text for tribal cultural resources update to Appendix G of the *CEQA Guidelines*, which was approved by the Office of Administrative Law on September 27, 2016.

PRC section 21080.3.1 requires, within 14 days after a lead agency determines an application for a project is complete, or a decision by a public agency to undertake a project, the lead agency must 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 (PRC subdivision 21080.3.1(b)). Tribes interested in consultation must respond in writing within 30 days after receipt of the lead agency's formal notification and the lead agency must begin consultation within 30 days after receiving the tribe's request for consultation (PRC subdivisions 21080.3.1(d) and (e)).

PRC subdivision 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 (PRC subdivision 21080.3.2(b)).

If a California Native American tribe has requested consultation pursuant to PRC 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 PRC subdivision 21080.3.1(d) and the California Native American tribe has failed to request consultation within 30 days, then the lead agency may certify an EIR or adopt an MND without further requirements for consultation (PRC subdivisions 21082.3(d)(2) and (3)).

PRC subdivision 21082.3(c)(1) states 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, then 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.

Senate Bill 18

Senate Bill 18 (SB 18) (Statutes of 2004, Chapter 905), which went into effect January 1, 2005, requires local governments (city and county) to consult with Native American tribes before making certain planning decisions and to provide notice to tribes at certain key points in the planning process. The intent is to "provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places" (Governor's Office of Planning and Research, 2005).

The purpose of involving tribes at these early planning stages is to allow consideration of cultural places in the context of broad local land use policy, before individual site-specific, project-level, land use designations are made by a local government. The consultation requirements of SB 18 apply to general plan or specific plan processes proposed on or after March 1, 2005.

According to the *Tribal Consultation Guidelines: Supplement to General Plan Guidelines* (Governor's Office of Planning and Research, 2005), the following are the contact and notification responsibilities of local governments:

- Prior to the adoption or any amendment of a general plan or specific plan, a local government must notify the appropriate tribes (on the contact list maintained by the NAHC) of the opportunity to conduct consultations for the purpose of preserving, or mitigating impacts to, cultural places located on land within the local government's jurisdiction that is affected by the proposed plan adoption or

amendment. Tribes have 90 days from the date on which they receive notification to request consultation, unless a shorter timeframe has been agreed to by the tribe (Government Code Section 65352.3).

- Prior to the adoption or substantial amendment of a general plan or specific plan, a local government must refer the proposed action to those tribes that are on the NAHC contact list and have traditional lands located within the city or county's jurisdiction. The referral must allow a 45-day comment period (Government Code Section 65352). Notice must be sent regardless of whether prior consultation has taken place. Such notice does not initiate a new consultation process.
- Local government must send a notice of a public hearing, at least 10 days prior to the hearing, to tribes who have filed a written request for such notice (Government Code Section 65092).

Regional

There are no regional regulations that apply to tribal cultural resources on or in the vicinity of the proposed project site.

Local

There are no local regulations that apply to tribal cultural resources on or in the vicinity of the proposed project site.

3.13.3 Thresholds of Significance

According to Appendix G of the State CEQA Guidelines, the proposed Project could have a potentially significant impact with respect to tribal cultural resources if it would:

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:

- Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC subdivision 5020.1(k) (see Impact 3.14-1 below).
- 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 PRC section 5024.1. In applying the criteria set forth in subdivision (c) of PRC section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe (see Impact 3.14-2 below).

3.13.4 Methodology

Under CEQA, the evaluation of impacts to tribal cultural resources consists of two-parts: (1) identification of tribal cultural resources within the Project or immediate vicinity through AB 52 and SB 18 consultation, as well as a the results of SLF and California Historical Resources Inventory System (CHRIS) records searches, and review pertinent academic and ethnographic literature for information pertaining to past Native American use of the Project; and (2) a determination of whether the Project may result in a "substantial adverse change" in the significance of the identified resources

3.13.5 Impact Analysis

Impact 3.13-1: Would the Project have an impact on a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC subdivision 5020.1(k)? (Less than Significant with Mitigation)

SB 18 does not apply as the Project does not include any amendment of a general plan or specific plan. AB 52, signed into law on September 25, 2014, requires lead agencies to evaluate a project's potential to impact Tribal Cultural Resources and establishes a formal consultation process for California Native American Tribes as part of CEQA. Tribal Cultural Resources includes 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 Tribal Cultural Resources. 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 proposed Project.

Prior to filing the Notice of Preparation on February 17, 2023, no California Native American tribes have requested to be notified by the City through formal notification of proposed Projects within the geographic area in which the tribe is traditionally and culturally affiliated, pursuant to AB 52. As a result, the City has received no requests for Tribal Consultation under AB 52 or SB 18.

As described in detail in Section 3.4, Cultural Resources, Impacts 3.4-1 and 3.4-2, one prehistoric archaeological site (P-56-000449) consisting of a village site was identified in the Project area as a result of the cultural resources survey report and appears to be eligible for listing in the California Register of Historical Resources. P-56-000449 is being treated as a Tribal Cultural Resource at the discretion of the lead agency based on substantial evidence consisting of deposits that are Native American in origin, prehistoric in age, and include midden and a large and varied artifact assemblage.

The site is located within an undisturbed portion of the Project area within a fenced perimeter atop the remnant of a ridgeline. No additional cultural resources were identified within or immediately adjacent to the Project, and previous mass grading of the Project area in the mid-1990s reduces the possibility for encountering intact subsurface archaeological deposits during Project-related ground disturbance. The Project's current design does not propose any development or other disturbances to P-56-000449, and, therefore, the site would not be subject to direct impacts. Although no direct impacts are anticipated, the site could be subject to indirect impacts during and after Project construction as a result of increased use of the site's vicinity. Implementation of **Mitigation Measures CUL-1 through CUL-5** would reduce potential impacts to a Tribal Cultural Resource to less than significant. Impact 3.4-3 states the Project is unlikely to disturb human remains; however, because the Project would involve earthmoving activities, there is the possibility, albeit low, that such actions could unearth, expose, or disturb previously unknown human remains, and incorporation of **Mitigation Measure CUL-6** reduces potential impacts to human remains to less than significant. See Section 3.4, Cultural Resources, Impacts 3.4-1 through 3.4-3 for additional information.

Significance Determination: Less than Significant with Mitigation.

Mitigation Measures: Implement Mitigation Measures CUL-1 through CUL-6

Impact 3.13-2: 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 PRC section 5024.1. In applying the criteria set forth in subdivision (c) of PRC section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. (Less than Significant with Mitigation)

Under AB 52, if a lead agency determines that a project may cause a substantial adverse change to a Tribal Cultural Resources, the lead agency must consider measures to mitigate that impact. PRC Section 21074 provides a definition of a Tribal Cultural Resources. In brief, in order to be considered a Tribal Cultural Resources, a resource must be either: 1) listed, or determined to be eligible for listing, on the national, State, or local register of historic resources, or 2) a resource that the lead agency chooses, in its discretion supported by substantial evidence, to treat as a Tribal Cultural Resources. In the latter instance, the lead agency must determine that the resource meets the criteria for listing in the State register of historic resources or County Designated Cultural Resource. In applying those criteria, a lead agency shall consider the value of the resource to the tribe.

As described in detail in Section 3.4, Cultural Resources, Impacts 3.4-1 and 3.4-2, and above in Impact 3.13-1, one prehistoric archaeological site (P-56-000449) consisting of a village site was identified in the Project area as a result of the cultural resources survey report and appears to be eligible for listing in the California Register of Historical Resources. Potential impacts to the Tribal Cultural Resources were identified in Impacts 3.4-1, 3.4-2, 3.4-3, and 3.13-1, and implementation of Mitigation Measure CUL-1 through CUL-6 is required.

As such, the Project could impact the significance of a Tribal Cultural Resources that appears to be eligible for listing in the California Register of Historical Resources pursuant to CEQA. Implementation of Mitigation Measures CUL-1 through CUL-6 would reduce potential impacts to a Tribal Cultural Resources to less than significant.

See Section 3.4, Cultural Resources, Impacts 3.4-1 through 3.4-3 and Impact 3.13-1, above, for additional information.

Significance Determination: Less than Significant with Mitigation.

Mitigation Measures: Implement Mitigation Measures CUL-1 through CUL-6

3.13.6 Cumulative Impacts

Development of the Project, in combination with other projects in the area, would include ground disturbance during construction activities. These construction activities of the cumulative projects has the potential to contribute to a cumulatively significant impact to unknown Tribal Cultural Resources. Because the Project would result in potential significant impacts, as described in detail in Section 3.4,

Cultural Resources, Impacts 3.4-1 and 3.4-2, and above in Impacts 3.13-1 and 3.13-2, the Project's contribution to cumulative impacts to Tribal Cultural Resources is cumulatively considerable. With the implementation of Mitigation Measures CUL-1 through CUL-6, the Project's contribution to potential cumulative impacts on Tribal Cultural Resources would be reduced to less than cumulatively considerable.

Further, in association with CEQA review, future SB 18 and AB 52 consultations with Native American tribes in order to identify Tribal Cultural Resources would be required for cumulative projects that have the potential to cause significant impacts to Tribal Cultural Resources. Therefore, to the extent impacts on Tribal Cultural Resources from related projects may occur, impacts from the Project are not expected and cumulative impacts would be less than significant.

Significance Determination: Less than Significant with Mitigation.

Mitigation Measures: Implement Mitigation Measures CUL-1 through CUL-6.

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3.14 Utilities and Service Systems

The purpose of this section is to assess the potential of buildout of the Project on water supply and service, wastewater collection and treatment, storm water drain systems, energy utility systems, and solid waste disposal and landfill capacity. This section is based on comparisons of existing and anticipated levels of service with buildout of the Project, in addition to other service commitments. In addition, this section is based on the Revised Water Supply Assessment-Proposed Conejo Summit Project prepared by Meridian Consultants (Meridian 2023) and approved by California American Water Company (Cal-AM) on April 17, 2023. This section describes the existing and proposed utility systems setting and potential effects from implementation of the Project. The Water Supply Assessment (WSA) can be found in **Appendix K** of this EIR.

3.14.1 Environmental Setting

Water Supply

California America Water

Four water purveyors serve the City of Thousand Oaks (City): the City of Thousand Oaks Municipal Service Center, California American Water Company (Cal-Am), California Water Service, and Camrosa Water District. The entire Project site is in the service area of the Cal-Am. Cal-Am is a privately owned public utility providing water services to over 630,000 people in 50 communities throughout California. Cal-Am is regulated by the California Public Utility Commission (CPUC). Therefore, its facilities, operations, and financial structure (including customer rates) are subject to extensive regulation by the CPUC, as well as environmental, health, safety, and water quality regulations by federal, State, and local governments. The CPUC sets rules and regulates public utility companies in California. The intent of the regulations set by the CPUC is to ensure provision of high-quality water service at a fair price. All increases in service rates are directly related to the cost of providing quality service and are subjected to a public review process and approval by the CPUC.

Cal-Am is operated by three Division Offices: Northern Division, Central Division, and Southern Division. The Northern Division includes the Sacramento County and Larkfield Districts, the Central Division includes the Monterey County District, and the Southern Division includes the Ventura County, Los Angeles County, and San Diego County Districts.

The Cal-Am Ventura County District contains three Public Water Systems (PWSs) – Thousand Oaks, Las Posas Valley, and El Rio; PWSs are the systems that provide drinking water for human consumption. These systems are regulated by the State Water Resource Control Board (SWRCB), Division of Drinking Water (DDW) with separate operating permits.

The Cal-Am Ventura County District service area covers approximately 26.6 square miles and is located within southern Ventura County along Highway 101, northwest of Los Angeles. The service areas consist of 1) approximately one half of the City of Thousand Oaks (25 square miles primarily covering Newbury Park) and 2) portions of unincorporated Ventura County identified as Las Posas Valley (1.6 square miles) (Meridian 2023).

Calleguas Municipal Water District

Calleguas Municipal Water District (Calleguas) is an independent special district that was formed by the voters of southern Ventura County in 1953 for the purpose of providing a safe, reliable water supply. Named for the watershed in which it is located, Calleguas is a public agency established under the Municipal Water District Act of 1911.[1] It is governed by a five-member board of directors elected by voters to represent each of the five geographic divisions within the Calleguas service area.

In 1960, Calleguas became a member agency of Metropolitan Water District of Southern California (MWD), which provides wholesale water from the Colorado River via the Colorado Aqueduct and from northern California via the State Water Project (SWP). MWD is comprised of 26 member agencies and Calleguas is the fifth largest member agency in terms of average annual water deliveries.

Calleguas is a wholesale water agency that delivers water to Cal-Am's Ventura County District (Figure 3.14-1). Calleguas' primary source of water is SWP water purchased from MWD. Typically, Calleguas delivers water from MWD directly to its retail customers. However, Calleguas has the ability to store excess water from MWD and local supplies in Lake Bard or at its Las Posas ASR well field for future delivery. Calleguas is working with other local agencies to increase the utilization efficiency of its local water supplies and is participating in numerous groundwater and desalination projects to reduce its reliance upon imported water.

Approximately three-quarters of Ventura County residents rely on Calleguas for all or part of their water. Calleguas distributes high-quality drinking water on a wholesale basis to 19 cities, local water agencies, and investor-owned and mutual water companies throughout southeast Ventura County. These retail purveyors receive water through 140 miles of large-diameter pipeline operated and maintained by Calleguas. In turn, these purveyors deliver water to area residents, businesses, and agricultural customers. Only a small portion of the water delivered by Calleguas (approximately 5 percent) is used for agricultural purposes. Agricultural demands are generally met by other agencies or private entities using untreated surface water, recycled wastewater, and groundwater from various basins underlying the area.

Calleguas' mission is to provide its service area with a reliable supplemental supply of regional and locally developed water in an environmentally and economically responsible manner. All but one of the major cities in Ventura County rely upon Calleguas to provide a reliable imported water source to meet municipal and industrial water demands. Calleguas' primary job is importing and distributing water from MWD; water that arrives via SWP from northern California. To increase reliability, Calleguas can also pump water from its Las Posas Aquifer Storage and Recovery Project well field (Meridian 2023).

Calleguas' service area encompasses approximately 366 square miles. Land use in the area is primarily residential, commercial, industrial, and agricultural. Although a large portion of the water use in Ventura County is for agricultural purposes, these demands are generally served by other agencies or private entities using untreated surface water, recycled wastewater, and groundwater from various basins underlying the area.

[1] Municipal Water Act of 1911, California Water Code, § 71000.

Wastewater

The City of Thousand Oaks (City) uses the Hill Canyon Wastewater Treatment Plant (HCTP) for wastewater treatment. The City serves approximately 38,000 wastewater customers. HCTP discharges a daily average of 8 million gallons per day (mgd) of reclaimed water and has the capacity to treat 14 mgd (City of Thousand Oaks, 2022).

Solid Waste Management

The City contracts with Athens Trash Service for solid waste collection, disposal, recycling, organics diversion, special waste, construction and demolition recovery, and street and parking lot sweeping services. The Athens facility that will service the project site is located at 2498 Conejo Center Drive, Thousand Oaks. Under existing conditions, Athens provides disposal options for mixed solid waste, recycling, and organics processing in the project area (City of Thousand Oaks 2022). Athens Trash Service serves 38,000 homes and 1,200 commercial customers in the City (Athens Services 2022[2]). In the Collection Services Agreement for the Provision of Residential and Commercial Solid Waste, Recyclable Materials and Organic Waste Collection Services between the City of Thousand Oaks and Athens Services, multiple primary and secondary facilities are identified within the contractor infrastructure for processing materials.

The primary facility Athens Services utilizes for residential and commercial business solid waste is the Calabasas Landfill, for residential and commercial recyclables is the Sun Valley Materials Recovery Facility, for residential green and organic waste is the Crown Recycling Services, and for commercial green and organic waste is the Calabasas Landfill. Secondary facilities are identified as the Toland Road Landfill, Oxnard Materials Recovery Facility, and American Organics, to be utilized if the primary landfills are over capacity.

The Calabasas Landfill is owned by Los Angeles County, operated by Los Angeles County Sanitation District, and located at 5300 Lost Hills Road in Calabasas. The Calabasas Landfill has a maximum daily permitted capacity of 3,500 tons per day (tpd), which equates to a yearly equivalent of 1,081,500 tons per year. The remaining permitted capacity is 4,315,593 tons as of December 31, 2019, and the estimated remaining landfill life is approximately 8 years, based on an average daily disposal of 1,932 tpd, 305 days per year.

Recycling for the proposed development would be processed at the Athens Sun Valley Materials Recovery Facility (ASVMRF), located at 9227 Tujunga Avenue, Sun Valley, which has a permitted capacity of 1,500 tpd. Crown Material Recovery Facility (CMRF), located at 9189 De Garmo Avenue, Sun Valley, is also operated by Athens Services and would provide waste and recycling services for organics and construction materials. The CMRF has a permitted capacity of 6,700 tpd, and the CMRF processing capacity ranges from 40 to 50 tons per hour. The ASVMRF has a throughput of approximately 70 tons per hour and ships approximately 200 bales of recyclable materials to manufacturers every day.

Additionally, the Simi Valley Landfill and Recycling Center (SVLRC), located at 2801 Madera Road, Simi Valley, operated by Waste Management, is an alternative disposal facility pursuant to the Waste Disposal Agreement dated July 27, 1999, between the City and Waste Management, permitting the City

[2] Athens Sun Valley Materials Recovery Facility: https://athensservices.com/sun-valley-mrf/,2022

and its franchise haulers to dispose solid waste at the SVLRC. The SVLRC is a non-hazardous municipal solid waste landfill and recycling facility serving Ventura County and the West San Fernando Valley and has a daily permitted limit of accepted waste of 3,000 pd and 6,250 tons of recyclable materials, making the daily capacity 9,250 tpd. The landfill's cease operation date is anticipated to be in the year 2063. The SVLRC is the closest active landfill to the Project, which is located in Simi Valley approximately 8.5 miles to the north of the site.

As much as 30 percent of the waste that goes into landfills is construction and demolition (C&D) debris, and most of this material is recyclable, including asphalt, concrete, wood, metal, and cardboard. The City Construction and Demolition Debris Recycling Ordinance (No. 1639-NS), as discussed further below, requires certain demolition and/or construction projects to divert at least 65 percent of project-generated waste through recycling or reuse. Contractors and waste haulers are not restricted in their disposal options of C&D debris, as long as the project meets the City's 65 percent debris diversion requirements.

Projects that utilize mixed waste recycling will require that materials are processed at a mixed C&D processing facility. The nearest mixed-use processing facility to the City is the Simi Valley Landfill. Additionally, the City currently accepts material processing at facilities certified by the Los Angeles Bureau of Sanitation, including American Industrial Services Inc., American Reclamation, California Waste Services, City Terrace Recycling, Construction & Demolition Recycling Cordova Construction Services, Crown Recycling Services, Direct Disposal, Downtown Diversion, and East Valley Diversion.

3.14.2 Regulatory Setting

Federal

Clean Water Act

The Clean Water Act (CWA) of 1972 is the primary federal statue governing the restoration and maintenance of chemical, physical, and biological integrity of the Nation's waters. CWA is the basic framework that monitors water quality and control of pollutants to ensure safe, clean water. Within the CWA, numerous of programs, standards, and plans were created to monitor and protect the Nation's waters.

Safe Drinking Water Act

The Safe Drinking Water Act (SDWA) was passed by Congress in 1974 for the protection of drinking water in the U.S. Amendments were added to the SDWA in 1986 and 1996 to help ensure the protection of clean, safe drinking water. Drinking water and its sources (lakes, rivers, reservoirs, springs, groundwater) fall under the jurisdiction of the SDWA, although, wells that serve under 25 individuals are not regulated). The USEPA oversees the SDWA and establishes standards for drinking water quality and monitors state and local governments, and water suppliers who enforce the standards. The USEPA has set maximum contaminant levels (MCLs) allowed in public drinking water under National Primary Drinking Water Regulations (primary standards). MCLs indicate the highest level of a contaminant allowed in drinking water that is not expected to produce adverse health effects after lifetime exposure. The primary standards are legally enforceable standards and treatment techniques that apply to public water systems and are used to protect human health by limiting contaminant levels in drinking water. There are over 80 contaminants listed on the primary standards that are monitored and treated to be below the public health goal. Additionally, the National Secondary Drinking Water Regulations (secondary standards) are

guidelines to manage water systems that are unrelated to adverse health effects. This includes contaminants that affect taste, color, smell.

National Pollutant Discharge Elimination System Permit Program

The National Pollution Discharge Elimination System (NPDES) permit program was established in the Clean Water Act (CWA) to regulate municipal and industrial discharges to surface waters of the United States. Discharge from any point source is unlawful unless the discharge is in compliance with an NPDES permit. Federal NPDES permit regulations have been established for broad categories of discharges, including point-source municipal waste discharges and nonpoint-source stormwater runoff. NPDES permits generally identify effluent and receiving water limits on allowable concentrations and/or mass emissions of pollutants contained in the discharge; prohibitions on discharges not specifically allowed under the permit; and provisions that describe required actions by the discharger, including industrial pretreatment, pollution prevention, self-monitoring, and other activities.

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (Code of Federal Regulations, Title 40, Section 268, Subpart D), contains regulations for municipal solid waste landfills and requires states to implement their own permitting programs that include federal landfill criteria. The federal regulations address the location, operation, design, and closure of landfills, as well as groundwater monitoring requirements.

State

California Urban Water Management Planning Act

The 2020 Urban Water Management Plan (UWMP) has been prepared in accordance with the Urban Water Management Planning Act (Act), as amended, California Water Code Division 6, Part 2.6, §10610 through 10657. The Act became part of the California Water Code (CWC) with the passage of AB 797 during the 1983–1984 regular session of the California legislature. The Act requires every urban water supplier that provides water for municipal purposes to more than 3,000 connections or supplying more than 3,000 AF of water annually to adopt and submit a plan every five years to the DWR. The Act was amended in 2009 with the adoption of SBX7-7 and Assembly Bill 2242, which amends the Water Code and adds Section 10631.5.

Senate Bill X7-7 Water Conservation Act

The Water Conservation Bill of 2009, Senate Bill X7-7 (SBX7-7), is one of four policy bills enacted as part of the November 2009 Comprehensive Water Package (Special Session Policy Bills and Bond Summary). SBX7-7 provides the regulatory framework to support the statewide reduction in urban per capita water use described in the 20 by 2020 Water Conservation Plan. This bill requires that agencies achieve a 20 percent reduction in potable water use by 2020. As part of the "20 by 2020 Plan", all retail water agencies in the state are required to detail how they plan to meet the mandatory reductions through their UWMP. Retail water agencies who have either 3,000 or more customers or provide 3,000 AF or more of water per year, are required to be in compliance to SBX7-7. Consistent with SBX7-7, each water supplier must determine and report its existing baseline water consumption and establish future water use targets in gallons per capita per day (GPCD).

Porter-Cologne Water Quality Control Act

Porter-Cologne Water Quality Control Act (Porter-Cologne Act) is a law that governors water quality regulation in California. The act applies to surface water, wetlands, and ground water point and non-point source pollution. Porter-Cologne is also codified in the California Water Code (Section 13000 et seq.). It states that the waters of the state shall be regulated to obtain highest quality that is reasonably attainable. The legislature also declares that health, safety, and welfare of the people requires a statewide program for control of the quality of water and the state must be fully prepared to use its power and jurisdiction to protect water quality.

The Porter-Cologne Act establishes the State Water Resources Control Board (State Water Board) and nine Regional Water Quality Control Boards (Regional Water Boards), which implement provisions and have primary responsibility to protect water quality in California. The state Water Board is tasked with overall oversight such as funds allocation, reviewing Regional Water Boards, and allocating rights to surface waters. Regional Water Boards regulate discharges through issuing NPDES permits for point source discharges and waste discharge requirements (WDRs) for non-point source discharges. Porter-Cologne Act gives several options of enforcement for WDRs such as cease and desist orders, cleanup and abatement orders, administrative civil liability orders, civil court actions, and criminal prosecutions. Additionally, Porter-Cologne Act requires adoption of water quality control plans by the State Water Board and regional water quality control plans (basin plans) by Regional Water Boards. They plans include beneficial uses of waters of the state and establish water quality objectives.

Sustainable Groundwater Management Act

On September 16, 2014, Governor Jerry Brown signed into law a three-bill legislative package—AB 1739 (Dickinson), SB 1168 (Pavley), and SB 1319 (Pavley)—collectively known as Sustainable Groundwater Management Act (SGMA). This act 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 SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. For critically over-drafted basins, sustainability should be achieved by 2040. For the remaining high- and medium-priority basins, 2042 is the deadline. Through SGMA, the California Department of Water Resources provides ongoing support to local agencies through guidance, financial assistance, and technical assistance. SGMA empowers local agencies to form Groundwater Sustainability Agencies (GSAs) to manage basins sustainably and requires those GSAs to adopt Groundwater Sustainability Plans (GSPs) for crucial groundwater basins in California. The groundwater basin underlying the Project area is not required to prepare a GSP.

Assembly Bill 2242

AB 2242 amends the California Water Code which became effective on March 15, 2018. AB 2242 amends California Water Code Section 10610.2 to add Section 10631.5, which states that in addition to the requirements of Section 10631, an urban water supplier shall include an assessment of the reliability of their water service to its customers during normal, dry, and multiple dry years in its urban water management plan. This also should include a repeat of the five consecutive historic driest years the urban water supplier has experienced. In addition, as part of an assessment of the reliability of water service, an urban water supplier shall consider the reliability of its water service given the combination of supplies

available to it, possible supply augmentation measures it is able to take, and the demand management measures it would likely implement in those scenarios.

California Senate Bill 610

SB 610 is also known as the Water Supply Assessment statute, which is under the California Senate Bill 1262 (SB 1262), which became effective on January 1, 2017. SB 1262 amends California Water Code Section 10910 and California Government Code Section 66473.7 in an initial attempt to incorporate requirements under California's Sustainable Groundwater Management Act (SGMA). SGMA was adopted in 2014 and requires groundwater to be managed sustainably in California's groundwater basins by local public agencies and groundwater sustainability agencies (GSAs). SB 1262 amended two existing statues that require, as part of the approvals for certain types of projects, a specific analysis of whether there is a sufficient water supply to serve the project; Water Code Section 10910 (SB 610) and Government Code Section 66473.74. SB 610 applies to any proposed development that is both: Subject to CEQA and is a project under California Water Code Section 10912, which defines "project" as any of the following:

> (1) A proposed residential development of more than 500 dwelling units.
>
> (2) A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space.
>
> (3) A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space.
>
> (4) A proposed hotel or motel, or both, having more than 500 rooms.
>
> (5) A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.
>
> (6) A mixed-use project that includes one or more of the projects specified in this subdivision.
>
> (7) A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project.

If SB 610 applies to a development, a WSA (SB 610 assessment) is required. The assessment is prepared by either the water supplier or the lead agency for the project.

CA Executive Order B-37-16, Senate Bill 606 and Assembly Bill 1668

In 2018, the California State Legislature enacted two policy bills, SB 606 (Hertzberg) and AB 1668 (Friedman), to establish a new foundation for long-term improvements in water conservation and drought planning to adapt to climate change and the resulting longer and more intense droughts in California. These two bills amend existing law to provide expanded and new authorities and requirements to enable permanent changes and actions for those purposes, improving the state's water future for generations to come.

SB 606 and AB 1668 are direct outcomes of Governor Brown's Executive Order B-37-16 issued in May 2016. The recommendations in the April 2017 report entitled Making Water Conservation a California Way of Life, Implementing Executive Order B-37-16 and subsequent extensive legislative outreach efforts informed the development of SB 606 and AB 1668. The order requires permanent monthly water use reporting, and new permanent water use standards in California communities. To help eliminate water waste, the Water Board is to prohibit wasteful water practices such as hosing off sidewalks, driveways and other hardscapes, or watering lawns in a manner that causes runoff.

California Sustainable Groundwater Management Act

The Sustainable Groundwater Management Act of 2014, passed in September 2014, is a comprehensive three-bill package that provides a framework for the sustainable management of groundwater supplies by local authorities. The Sustainable Groundwater Management Act requires the formation of local groundwater sustainability agencies to assess local water basin conditions and adopt locally-based management plans. Local groundwater sustainability agencies must be formed by June 30, 2017. The Sustainable Groundwater Management Act provides 20 years for groundwater sustainability agencies to implement plans, achieve long-term groundwater sustainability, and protect existing surface water and groundwater rights. The Act also provides local groundwater sustainability agencies with the authority to: require registration of groundwater wells, measure and manage extractions, require reports and assess fees, and request revisions of basin boundaries, including establishing new subbasins. Furthermore, under the Sustainable Groundwater Management Act, groundwater sustainability agencies responsible for high- and medium-priority basins must adopt groundwater sustainability plans within five to seven years, depending on whether the basin is in critical overdraft.

California Code of Regulations Title 24, Part 11

In 2008, the California Building Standards Commission adopted the nation’s first green building standards. The California Green Building Standards Code, Part 11 of Title 24 (CALGreen) establishes minimum mandatory standards as well as voluntary standards pertaining to the planning and design of sustainable site development, energy efficiency, water conservation, material conservation, and interior air quality. The CALGreen standards took effect in January 2011 and instituted mandatory minimum environmental performance standards for all new construction of residential and non-residential buildings. CALGreen standards are updated periodically.

Mandatory CALGreen standards pertaining to water, wastewater, and solid waste include the following (24 CCR Part 11):

- Mandatory reduction in indoor water use through compliance with specified flow rates for plumbing fixtures and fittings.
- Mandatory reduction in outdoor water use through compliance with a local water-efficient landscaping ordinance or the California Department of Water Resources’ Model Water Efficient Landscape Ordinance.
- Diversion of 65% of construction and demolition waste from landfills.

State Water Resources Control Board Statewide General Waste Discharge Requirements (WDRs) for Sanitary Sewer Systems Order No. 2006-0003-DWQ

The Statewide General Waste Discharge Requirements for Sanitary Sewer Systems (SWRCB Order No 20006-0003-DWQ) applies to sanitary sewer systems that are greater than one-mile-long and collect untreated or partially treated wastewater to a publicly-owned treatment facility. The goal of Order No. 2006-0003 is to provide a consistent statewide approach for reducing Sanitary Sewer Overflows (SSOs), accidental overflow, spill, release, discharge or diversion of untreated or partially treated wastewater from sanitary sewer systems by requiring that:

1. In the event of an SSO, all feasible steps must be taken to control the released volume and prevent untreated wastewater from entering storm drains, creeks, etc.

1. If an SSO occurs, it must be reported to the SWRCB using an online reporting system developed by the SWRCB.

2. All publicly owned collection system agencies with more than one mile of sewer pipe in the State must develop a Sewer System Management Plan (SSMP), which must be updated every five years.

California Code of Regulations, Titles 14 and 27)

Title 14 (Natural Resources, Division 7) and Title 27 (Environmental Protection, Division 2 [Solid Waste]) of the California Code of Regulations govern the handling and disposal of solid waste and operation of landfills, transfer stations, and recycling facilities.

California Integrated Waste Management Act of 1989 (AB 939)

The California Integrated Waste Management Act of 1989 redefined solid waste management in terms of both objectives and planning responsibilities for local jurisdictions and the state. 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. Other state statutes pertaining to solid waste include compliance with the California Solid Waste Reuse and Recycling Act of 1991 (AB1327), which requires adequate areas for collecting and loading recyclable materials within a project site. As a new waste generator, the proposed Project would be subject to the requirements of these solid waste provisions, as enforced by the City. California 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.

Senate Bill 1374: Construction and Demolition Waste Reduction

Senate Bill (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% to 75% 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 (SB 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.

Regional Water Quality Control Board

Each RWQCB is required to develop, adopt, and implement a Basin Plan for its respective region. A Basin Plan is the master policy document that contains description of the legal, technical, and programmatic bases of water quality regulation in each region. Basin Plans identify beneficial uses of surface waters and groundwater within the corresponding region; specify water quality standards and objectives for both surface and groundwater; and develop the actions necessary to maintain the standards to control nonpoint and point sources of pollutants to the state's waters. All discretionary projects requiring permits from the RWQCB such as waste and pollutant discharge permits, must implement Basin Plan requirements and take into consideration the beneficial uses to be protected.

The Project area is located within the jurisdiction of the Los Angeles Regional Water Quality Control Board (LARWQCB), which is Region 4 of the nine RWQCBs. The proposed Project is subject to the LARWQCB Basin Plan (LARWQCB 2014). Refer to Section 3.8, Hydrology and Water Quality, of this Draft EIR for details and the beneficial uses designated in the Basin Plan applicable to the proposed Project.

Recycled Water

The California Water Code defines recycled water (alternatively called reclaimed water) as "water which, as a result of treatment of waste [water], is suitable for a direct beneficial use or a controlled use that would not otherwise occur." Recycled water is wastewater that has been highly purified through multiple stages of treatment to meet stringent and protective health and safety standards set by the California Department of Public Health (CDPH). Federal laws provide regulation of recycled water through the Water Pollution Control Act of 1972 (also referred to as the CWA) and its related amendments. However, California has primary responsibility for the development of regulations regarding the treatment and distribution of recycled water and operation of recycled water facilities. The following laws govern the use of recycled water in California:

- California Health and Safety Code (Division 104; Part 12);
- California Water Code (Division 7; Chapters 2, 6, 7, and 22);
- California Code of Regulations, Title 22 (Division 4; Chapters 1, 2, and 3); and
- California Code of Regulations, Title 17 (Division 1; Chapter 5).

Recycled water laws are enforced by CDPH and the RWQCB. Recycled water must meet CDPH water quality reuse criteria, as specified in Sections 60301 through 60355 of Title 22 of the CCR. These regulations provide specific treatment requirements as well as water quality criteria appropriate for the intended use of the recycled water. In addition, the order specifies prohibitions on the application of recycled water to ensure that this water does not enter a surface water body or otherwise degrade surface or groundwater quality. Recycled water that is treated to higher standards (i.e., advanced treatment) can be discharged to surface water bodies, including water bodies that allow body-contact water recreational activities (Section 60301.620).

An agency that produces recycled water must submit a notice of intent and technical report to both the RWQCB and CDPH, including a description of the existing or proposed treatment, storage, and transmission facilities for water reuse; the types of applications for which the recycled water will be used; a description of the agency's water reuse permit program; a description of the reuse program administration specifying how the permitting system for regulating users will be implemented and how compliance with the CDPH reuse criteria will be approved; and any additional site-specific information that is appropriate. The order becomes effective upon written approval of the notice of intent by the RWQCB.

The producer of recycled water must establish and enforce rules and regulations for recycled water uses that govern the design and construction of recycled water facilities and the reuse of recycled water in accordance with CDPH reuse criteria. The producer must also develop a water reuse monitoring program in accordance with the self-monitoring requirements of the order, submit an annual monitoring report to the RWQCB, and conduct periodic inspections of the user's facilities and operations to monitor and assure compliance with the conditions of the producer's permit.

The CDPH has prepared draft Groundwater Recharge Reuse regulations for the use of recycled water for recharge of groundwater by surface spreading or subsurface injection, and a separate National Pollutant Discharge Elimination System (NPDES) permit is required for use of recycled water for these purposes.

National Pollutant Discharge Elimination System, General Construction Storm Water Permit

RWQCB administers the NPDES stormwater permitting program in Ventura County. Construction activities disturbing one acre or more of land are subject to the permitting requirements of the NPDES General Permit for Discharges of Storm Water Runoff Associated with Construction Activity (NDPES General Construction Permit). The applicant must submit a Notice of Intent to RWQCB to be covered by the General Construction Permit prior to the beginning of construction. The NDPES General Construction Permit requires the preparation and implementation of a SWPPP. The SWPPP must be prepared before construction begins.

Ventura County Integrated Regional Water Management Plan

The Regional Water Management Plan (IRWMP) is a collaborative effort, includes Ventura County, and is a consortium of local cities, wholesale and retail water agencies, special districts, the County of Ventura, and non-governmental agencies interested in promoting and implementing integrated regional water management planning efforts in Ventura County (WCVC 2022). This group forms the Watersheds Coalition of Ventura County. An IRWMP, is a voluntary and comprehensive non-regulatory planning document prepared on a region-wide scale that identifies broadly-supported priority water resources projects and programs with multiple benefits. The process of creating an IRWMP is locally-driven and includes input from many diverse stakeholders. An IRWMP investigates a broad spectrum of water resource issues including water supply, flood management, water quality, environmental restoration, recreation, land use, environmental justice, stakeholder involvement, and far-reaching community and statewide interests.

The first IRWMP was completed in 2006. An updated plan, prepared in accordance with all the current requirements, was completed by the Watersheds Coalition of Ventura County in December of 2014 and the plan was amended in 2019. The County receives wholesale water deliveries from three retailers: Calleguas MWD, Casitas MWD, and United WCD. In the year 2018, a total of 120,461 acre-feet (AF) of water was delivered to retailers and end-users within the County (WCVC 2019).

Regional

There are no regional regulations that apply to utilities and service systems on or in the vicinity of the proposed project site.

Local

City of Thousand Oaks General Plan

The Thousand Oaks General Plan contains the Community Facilities and Services Element describing the condition, accessibility, and level of service of the City's facilities and public services. It also includes goals and policies to support existing and future community needs, improve public service delivery, and ensure the City's infrastructure keeps pace with project long-term growth (City of Thousand Oaks 2023). The following goals and policies are applicable to the Project:

Goal CFS-1: Develop citywide infrastructure that supports existing and future development.

Goal CFS-2: Support access to high quality telecommunication services.

Policy 2.1 Telecommunication infrastructure: Telecommunication infrastructure should not detract from community aesthetics.

Policy 2.3 Undergrounding of utilities: Place new and existing utilities underground to promote attractive development and reduce wildfire risk.

Goal CFS-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 3.3 Diversified water portfolio: Utilize local groundwater and reclaimed water resources to reduce reliance on imported water from the State Water Project.

Policy 3.4 Funding: Ensure that funding is available to maintain existing and future water facilities.

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.

Policy 2.3 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 re-use of wastewater.

Goal CFS-4: Encourage building and landscape design that conserves or recycles water.

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 5.3 Developer exactions: Require developers to identify and implement wastewater upgrades needed to serve new development.

Goal CFS-6: Provide solid waste services that meet the needs and demands of residents and businesses.

Policy 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.

Goal CFS-7: Provide stormwater drainage facilities with capacity during storm events.

Policy 7.3 Developer impact fees: Require new development to fund fair-share costs associated with the provision of stormwater drainage systems.

Policy 8.3 Stormwater runoff compliance: Ensure that all new development complies with National Pollutant Discharge Elimination System requirements for stormwater and runoff.

City of Thousand Oaks Municipal Code

Municipal Code Title 6, Chapter 2, Solid Waste, Organic Waste and Recyclable Materials Collection

Municipal Code Title 6, Chapter 2, Solid Waste, Organic Waste and Recyclable Materials Collection Processing and Disposal, addresses the control, regulation, and proper disposal of solid waste, organic waste, and recyclable materials. Service recipient responsibilities are outlined and include rules for payment, collection containers and their placement, duration of storage, recycling recyclable and organic materials, and the prohibition on burning waste.

Municipal Code Title 6, Chapter 3, Construction and Demolition Waste Management

Municipal Code Title 6, Chapter 3, Construction and Demolition Waste Management, establishes regulations to reduce and fill-bound waste from construction and demolition activity by requiring applicants to divert, recycle, and/or salvage for reuse a minimum percentage, by weight, of the construction and demolition waste materials generated from their projects. This chapter is intended to meet CALGreen diversion requirements, goals, and policies.

Municipal Code Title 7, Chapter 4, Separation of Water and Sewer Facilities

Municipal Code (TOMC) Title 7, Chapter 4, Separation of Water and Sewage Facilities establishes regulations to avoid crossover and contamination which could potentially adversely affect public health, location and construction of water supply facilities and sewerage facilities in close proximity to one another shall be regulated. Section 7-4.03 states that horizontal separation between water line and a sewer line laid approximately parallel to one another shall not be less than ten feet. When the water and sewage line cross, the water line is required to be elevated higher by at least 3 feet.

Municipal Code Title 7, Chapter 8, Stormwater Discharges and Stormwater Quality Management

Municipal Code (TOMC) Title 7, Chapter 8, Stormwater Discharges and Stormwater Quality Management establishes local regulations, as mandated by the Federal Water Pollution Control Act (referred to as the Clean Water Act), 33 U.S.C. Sections 1251 *et seq.* (as amended) and the California Water Code, to prohibit certain acts and nonstormwater discharges into the storm drain system and watercourses, and to require certain conduct and the implementation of best management practices, by property owners or those in possession of any land within the City, in order to reduce the discharge of pollutants in stormwater to the maximum extent practicable.

Municipal Code Title 10, Chapter 1, Wastewater

Municipal Code (TOMC) Title 10, Chapter 1 states that the Public Works Department shall administer the wastewater properties, facilities, and services of the City. Thousand Oaks Municipal Code Title 10, Chapter 2 states the Public Works Department (PWD) administers the water properties, facilities, and services of the City.

Hill Canyon Treatment Plant Master Plan

The City of Thousand Oaks adopted the Hill Canyon Treatment Plant Master Plan (Hill Canyon Plan) in January 2021, which affects all water purveyors and service areas in the City. The Hill Canyon Plan outlines historical wastewater flows by type, describes existing facilities, analyzes ways in which to optimize the wastewater treatment process, possible options with renewable energy, and future water resource alternatives. The Hill Canyon Plan also proposes a capital improvement plan.

Construction and Demolition Debris Recycling Ordinance

The construction and demolition Debris Recycling Ordinance (No. 1639-NS) was established in 2017 that requires certain demolition and/or construction projects to divert at least 65% of project-generated waste through recycling and/or reuse. To comply with No. 1639-NS, the project applicant is required to submit a C&D debris recycling plan approved by the Public Works Director.

Ordinance No. 91-0003, Restricted Calabasas Landfill Wasteshed

The Los Angeles County Board of Supervisors adopted Ordinance No. 91-0003, on February 13, 1991, which established the Calabasas Landfill Wasteshed. The Ordinance prohibits the landfill from accepting waste from outside the wasteshed area, composed of the cities of Hidden Hills, Agoura Hills, Westlake Village, and Thousand Oaks, portions of the City of Los Angeles and portions of unincorporated areas in the Counties of Los Angeles and Ventura.

3.14.3 Thresholds of Significance

According to Appendix G of the State CEQA Guidelines, the proposed Project could have a potentially significant impact with respect to utilities and service systems if it would:

- 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 (see Impact 3.14-1, below).
- Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years (see Impact 3.14-2, below).
- Result in a determination by the wastewater treatment provider which serves or may serve the project that is has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments (see Impact 3.14-3, below).
- 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 (see Impact 3.14-4, below).
- Comply with federal, state, and local management and reduction statutes and regulations related to solid waste (see Impact 3.14-5, below).

3.14.4 Methodology

The potential for adverse impacts on utilities and service systems has been evaluated based on information concerning current service levels and the ability of the service providers to accommodate the increased demand created by the future development of the Project.

Water/Sewer, Storm Drains, and Other Public Utilities Capacity

The analysis of water and sewer infrastructure capacity focuses on the magnitude of the change in demand for water supplies and wastewater treatment from buildout of the Project, based on the projected increase in water demand and wastewater generation for the Project. From the estimated increase in water demand and wastewater generation, an analysis of whether any infrastructure improvements, beyond those proposed as part of the Project, would be necessary to provide service to the Project. Impacts are considered significant if the Project would result in the need for construction of water facilities and wastewater facilities that could result in a significant impact on the environment.

The analysis of the Project's impact on storm water drainage facilities identifies the general increase or decrease in stormwater that is anticipated to occur from buildout of the Project, and identifies the existing drainage infrastructure that serves the Project site. Impacts would be considered significant if the Project would result in a substantial increase in stormwater that would result in the need to construct or expand drainage facilities that could cause a significant impact on the environment.

Water Supply

The analysis of water supply is focused on the nature and magnitude of the change in levels of water use from development of the Project. The primary resources used for this analysis is based on the Revised Water Supply Assessment for the Proposed Conejo Summit Project prepared by Meridian Consultants (Meridian 2023). The WSA can be found in Appendix K of this Draft EIR. The projected increase in water demand is compared to future available supplies. The demand generated by the Project compared to water supplies available determines whether an impact from implementation of Project would occur. If implementation of the Project would result in new or expanded water supply entitlements, a significant impact could occur.

Landfill Capacity

The analysis of the Project's impact on landfill facilities identifies solid waste that is anticipated to be generated during both construction and operation of future development of the Project. The analysis identifies the anticipated amount of non-hazardous construction debris and operational solid waste that would be generated from implementation of the Project and the amount that would be disposed of in landfills after compliance with recycling/diversion requirements. The estimated population generated from the Project was multiplied by the per capita solid waste generation.

The results (i.e., solid waste after recycling/diversion) are compared with the available capacity of the landfill serving the Project to assess the significance of the Project's solid waste generation during construction and at buildout. Impacts would be considered significant if the Project would result in a substantial increase in solid waste that would affect landfill capacity, such that a new or expanded landfill facility would be required; the development of which could result in an impact on the environment.

3.14.5 Impact Analysis

Impact 3.14-1: Would the proposed Project create physical environmental impacts from construction activities associated with the need for new or expanded water, wastewater treatment or stormwater drainage, electric power, or telecommunications facilities in order to maintain acceptable service? (Less than Significant)

Water

The proposed Project includes the development of approximately 754,222 square feet of mixed-use office and industrial space across 15 buildings within an approved Specific Area No. 7 which anticipated future services as part of the policy document and CEQA document. The original EIR and most recent Negative Declarations are referenced in this EIR's Section 2.3 of the Project Description. The lots where the Project would be constructed have already been graded and infrastructure has been installed, such as sidewalks and utilities including water, sewer, and electricity. During construction minor modifications to existing built infrastructure might occur to accommodate Project construction. However, the proposed Project would not require expanded water services during construction or operations that could cause significant environmental effects (see Impact 3.14-2, below). Therefore, impacts to the environment from the construction of new or expanded water facilities would be less than significant.

Wastewater

The Project is located within an approved Specific Plan No. 7's area and the Project's building pads are currently plumbed with existing utilities. The Specific Plan anticipated future services as part of the policy document and CEQA document. The original EIR and most recent Negative Declarations are referenced in this EIR's Section 2.3 of the Project Description. The City currently serves the wastewater needs of the Project site, and would continue to serve the proposed Project.

Project construction would result in temporary production of wastewater. Wastewater generated during construction of the proposed Project would be minimal, consisting of portable toilet waste generated by construction workers. All wastewater generated in portable toilets would be collected by a permitted portable toilet waste hauler and appropriately disposed of at an identified liquid-disposal station. Therefore, construction or expansion of water or wastewater facilities would not be required for construction of the proposed Project.

The City uses the Hill Canyon Wastewater Treatment Plant for wastewater treatment. The City serves approximately 38,000 wastewater customers. The Hill Canyon Wastewater Treatment Plant discharges a daily average of 8 million gallons per day of reclaimed water and has the capacity to treat 14 million gallons per day, leaving an available capacity of approximately 6 million gallons per day (City of Thousand Oaks 2021). Based on the capacities of the Hill Canyon Wastewater Treatment Plant, the wastewater generated during operation of the proposed Project would be nominal. The City's Public Works Department's design standards for light industrial wastewater flow is 5,160 gallons per acre per day, resulting in a wastewater demand of approximately 258,000 gallons per day. As such, the proposed Project would not exceed current capacities of the wastewater treatment system and would not significantly impact existing wastewater treatment systems such that new facilities would be required. Further, the Project would be required to pay sewer connection fees. Providers would use these fees, at least in part, to fund projects and programs necessary to meet their regulatory obligations with respect to treatment requirements and treatment capacity.

For these reasons, the proposed Project would not require or result in the construction or expansion of wastewater facilities. Therefore, impacts to the environment from the construction of new or expanded wastewater facilities would be less than significant.

Stormwater

As discussed in Section 3.8, Hydrology and Water Quality, construction of the proposed Project would result in ground surface disruption during grading and excavation, temporarily altering the stormwater drainage pattern of the Project site. Compliance with the NPDES Municipal Permits and its MS4 BMP requirements and the proposed biofiltrations BMPs, along with city code and policy requirements, would reduce the velocity of storm flows to minimize scouring and erosion. Compliance with applicable laws and regulations would ensure that the Project construction would not significantly impact drainages and stormwater flows. The operation of the proposed Project would provide the necessary connections, extensions, and upgrades as required to serve the Project site. As part of the Project, associated hydrology plans and public utility plans have been developed to identify these anticipated facilities. In addition, the Project would be required to implement Low Impact Development (LID) features to reduce water quality impacts during Project operations, such as oil and grease from parking areas, in accordance with the Ventura County Stormwater Manual. The Project would implement Best Management Practices (BMPs), including but not be limited to, connecting all impervious areas to the existing storm drain system, catch basins and proposed biofiltration BMPs consisting of bioswales, biopod planters, underground biopods, and detention pipe BMPs. BMPs for stormwater treatment will be provided and the storm drain system at the Project will comply with LID and Regional Water Quality Control Board (RWQCB) regulations per the MS4 permit to mitigate site runoff and promote water quality. Implementation of the drainage plan consists of connections to existing facilities. As such, the proposed 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. Therefore, impacts to the environment from the construction of new or expanded stormwater drainage facilities would be less than significant.

Electric Power

As discussed in Section 3.5, Energy, construction and operation of the proposed Project would result in increased electricity demand which can be served by existing electrical facilities. The proposed Project would be connected to existing Southern California Edison (SCE) electricity utility infrastructure that serves the Project site and area. As stated in Section 3.5, Energy, of this EIR, temporary electric power used during construction would be provided by SCE or Clean Power Alliance (CPA). The electricity used for construction activities would be temporary and would have a negligible contribution to the Project's overall electricity consumption. Operations for the Project would involve energy consumption for multiple purposes including building heating and cooling, lighting, and electronics, as well as parking lot lighting. The Project would be designed to meet the applicable standards of the Green Building Code requirements such as, building energy performance standards, energy-efficient lighting, and energy-efficient appliances. As a result, the proposed Project would result in a negligible to minor increase in electricity demand in the context of regional electricity demand. Therefore, impacts to the environment from the construction of new or expanded electric facilities would be less than significant.

Natural Gas

As discussed in Section 3.5, Energy, construction and operation of the proposed Project would result in increased natural gas demand which can be served by existing natural gas facilities. Natural gas would be provided by Southern California Gas Company. Construction of the proposed Project is not anticipated to use natural gas. Natural gas consumption during operation would be required for various purposes, including building and water heating. The proposed Project would connect to existing natural gas lines for operational use. Additionally, coordination with Southern California Gas Company would be required to connect to existing natural gas lines within the Project site. Further, the proposed Project is also subject to statewide mandatory energy requirements as outlined in CCR Title 24, Part 6. CCR Title 24, Part 11, contains additional energy measures that are applicable to the proposed Project under CALGreen. Compliance with modern efficiency standards would likely mean that the Project would require less energy than other buildings in the surrounding area. For these reasons, the proposed Project is not expected to require substantial amounts of energy such that new or expanded natural gas facilities are required. Therefore, impacts to the environment from the construction of new or expanded natural gas facilities would be less than significant.

Telecommunications

The Project site is located in area with existing telecommunications facilities and access to regional telecommunications infrastructure, because the site is located in a developed area. The Project is located within an approved Specific Plan No.7's area and the Project's building pads are currently plumbed with existing utilities. The Specific Plan anticipated future services as part of the policy document and CEQA document. The original EIR and most recent Negative Declarations are referenced in this EIR's Section 2.3 of the Project Description. As such, the proposed Project is not expected to require construction, expansion, or relocation of telecommunications facilities. Therefore, impacts to the environment from the construction of new or expanded telecommunications facilities would be less than significant.

Conclusion

In summary, due to the urbanized nature of the Project area, utilities are available. The proposed Project would include connection to these existing utilities but, as explained above, is not expected to involve new construction, expansion, or relocation of utility infrastructure outside of the Project site and the immediately adjacent street frontages. The connections required for the Project are included as part of the Project and have thus been analyzed for environmental effects in this EIR. As demonstrated herein, the proposed Project is not expected to result in significant unavoidable impacts on the environment. Impacts would, therefore, be less than significant.

Significance Determination: Less than Significant.

Mitigation Measures: No mitigation measures are required.

Impact 3.14-2: Would the proposed Project create environmental effects related to providing sufficient water supplies during normal, dry and multiple dry years? (Less than Significant)

The proposed Project is a planned development that is a part of the City of Thousand Oaks' Specific Plan No. 7 which is currently designated industrial and institutional. The Specific Plan anticipated future services as part of the policy document and CEQA document. The original EIR and most recent Negative Declarations are referenced in this EIR's Section 2.3 of the Project Description. Since the proposed Project would exceed the requirements of SB 610, which requires a proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area, requires the preparation of a Water Supply Assessment (WSA). The following analysis is based on the WSA prepared by Meridian Consultants (Meridian 2023) for the proposed Project and can be found in Appendix K of this Draft EIR.

The total estimated water demand for the proposed Project at buildout is 102,165 gallons per day (gpd) or 75.30-acre feet per year (afy) with a landscape irrigation water demand of 36,010 gpd or 17.24 afy. The Cal-Am Ventura County District is the primary public water supplier for the proposed Project. The Cal-Am Ventura County District receives all of its water supplies as imported surface water from Calleguas Municipal Water District, which receives its water from the Metropolitan Water District (MWD).

A WSA for the Project was approved by Cal-Am in April 2023 and concluded the estimated water demand for a portion of the proposed Project was included in the Cal-Am Ventura County District 2015 Urban Water Management Plan (UWMP). However, as a result of land use designation changes for portions of the Project site that occurred after the adoption of the 2015 UWMP, the water demand for uses changed. The water demand projections in the Ventura County District 2015 UWMP considered a portion of the Project Site to be residential use (Residential High Density"15-30 du/net acre). That land use designation was changed in 2015 to "Industrial" use. Since the estimated water demand for industrial uses is less than the water demand for residential uses included in the Cal-Am Ventura County District 2015 UWMP estimate, the future water demand for the Project was accounted for in the Cal-Am Ventura County District 2015 UWMP (Meridian 2023). Additionally, the 2020 UWMP for the Cal-Am Ventura County District considers the entire site as Industrial. As such, the water demand calculation provided within the WSA are consistent with that designation. Projections for commercial and industrial connections, and future water demand in the Cal-Am Ventura County District 2020 UWMP, were based on the assumption that the population growth will slow and stabilize (Meridian 2023). The basis of the population growth rate was the Southern California Association of Governments (SCAG): The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). In preparing the 2020 UWMP, Cal-Am also solicited input from local land use planning agencies, including the City of Thousand Oaks for areas within the City limits and the County of Ventura for the unincorporated areas. As such, any future projects and development were included in the land use plans at that time; further, future development was accounted for in the SCAG growth projections provided in the 2020-2045 RTP/SCS. Any future project that would result in changes to land use planning after the local agencies land use input process (after September 2020) would not be accounted for in SCAG's 2020-2045 RTP/SCS projections and not accounted for in the Ventura County District 2020 UWMP.

The water demand projections in the Ventura County District 2020 UWMP considered this area to be residential use and the water demand was estimated based on per-capita basis based on population and

density, resulting in 234 gallons per capita per day (gpcd) at that time. According to the City's General Plan, "Residential High Density" can be developed at a density of 15 to 30 dwelling units per acre. For the 9.9 acres of the portion of the project re-designated, this would be from 148 to 297 units. When originally estimated in 2020, the California Department of Finance (DOF) estimated the average persons per household to be 2.78 people,73 which would result in a population of 408 to 825; this resulted in an estimated water demand of 86,472 gpd to 193,050 gpd (42.55 afy to 85.39 afy) for Residential High Density[3].

As the projected water demand for the proposed Project (75.30 afy) will take place in the area previously designated as "Residential High Density" (42.55 afy to 85.16 afy), the water demand is within the amount that would have been included in the Cal-Am Ventura County District 2020 UWMP estimate. Therefore, the proposed Project's entire water demand was included in the future water demand projections in the Cal-Am Ventura County District 2020 UWMP.

Tables 3.14-1 through 3.14-5 provides a comparison of the water supply and demands for single dry and multiple dry water years for the projected 20-year operational period for the proposed Project's operational phase from 2023 to 2043.

TABLE 3.14-1
SINGLE AND MULTIPLE DRY WATER YEARS SUPPLY AND DEMAND ASSESSMENTS (2023 TO 2027)

	Average Normal Water Year 2023[a]	Single Dry Water Year 2023[b]	Multiple Dry Year			
			Second Year 2024[c]	Third Year 2025[d]	Fourth Year 2026[d]	Fifth Year 2027[d]
Supply Totals	17,914	17,930	18,236	18,559	18,559	18,559
Demand Totals	16,776	17,930	17,679	14,679	14,045	15,316
Difference	1,138	0	557	3,880	4,514	3,243

SOURCE: Meridian 2023
NOTES:
a. Data from Table 17 from California American Water, 2020 Urban Water Management Plan for the Southern Division - Ventura County District, June 2021.
b. Data extrapolated from California American Water, 2015 Urban Water Management Plan for the Southern Division - Ventura County District, June 2016. Table 6-8, Year 2020, and California American Water, 2020 Urban Water Management Plan for the Southern Division -Ventura County District, June 2021. Table 7-3, Year 2025.
c. Data extrapolated from California American Water, 2015 Urban Water Management Plan for the Southern Division - Ventura County District, June 2016. Table 6-9, Year 2020 .and California American Water, 2020 Urban Water Management Plan for the Southern Division - Ventura County District, June 2021. Table 7-4, Year 2025.
d. Data extrapolated from California American Water, 2020 Urban Water Management Plan for the Southern Division - Ventura County District, June 2021. Table 7-4.
Water amount measured in afy (acre-feet per year).

[3] California Department of Finance E-5 Population and Housing Estimates for Cities, Counties, and the State: http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/, accessed October 9, 2020

TABLE 3.14-2
SINGLE AND MULTIPLE DRY WATER YEARS SUPPLY AND DEMAND ASSESSMENTS (2028 TO 2032)

	Average Normal Water Year 2028[a]	Single Dry Water Year 2028[b]	Multiple Dry Years			
			Second Year 2029[c]	Third Year 2030[c]	Fourth Year 2031[c]	Fifth Year 2032[c]
Supply Totals	18,559	18,659	18,559	18,559	18,559	18,559
Demand Totals	16,727	18,659	17,941	14,771	14,132	15,411
Difference	1,832	0	618	3,788	4,427	3,148

SOURCE: Meridian 2023

NOTES:

a. Data extrapolated from Table 17 data from California American Water, 2020 Urban Water Management Plan for the Southern Division - Ventura County District, June 2021.
b. Data extrapolated from California American Water, 2020 Urban Water Management Plan for the Southern Division - Ventura County District, June 2021. Table 7-3, Year 2025-2030.
c. Data extrapolated from California American Water, 2020 Urban Water Management Plan for the Southern Division - Ventura County District, June 2021. Table 7-4.

Water amount measured in afy (acre-feet per year).

TABLE 3.14-3
SINGLE AND MULTIPLE DRY WATER YEARS SUPPLY AND DEMAND ASSESSMENTS (2033 TO 2037)

	Average Normal Water Year 2033[a]	Single Dry Water Year 2033[b]	Multiple Dry Years			
			Second Year 2034[c]	Third Year 2035[c]	Fourth Year 2036[c]	Fifth Year 2037[c]
Supply Totals	18,559	18,779	18,559	18,559	18,559	18,559
Demand Totals	16,835	18,779	18,054	14,863	14,219	15,505
Difference	1,724	0	506	3,696	4,340	3,054

SOURCE: Meridian 2023

NOTES:

a. Data extrapolated from Table 17 data from California American Water, 2020 Urban Water Management Plan for the Southern Division - Ventura County District, June 2021.
b. Data extrapolated from California American Water, 2020 Urban Water Management Plan for the Southern Division - Ventura County District, June 2021. Table 7-3, Year 2030-2035.
c. Data extrapolated from California American Water, 2020 Urban Water Management Plan for the Southern Division - Ventura County District, June 2021. Table 7-4.

Water amount measured in afy (acre-feet per year).

As shown in Tables 3.14-1 through 3.14-5, the water demand for the proposed Project water is part of the future year projections in the Cal-Am Ventura County District 2020 UWMP, it is expected that Cal-Am's Ventura County District's single and multiple dry year supply would be sufficient for the 20-year period from 2023 to 2043. The Cal-Am Ventura County District has access to additional water supplies from Calleguas should they be needed to meet additional demands. The proposed Project is required to install water conservation measures and to follow the conservation measures of the Cal-Am Ventura County District and the City of Thousand Oaks' landscape irrigation ordinance. As such, the Project would have sufficient water supplies for the foreseeable future. Impacts would be less than significant.

TABLE 3.14-4
SINGLE AND MULTIPLE DRY WATER YEARS SUPPLY AND DEMAND ASSESSMENTS (2038 TO 2042)

			Multiple Dry Years			
	Average Normal Water Year 2038[a]	Single Dry Water Year 2038[b]	Second Year 2039[c]	Third Year 2040[c]	Fourth Year 2041[c]	Fifth Year 2042[c]
Supply Totals	18,559	18,894	18,559	18,559	18,559	18,559
Demand Totals	16,938	18,894	18,166	14,955	14,305	15,599
Difference	1,621	0	281	3,512	4,167	2,866

SOURCE: Meridian 2023

NOTES:

a. Data extrapolated from Table 17 data from California American Water, 2020 Urban Water Management Plan for the Southern Division - Ventura County District, June 2021.
b. Data extrapolated from California American Water, 2020 Urban Water Management Plan for the Southern Division - Ventura County District, June 2021. Table 7-3, Year 2035-2040
c. Data extrapolated from California American Water, 2020 Urban Water Management Plan for the Southern Division - Ventura County District, June 2021. Table 7-4.

Water amount measured in afy (acre-feet per year).

TABLE 3.14-5
SINGLE AND MULTIPLE DRY WATER YEARS SUPPLY AND DEMAND ASSESSMENTS (2043 TO 2047)

			Multiple Dry Years			
	Average Normal Water Year 2043[a]	Single Dry Water Year 2043[b]	Second Year 2044[c]	Third Year 2045[c]	Fourth Year 2046[c]	Fifth Year 2047[c]
Supply Totals	18,559	19,005	18,559	18,559	18,559	18,559
Demand Totals	**17,037**	19,005	18,279	15,047	14,392	15,639
Difference	1,522	0	281	3,512	4,167	2,866

Source: Meridian 2023

a. Data from Table 17 from California American Water, 2020 Urban Water Management Plan for the Southern Division - Ventura County District, June 2021.
b. Data extrapolated from California American Water, 2020 Urban Water Management Plan for the Southern Division - Ventura County District, June 2021. Table 7-3, Year 2040-2045.
c. Data extrapolated from California American Water, 2020 Urban Water Management Plan for the Southern Division - Ventura County District, June 2021. Table 7-4.

Water amount measured in afy (acre-feet per year).

Significance Determination: Less than Significant.

Mitigation Measure: No mitigation measures are required.

Impact 3.14-3: Would the proposed Project create environmental effects related to providing sufficient wastewater treatment capacity? (Less than Significant)

Wastewater generated during construction of the proposed Project would be minimal, consisting of portable toilet waste generated by construction workers. Wastewater generated during construction would be collected within portable toilet facilities. All wastewater generated in portable toilets would be collected by a permitted portable toilet waste hauler and appropriately disposed of at an identified liquid-

disposal station. Therefore, construction or expansion of water or wastewater facilities would not be required for construction of the proposed Project.

The operation of the proposed Project would result in the development of the Project site which would result in increased demand for wastewater treatment services. The proposed Project is a planned development that is a part of the City of Thousand Oaks' Specific Plan No. 7 which anticipated future services as part of the policy document and CEQA document. The original EIR and most recent Negative Declarations are referenced in this EIR's Section 2.3 of the Project Description. The City of Thousand Oaks currently serves the wastewater needs of the Project area and would serve the Project. Wastewater generated from the Project site would be conveyed to the Hill Canyon Treatment Plant. Based on the capacities of the HCTP and that the Project is a planned development part of an approved Specific Plan, the land use designation and wastewater generated by the proposed Project would have been previously considered as a result of approving the Specific Plans buildout. The Hill Canyon Wastewater Treatment Plant discharges a daily average of 8 million gallons per day of reclaimed water and has the capacity to treat 14 million gallons per day, leaving an available capacity of approximately 6 million gallons per day (City of Thousand Oaks 2021). Based on the capacities of the Hill Canyon Wastewater Treatment Plant, the wastewater generated during operation of the proposed Project would be nominal. The City's Public Works Department's design standards for light industrial wastewater flow is 5,160 gallons per acre per day, resulting in a wastewater demand of approximately 258,000 gallons per day. As such, the proposed Project would not exceed current capacities of the wastewater treatment system and would not significantly impact existing wastewater treatment systems such that new facilities would be required. Impacts would be less than significant.

Significance Determination: Less than Significant.

Mitigation Measure: No mitigation measures are required.

Impact 3.14-4: Would the proposed Project create impacts due to generation of solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or impairing attainment of solid waste reduction goals? (Less than Significant)

The City contracts with Athens Trash Service for solid waste collection, disposal, recycling, organics diversion, special waste, construction and demolition recovery, and street and parking lot sweeping services. In the Collection Services Agreement for the Provision of Residential and Commercial Solid Waste, Recyclable Materials and Organic Waste Collection Services between the City of Thousand Oaks and Athens Services, multiple primary and secondary facilities are identified within the contractor infrastructure for processing materials.

The primary facility Athens Services utilizes for residential and commercial business solid waste is the Calabasas Landfill, for residential and commercial recyclables is the Sun Valley Materials Recovery Facility, for residential green and organic waste is the Crown Recycling Services, and for commercial green and organic waste is the Calabasas Landfill. Secondary facilities are identified as the Toland Road Landfill, Oxnard Materials Recovery Facility, and American Organics, to be utilized if the primary landfills are over capacity.

The Calabasas Landfill is owned by Los Angeles County, operated by Los Angeles County Sanitation District, and located at 5300 Lost Hills Road in Calabasas. The Calabasas Landfill has a maximum daily permitted capacity of 3,500 tons per day (tpd), which equates to a yearly equivalent of 1,081,500 tons per year. The remaining permitted capacity is 4,315,593 tons as of December 31, 2019, and the estimated remaining landfill life is approximately 8 years, based on an average daily disposal of 1,932 tpd, 305 days per year.

Additionally, the Simi Valley Landfill and Recycling Center (SVLRC), located at 2801 Madera Road, Simi Valley, operated by Waste Management, is an alternative disposal facility pursuant to the Waste Disposal Agreement dated July 27, 1999, between the City and Waste Management, permitting the City and its franchise haulers to dispose solid waste at the SVLRC. The SVLRC is a non-hazardous municipal solid waste landfill and recycling facility serving Ventura County and the West San Fernando Valley and has a daily permitted limit of accepted waste of 3,000 pd and 6,250 tons of recyclable materials, making the daily capacity 9,250 tpd and has a remaining capacity of 82,954,873 cubic yards (CalRecycle 2022[4]). The landfill's cease operation date is anticipated to be in the year 2063. The SVLRC is the closest active landfill to the Project, which is located in Simi Valley approximately 8.5 miles to the north of the site.

Construction

The waste generated during construction of the proposed project would mainly consist of general construction debris, green waste from the removal of vegetation, and worker personal waste. The construction contractor would be required to dispose of solid waste in accordance with applicable federal, State, and local regulations.

In compliance with the California Integrated Waste Management Act of 1989 and the California Green Building Code, the proposed project would be required to divert 50 percent of its construction waste from landfills. The City Construction and Demolition Debris Recycling Ordinance (No. 1639-NS) requires certain demolition and/or construction projects to divert at least 65 percent of project-generated waste through recycling or reuse. Contractors and waste haulers are not restricted in their disposal options of C&D debris, as long as the project meets the City's 65 percent debris diversion requirements. Projects that utilize mixed waste recycling will require that materials are processed at a mixed C&D processing facility. The nearest mixed-use processing facility to the City is the Simi Valley Landfill. The remaining construction solid waste would be taken to a nearby landfill to the project area to be determined by the construction contractor. The removed material would be loaded in a dump truck and hauled to a permitted facility for recycling or disposal. The solid waste generated would not exceed daily permitted throughput and would not exceed the capacity of solid waste facility. Impacts would be less than significant.

Operation

The Project would include the development of approximately 83,000 square feet (sf) of office space and approximately 671,000 sf of space for manufacturing. CalRecycle provides solid waste generation rates that estimate amounts of waste typically created during daily operation of various land uses, including office buildings and warehouse/light manufacturing. CalReycle's solid waste generation rate for office operations is 6 pounds (lbs) of waste per 1,000 sf per day, and for manufacturing operations the rate

[4] CalRecycle Simi Landfill and Recycling Center: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/608?siteID=3954

is 1.42 lbs of waste per 100 sf per day (Cal Recycle, 2020b). Thus, solid waste that would be generated during operation of the proposed office buildings and manufacturing warehouses would amount to approximately 500 lbs per day and 9,500 lbs per day, respectively.

The proposed Project would generate a small fraction of the daily allowed tonnage at either the Calabasas Landfill and SVLRC and would be subject to County and State requirements regarding the diversion of solid waste from landfills. These amounts would contribute less than 1 percent to either the Calabasas Landfill's or the SVLRC's permitted daily throughput capacity and the proposed Project would not otherwise significantly impact either of the landfills' remaining operation timeline. Therefore, impacts related to solid waste generation during operation of the proposed Project would be less than significant.

Significance Determination: Less than Significant.

Mitigation Measure: No mitigation measures are required.

Impact 3.14-5: Would the proposed Project comply with federal, State, and local management and reduction statutes and regulations related to solid waste? (Less than Significant)

As previously discussed under Impact 3.14-4, the daily amount of waste to be disposed of per day would not exceed the maximum permitted throughput (tons per day). The Project would adhere to the requirements of the California Integrated Waste Management Act of 1989, the California Green Building Code requiring 50 percent diversion of its construction waste from landfills through reuse and recycling, and the City Municipal Code Title 6, Chapters 2 and 3 and the provisions of AB 341, which focuses on increased waste recycling to reduce daily waste removal. The overall site construction and operational waste stream would not exceed the available permitted capacity and permitted daily throughout of relevant landfills. Therefore, the Project would comply with all federal, State, and local statutes related to solid waste disposal, and impacts would be less than significant.

Significance Determination: Less than Significant.

Mitigation Measure: No mitigation measures are required.

3.14.6 Cumulative Impacts

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts."

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. Further, the proposed Project is a planned development that is a part of the City of Thousand Oaks' Specific Plan No. 7 which anticipated future services as part of the policy document and CEQA document. The original EIR and most recent Negative

Declarations are referenced in this EIR's Section 2.3 of the Project Description. In addition, the Specific Plan No. 7 future demands were also evaluated in the 2024 General Plan EIR which discussed Utilities and Service Systems cumulative impacts associated with future planned growth.

Water lines, trunk sewers, stormwater facilities, or other public utilities within the Project area 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 Project area. 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. In addition, because the Project would not result in significant impacts associated with new or expanded facilities within the Project area, the Project's contribution to cumulative impacts would be less than cumulatively considerable.

Water Services and Infrastructure

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, Cal-Am's UWMP shows that with anticipated growth projections, there would be sufficient water supply through 2047. Cumulative development would likely result in the need for the construction of new private water facilities or the expansion of existing facilities on a project-by-project basis. Furthermore, all development is required to meet water conservation goals established by state and local regulations. In conformance with General Plan Community Facilities & Services Element Policies CFS-3.1 and CFS-3.5 and Municipal Code Title 10, Chapter 2, the City would ensure cumulative development has adequate water supply to meet current and project demands, and that existing and new developments implement conservation measures as possible to decrease the burden on the water supply. Cumulative development would also be required to conduct water service analyses on a case-by-case basis at the project level, as they are implemented, for their potential to result in construction-related or operational impacts on water facilities. As concluded in Impacts 3.14-1 and 3.14-2, the proposed Project would not result in substantial adverse impacts to water facilities in the Project area beyond existing conditions. As such, the Project, along with other cumulative projects, would not result in cumulatively considerable impacts in regard to water facilities.

Wastewater Services and Infrastructure

The geographic scope for cumulative impacts related to wastewater facilities includes cumulative projects located within the service area of the HCTP. Cumulative development would likely increase cumulative demand for wastewater treatment at HCTP. In conformance with Municipal Code Title 10, Chapter 1, the City would ensure that cumulative development complies with connection, fee, and discharge regulations so as to not exceed the City's wastewater discharge capacity. 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. Cumulative development would also be required to conduct wastewater collection system capacity analyses on a project-by-project basis, as they are implemented, for

their potential to result in construction-related or operational impacts on wastewater collection facilities. As with the Project, related projects would be required to evaluate their impacts on treatment capacity at HCTP. In addition, future development of new treatment plans, upgrades and improvements to existing capacity, development of new technologies will ultimately determine future available capacity. As concluded in Impacts 3.14-1 and 3.14-3, the proposed Project would not result in substantial adverse impacts to the wastewater collection system beyond existing conditions. As such, the Project, along with other cumulative projects, would not result in cumulatively considerable impacts in regard to wastewater facilities.

Stormwater Drainage Facilities

Cumulative development would likely result in the need for construction of new stormwater drainage facilities or the expansion of existing facilities on a project-by-project basis. In conformance with Municipal Code Title 7, Chapter 8, the City would ensure that all development adheres to all stormwater pollution control and prevention plans, stormwater master plans, and other City requirements for urban runoff. Cumulative development would also be required to conduct drainage and hydrology analyses on a case-by-case basis at the project level, as they are implemented, for their potential to result in construction-related or operational impacts on stormwater drainage facilities. Cumulative projects would also be subject to the NPDES permitting process, which may require implementation of BMPs and LIDs depending on the project's size. As concluded in Impact 3.14-1, the proposed stormwater drainage facilities would involve site design, source control, and LID BMPs that reduce the overall impervious surfaces on-site and slightly reduce stormwater runoff volumes compared to existing conditions. As such, the Project, along with other cumulative projects, would not result in cumulatively considerable impacts in regard to stormwater drainage facilities.

Solid Waste Generation

Cumulative development projects within the City would increase demands for solid waste disposal services. However, cumulative 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.

Project implementation would introduce new commercial uses that would increase solid waste generation. As concluded As concluded in Impacts 3.14-4 and 3.14-5, the Calabasas Landfill and SVLRC have sufficient remaining capacity for solid waste disposal for future development within the City, including the proposed development.

Additionally, upon compliance with applicable laws, ordinances and regulations for solid waste, the Project-generated solid waste would not be significantly cumulatively considerable, and impacts would be less than significant in this regard.

Significance Determination: Less than Significant.

Mitigation Measures: No mitigation measures are required.

3.15 Wildfire

This section addresses the potential impacts of the proposed Project related to wildfire; a wildfire is an uncontrolled fire in an area of combustible vegetation generally occurring in rural areas and wildland-urban interface fires are wildfires that result in disastrous property losses. The analysis in this section is based on the project plans, California Department of Forestry and Fire Protection (CAL FIRE) and Ventura County Fire Hazards Severity Zone Maps.

3.15.1 Environmental Setting

Existing Conditions

The Project site, which consists of approximately 51.34 gross acres / 49.57 net acres, is located in the City of Thousand Oaks in the Conejo Valley Oaks (Figure 2-1, *Regional Location*). More specifically, the Project site is located on top of a mesa near the western boundary of the City within the northwestern portion of the Rancho Conejo Industrial Area, approximately 1-mile north of the 101 Freeway (Figure 2-2, *Project Site and Surrounding Area*). Approximately 1,628 acres of protected open-space is located to the north and west of the Project site and is owned and managed by the Conejo Open Space Conservation Agency (COSCA). Industrial development is located northeast of the Project site as well as to the south and west of the parcels that would be developed, including the City's Municipal Service Center (MSC).

Thousand Oaks has extensive areas of land that are considered fire hazard areas as identified in CAL FIRE's Local Responsibility Area Very High Fire Hazard Severity Zone map for Thousand Oaks (CalFire 2024[1]). The region's climate, periods of drought, extreme fire weather, vegetative fuel composition, and steep and varied terrain make it susceptible to wildland fires. The shrub and chaparral vegetation communities found throughout the Thousand Oaks area are adapted to seasonal fires and provide a natural source of vegetative fuel. Weather throughout Southern California is influenced by the Pacific Ocean; wet winters and dry summers with mild seasonal changes characterize the Southern California climate. This climate pattern is occasionally interrupted by extreme periods of hot weather, winter storms, or dry, easterly Santa Ana winds. Santa Ana winds bring hot, dry desert air from the east into the region during late summer and fall, which increases wildland fire hazards during these seasons. Dry vegetation, low humidity, and high air temperature can combine to produce large-scale fire events.

Wildfire

Southern California's Mediterranean climate areas are characterized by winter rains over a period of 3 to 4 months, followed by practically no precipitation for the rest of the year, with high temperatures through the summer and fall. Wildfires are a regular occurrence, and the native ecology is adapted to it, with numerous plant species dependent upon fire for propagation. The frequency of wildfire in any part of southern California will be dependent on several factors such as topography, vegetation type and composition, wind, and temperature. Prior to European colonization, fires would either be started by lightning strikes or deliberately set by native people in order to manage the landscape for various purposes. In both cases the timing of fires was linked closely to climate conditions as lightning normally

[1] Cal Fire SRA Viewer: https://34c031f8-c9fd-4018-8c5a-4159cdff6b0d-cdn-endpoint.azureedge.net/-/media/osfm-website/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones/fire-hazard-severity-zones-map/upload-4/thousand_oaks.pdf

only occurs at certain times of the year, and fires set deliberately would be conducted when weather allowed control of the fires. Post colonization, the amount of area burned annually declined dramatically as forests were logged, valleys converted to agriculture, and fire suppression became the de-facto method of fire management (CAL FIRE 2018). The number, frequency, and location of fire occurrences have since become decoupled from climate conditions because the vast majority of fires now are accidentally caused by human activity (Kramer 2019). The result is too much fire in certain instances, resulting in vegetation type conversion wherein high-quality habitat, like sage scrub or chaparral, will be converted to low-quality habitat like non-native grassland; and too little fire in others, particularly lower montane ecosystems, resulting in unusually high fuel loads and very destructive fires (CAL FIRE 2018). As human settlement continually encroaches into wildlands, more high-quality habitat is lost, and more people and structures are put into areas at high risk of wildfire.

Fire season in a typical year in southern California runs from June to September, though in years of drought and Santa Ana winds wildfires can also occur between October and April (Jin 2015). Santa Ana winds originate from the Great Basin and upper Mojave Desert. They move west across these areas and then turn southwest as they drop from the higher elevations of the Transverse Ranges into coastal California. The winds increase in speed as they funnel through mountain passes and gain in temperature as well. The result is strong, warm, very dry winds that sweep through the most heavily populated areas between the high desert and the ocean. Apart from the Santa Ana winds phenomenon, the number and size of wildfires have overall been increasing in the last decades owing to anthropogenic induced climate change. Since 1985, the number of wildfires and areas burned by wildfire in the west have continually increased due to rising temperatures, increased drought, and earlier snowmelt, and the length of fire season has increased so that it is nearly year-round in some places (Schoennagel 2017). Climate change effects do not cause more wildfires as most fires are caused by human activity, rather they extend wildfire conditions into more places and across a greater time span by reducing moisture in the landscape. It has been observed that the frequency of days with extreme (95th percentile) fire weather during the autumn season in California has more than doubled since the early 1980s (Goss 2020). There were 3,356 fires in California between 1979 and 2009, and total acres burned reached 7.08 million acres, which is 1.6 times more than average burn area since 1979 (Buechi 2021).

Of the 20 largest wildfires in California history, 12 have occurred since 2017. The 8 largest fires have all occurred since 2017, with the two largest—the August Complex fire (totaling 1,032,648 acres) and the Dixie fire (totaling 963,309 acres)—occurring in 2020 and from July 2021 until the end of October 2021, respectively. The third-largest fire occurred in 2020 and was less than half the size of the Dixie fire (CAL FIRE 2022a). According to California's Fourth Climate Change Assessment Statewide Summary Report, if greenhouse gas emissions continue to rise at current rates, by the end of the century there could be a 77 percent increase in mean area burned (compared to 1961–1990), a 178 percent increase in the maximum area burned, and extreme wildfires (i.e., fires larger than 24,710 aces, or 10,000 hectares) could occur 50 percent more frequently (Westerling 2018). It should be noted that it is not so much the amount of area that burns in any given year that presents a significant environmental impact, though of course all fires produce environmentally harmful carbon dioxide, carbon monoxide, and fine particulate matter, but rather where and when those wildfires occur, and how frequently they repeat in any given location. The consequences of the current human-induced wildfire regime produce more and different impacts than a regime of natural fire occurrence and careful management.

Wildland-Urban Interface

The WUI is the transition zone between human development and natural, undeveloped land. It is the area where structures intermingle with wildland vegetation or are in the vicinity of large areas of wildland vegetation. The WUI is where the majority of wildfire building losses occur because it creates a condition where fire can move easily between structural and vegetative fuel. Between 1985 and 2013, 82 percent of all buildings destroyed by wildfire in California were in the WUI (Kramer 2019). California indirectly addresses the WUI issue through identification and regulation of Fire Hazard Severity Zones (FHSZ). Firefighting within the WUI is much more complex than fighting a strictly urban fire or wildland fire because the presence of structures and people means priority must be given to protecting private property or human life, and battling the wildland fire becomes a secondary priority. Although the California Building Code defines the WUI as any area within a FHSZ, many areas in the state within a FHSZ would not necessarily be considered WUI (University of Wisconsin 2022).

WUI areas are continually increasing throughout California because, practically speaking, housing development that isn't infill or on former agricultural land is most likely encroaching into undeveloped wildland or rangeland, creating new or expanding existing WUI area. Between 1990 and 2000 two-thirds of all housing growth in Southern California occurred in WUI (Hammer 2007). In 2010, approximately 33 percent of all housing units in California were located within the WUI (Martinuzzi 2015).

Approximately 85 percent of fires in California are caused by human activities, and 75 percent of the buildings destroyed by wildfire are located within the wildland-urban interface (Kramer 2019). With a continuing increase in population and a relative lack of urban infill development opportunity due to zoning restrictions, it is estimated by the year 2060 housing will continue to expand into the WUI and 22 percent of remaining forest and rangeland (scrub, grassland, and oak woodland) within Southern California will be converted to housing (CAL FIRE 2018). Structures in the WUI are at greater risk of being burned simply because the WUI is where fuel (wildlands) and people meet, and an increase in WUI is therefore an increase in fire hazard. Infill urban development and redevelopment are considered by the planning profession and fire experts alike to be the best means of increasing housing stock without increasing wildfire risk in general (Moritz 2020). Urban landscapes are far less susceptible to the hazards of wildfire and fire in general, compared to exurban or suburban WUI development. Compact, urban development is also much easier to defend from wildfire, and with a smaller firefighting force. Redevelopment also helps achieve goals related to climate resiliency and other aspects of livability that greenfield development into the WUI cannot.

Wildfire History

According to the City of Thousand Oaks General Plan 2045 Safety Element, wildfires in or near Thousand Oaks have been documented as far back as 1935 (City of Thousand Oaks 2023).

Since 1952, several fires over 10,000 acres in size have reached the Conejo Valley or the hills immediately surrounding it. Two fires came into close proximity to the Project site, the 1970 Clampitt Fire, and the 1982 Dayton Canyon Fire. The most recent fires are the Hill and Woolsey Fires. The Hill Fire was reported at 2:03 p.m. on November 8, 2018, and twenty-one minutes later, the Woolsey Fire was reported. The Hill Fire began in the Camarillo area at Hill Canyon, about one mile west of Thousand Oaks, and burned a total of 4,531 acres, including portions of the Project site and the surrounding open

space. The Woolsey Fire started in Woolsey Canyon on the Santa Susana Field Laboratory property in Simi Valley and burned 96,949 acres in Ventura and Los Angeles Counties, destroyed 1,643 structures, killed three people, and caused the evacuation of more than 295,000 people. The Woolsey Fire quickly moved south and southwest, powered by Santa Ana winds. The fire burned most of the North Ranch Open Space but otherwise it largely bypassed the City. The Woolsey Fire crossed the 101 Freeway on November 9 between Agoura Hills and Calabasas and made its way to the Pacific Ocean on the same day, burning a large swath of the Santa Monica Mountains south of the City. According to after action reports from Los Angeles County and Ventura County, regional resources that would normally be available during such a large event were not available, owing to the Camp and Hill Fires occurring at the same time. Despite this, 25,000 people were successfully evacuated during the Woolsey Fire, and casualties were limited to three persons.

As explained above, portions of the Project site and the surrounding open space were burned during the Hill Fire in 2018, but have not burned since. The area will be subject to wildfire again at some point in the future, but the interval between fires in the surrounding area suggests that the local fire regime is fairly "normal," with several fires overlapping within the last 30-year period. However, most of the area depicted either has burned once during the last 30 years or hasn't burned at all. Therefore, within this data set the wildfire occurrence interval for any discreet location within the study area is 30 years or more, and most properties have not been seriously threatened by wildfire more than once in a 30-year period.

Chapparal and sage scrub habitat, which are the dominant plant communities in the area, have a "natural" fire return interval of anywhere between 20 to over 100 years, with chapparal burning slightly less frequently than sage scrub (CAL FIRE 2018). This is how often one would expect such habitat to burn absent human ignition. A localized fire return interval somewhere within that timeframe when could be considered within the average range, broadly speaking. Although any sizable wildfire is a traumatic event that is remembered for years, the wildfire history of the area suggests that the local wildfire regime is within an average range, and that the overall threat of wildfire in the open space around the City would not appear to be severely out of sync with what could be considered a "normal" wildland fire regime.

Fire Protection Responsibility

The Project site is located within a Local Responsibility Area (LRA) for purposes of fire protection (i.e., an area where the local government is responsible for wildfire protection). The City of Thousand Oaks is within the Ventura County Fire Prevention District, and fire prevention and suppression services are provided by the Ventura County Fire Department (VCFD). The proposed Project is located in a Very High Fire Hazard Severity Zone Local Responsibility Area and would be served by the VCFD. The VCFD has approximately 600 employees and 33 fire stations throughout Ventura County. Battalion 3 commands the Conejo Valley area, and its headquarters are located at 2400 Coneo Spectrum Street in Thousand Oaks approximately 450 feet to the east of the project site. The Battalion Chief commands the nine fire stations located in the Conejo Valley that serve the City of Thousand Oaks.

The VCFD has a goal of a first unit on scene within 8.5 minute (with 5-minute travel time) for suburban areas 90 percent of the time and extinguish 95 percent of all wildfires at 10 acres or less. The strategy of crew deployment is to spread crews across a community for quick response to keep emergencies small and with positive outcomes, without spreading the crews so far apart that they cannot amass together quickly during a major emergency (VCFPD 2017). The majority of Thousand Oaks is within 2 miles of a

fire station, which allows VCFD to meet its response time goals. Four additional stations are regularly available to assist the eight located within the Conejo Valley. These are Station 40 Mountain Meadows in Moorpark, and Station 44 Wood Ranch in Simi Valley, and two stations west of the City (Station 52 Mission Oaks and Station 54 Camarillo, both in Camarillo). The VCFD also has a number of mutual aid or automatic aid agreements with other fire service agencies including Los Angeles County and the City of Los Angeles, which are employed on an as-needed basis. In addition, every emergency response institution within the State of California is bound by the terms of the California Disaster and Civil Defense Master Mutual Aid Agreement, which creates a statewide mutual aid network wherein facilities throughout the state can be mustered to render mutual aid to divert natural or human-made disasters. Emergency response institutions also use the same incident response system, which allows easy collaboration.

Wildfires near a VCFD station are first addressed by that station. Response levels are based on type of incident, location, weather conditions, existing or potential emergencies, resources available and the information the VCFD is working with. Staffing levels and the staffing of specialized resources are adjusted according to existing or potential conditions. The closest available resource, plus the closest available resources of the type needed, respond to incidents. The minimum response team to a wildland fire is two engines, one Battalion Chief, and seven firefighters. The full response team would include the Battalion Chief, 5 engines, a water tender truck, dozer, 2 helicopters, and multiple hand crews (VCFD 2022a). Once on the site personnel determine the needs of the incident and responses are adjusted accordingly.

In extraordinary wildfire circumstances mutual aid and automatic aid agreements are key for a rapid response, and this is true for all firefighting operations throughout the state. The response to the Woolsey Fire illustrates this well. At the time of the Woolsey Fire, the VCFD was fully engaged in battling the Hill Fire, which at the time appeared to be a greater threat. The starting location of the Woolsey Fire activated the Mutual Threat Zone Plan, a mutual-aid response agreement between the Ventura County, Los Angeles County and Los Angeles City Fire Departments. All three organizations dispatched resources to the Woolsey Fire, and once the Hill Fire advanced into the burn scar left by the 2013 Springs Fire, firefighters were able to contain that fire, freeing additional resources to contend with the Woolsey Fire.

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

people, and 250,000 people successfully evacuated despite the speed of the fire and constraint on resources (County of Los Angeles 2019).

During peak firefighting operations, VCFD, supplemented by the fire mutual aid system, brought nearly 4,000 emergency response personnel, 577 fire engines and 22 aircraft to combat the Woolsey Fire. A total of 295 structures within Ventura County were either damaged or destroyed, but no major population centers were impacted. During the fire, the Ventura County Sheriff's Office issued evacuation orders to more than 80,000 Ventura County residents using door-to-door notifications, VC Alert notifications, Wireless Emergency Alerts, the Emergency Alert System, news outlets, websites, social media, and community liaisons. Six emergency shelters served over 9,000 meals and snacks, and five animal shelters cared for 356 displaced animals. The VC Emergency website had more than two million unique page views and the emergency hotline received over 43,000 calls for incident information (County of Ventura 2020).

3.15.2 Regulatory Setting

Federal

The Project site is located within a Local Responsibility Area (LRA) for purposes of fire protection (i.e., an area where the local government is responsible for wildfire protection), and therefore, the federal wildfire regulations do not apply to the Project site or in the immediate area. The federal National Incident Management System (NIMS) provides a shared vocabulary, systems, and processes to prevent, protect against, mitigate, respond to and recover from disaster, and would be relevant should a wildfire event become extraordinary and require federal support. NIMS is intended to standardize response to emergencies involving multiple jurisdictions or multiple agencies and is complementary to the state SEMS system. Both systems utilize the ICS as their core field operations protocol so that all parties are essentially speaking the same language.

State

California Governor's Office of Emergency Services

The Governor's OES oversees and coordinates emergency response preparedness of other state agencies and produces the State of California State Hazard Mitigation Plan. The 2023 State Hazard Mitigation Plan represents the state's primary hazard mitigation guidance document that includes discussions on wildfire and structural fire hazards and provides mitigations for effective wildfire suppression planning. The Hazard Mitigation Plan also includes goals and objectives related to reducing risks associated with wildfire. The OES also regulates the SEMS (discussed above) which creates the statewide framework within which the State, counties, and local governments coordinate responses during emergency events.

California Fire Code & California Building Code

The California Fire Code (CFC), Part 9 of Title 24 of the California Code of Regulations (CCR), was created by the California Building Standards Commission based on the International Fire code and is updated every three years. The overall purpose of the CFC is to establish the minimum requirements to safeguard the public health, safety, and general welfare from the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises, and to provide safety and assistance to firefighters and emergency responders during emergency operations. Chapter 49 of the CFC contains

minimum standards for development in the wildland–urban interface and fire hazard areas. The CFC also provides regulations and guidance for local agencies in the development and enforcement of fire safety standards.

Chapter 7A of the California Building Code (CBC) regulates building materials, systems, and/or assemblies used in the exterior design and construction of new buildings located within a wildland-urban interface fire area. This chapter establishes minimum standards for the protection of life and property by increasing the ability of a building located in any FHSZ within State Responsibility Areas or a wildland-urban interface fire area to resist the intrusion of flames or burning embers projected by a vegetation fire and contributes to a systematic reduction in conflagration losses. New buildings located in such areas are required to comply with the ignition resistant construction standards outlined in Chapter 7A.

Chapter 7A establishes minimum standards for the protection of life and property by increasing the ability of a building located in any FHSZ to resist the intrusion of flames or burning embers projected by a vegetation fire and contributes to a systematic reduction in conflagration losses. Chapter 7A applies to all new buildings located within a FHSZ and wherever local regulation may require. The proposed Project is subject to Chapter 7A requirements and project structures will, therefore, meet all ignition-resistant construction standards of the chapter. This chapter of the CBC defines WUI as any area within a FHSZ for regulatory purposes.

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 CBC. These codes include provisions for ignition-resistant construction standards in the WUI.

California Public Resources Code

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

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

California Government Code

Section 51182 of the California Government Code applies defensible space requirements to VHFHSZs within LRA lands or otherwise designated by the local agency. It requires maintenance of 100 feet of defensible space around all sides of a structure and allows local agencies to determine if such space should extend beyond property lines. It allows the intensity of fuel management activities to vary with

more intense fuel reduction used closer to the structure, within 5 to 30 feet, than used beyond that distance. The regulations in Section 51182 are based upon regulations promulgated by the State Board of Forestry and Fire Protection, in consultation with the Office of the State Fire Marshal.

California Public Utilities Commission General Order 166

General Order 166 Standard 1.E requires that investor-owned utilities (IOU) develop a Fire Prevention Plan which describes measures that the electric utility will implement to mitigate the threat of power-line fires generally. Additionally, this standard requires that IOUs outline a plan to mitigate power line fires when wind conditions exceed the structural design standards of the line during a Red Flag Warning in a high fire threat area. Fire Prevention Plans created by IOUs are required to identify specific parts of the utility's service territory where the conditions described above may occur simultaneously. Standard 11 requires that utilities report annually to the California Public Utilities Commission (CPUC) regarding compliance with General Order 166 (CPUC 2017).

Cal/Occupational Safety and Health Administration (OSHA) Regulations (CCR Title 8)

Cal/OSHA has primary responsibility for developing and enforcing workplace safety regulations in California. Because California has a federally approved OSHA program, it is required to adopt regulations that are at least as stringent as those found in Title 29 of the Code of Federal Regulations (CFR). Cal/OSHA standards are generally more stringent than federal regulations. The use of hazardous materials in the workplace require employee safety training, safety equipment, accident and illness prevention programs, hazardous substance exposure warnings, and emergency action and fire prevention plan preparation.

California Department of Forestry and Fire Protection

CAL FIRE serves and safeguards the people and protects the property and resources of over 31 million acres of California's privately-owned wildlands within the State Responsibility Area. CAL FIRE foresters and fire personnel work closely with other agencies to encourage and implement fuels management projects to reduce the threat of uncontrolled wildfires. CAL FIRE provides varied emergency services in 36 of the State's 58 counties via contracts with local governments. CAL FIRE's Fire Prevention Program consists of multiple activities including wildland pre-fire engineering, vegetation management, fire planning, education, and law enforcement. Typical fire prevention projects include brush clearance, prescribed fire, defensible space inspections, emergency evacuation planning, fire prevention education, fire hazard severity mapping, and fire-related law enforcement activities. CAL FIRE's mission emphasizes the management and protection of California's natural resources; a goal that is accomplished through ongoing assessment and study of the state's natural resources and FRAP, an extensive CAL FIRE Resource Management Program.

State Fire Safe Regulations

The project is located within a Local Responsibility Area (LRA) Very High Fire Severity Zone (VHFHSZ) and shall comply with the minimum standards of the California Code of Regulations, Title 14, Division 1.5, Chapter 7, Article 6, Subchapter 2, "SRA/VHFHSZ Fire Safe Regulations" (CCR T-14 FSR), unless modified by more restrictive local ordinances and requirements.

Senate and Assembly Bills

Senate Bill 209: Wildfire Forecast and Threat Intelligence Integration Center

Senate Bill 209 was approved by the Governor on October 2, 2019, establishing the Wildfire Forecast and Threat Intelligence Integration Center which is composed of representatives from specified state and other entities. This bill requires the Center to serve as the State's integrated central organizing hub for wildfire forecasting, weather information, and threat intelligence gathering, analysis, and dissemination and to coordinate wildfire threat intelligence and data sharing, as provided. The bill also requires the Center to, among other things, develop a statewide wildfire forecast and threat intelligence strategy, as provided, and protect and safeguard sensitive information.

Assembly Bill 1054

Assembly Bill (AB) 1054, approved by the Governor on July 12, 2019, establishes the California Wildfire Safety Advisory Board, which consists of seven members appointed by the Governor, Speaker of the Assembly, and Senate Committee on Rules. The Board is required to advise and make recommendations related to wildfire safety to the Wildfire Safety Division, or on and after July 1, 2021, to the Office of Energy and Infrastructure Safety, which was established by AB 111 or SB 111 of the 2019-20 Regular Session.

Assembly Bill 747

AB 747 (2019) added Government Code Section 65302.15, which requires that, upon the next revision of a Local Hazard Mitigation Plan (LHMP) on or after January 1, 2022, or beginning on or before January 1, 2022, if a local jurisdiction has not adopted a LHMP, the safety element must be reviewed and updated as necessary to identify evacuation routes and their capacity, safety, and viability under a range of emergency scenarios. If a LHMP, emergency operations plan, or other document that fulfills commensurate goals and objectives, a local agency may use that information in the safety element to comply with this requirement by summarizing and incorporating by reference such a plan or other document into the safety element. These new requirements apply to all types of hazards in the safety element and are not unique to fire.

Attorney General's Wildfire Analysis Guidance

Attorney General Rob Bonta released a guidance document entitled Best Practices for Analyzing and Mitigating Wildfire Impacts of Development Projects Under the California Environmental Quality Act on October 10, 2022.[2] While not having the force of adopted legislation or regulation, the guidance provides direction to lead agencies considering projects in areas where wildfire is a concern. The guidance outlined considerations for a development's context within the landscape, infrastructure, and emergency evacuation.

[2] State of California, Office of the Attorney General. 2022. *Best Practices for Analyzing and Mitigating Wildfire Impacts of Development Projects Under the California Environmental Quality Act.* October 10, 2022. Available online at: https://oag.ca.gov/system/files/attachments/press-docs/2022.10.10%20-%20Wildfire%20Guidance.pdf. Accessed March 13, 2023.

Regional

Ventura County Fire Code

The Board of Directors of the Ventura County Fire Protection District, adopted by reference the 2022 California Fire Code (CFC) including portions of the 2021 International Fire Code, and portions of Title 19 of the California Code of Regulations, with amendments, to produce the Ventura County Fire Code (VCFC). The VCFC includes Chapter 49, which establishes minimum requirements in WUI Areas to increase the ability of a building to resist the intrusion of flame or burning embers being projected by a vegetation fire. Chapter 49 includes provisions for the identification of Hazardous Fire Areas that require appliable Defensible Space provisions included in this VCFC and enforced by the Fire Code Official and applicable state and local fire-resistive building standards that are required and enforced by the local building official. Chapter 49 consolidates the County's approach to regulating properties within Very High Fire Hazard Severity Zones (VHFHSZs).

Ventura County Fire Department

The City contracts with the VCFD for firefighting services within the City. VCFD created the Fire Hazard Reduction Program to coordinate fire prevention efforts within VHFHSZ areas, acknowledging "A working partnership between property owners, their neighbors, and the Ventura County Fire Department is the best defense against disastrous fires." (VCFD 2022b)

Ventura County Sheriff Office of Emergency Services, Emergency Operations Plan

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

Local

City of Thousand Oaks General Plan

The City's General Plan Safety Element provides policies to address Wildfires. The element identifies the risks inherent in living within a fire-adapted landscape and acknowledges that the protection of life and property within VHFHSZs cannot be accomplished by the fire department alone but is dependent upon property-owners maintaining defensible space in the proper manner (i.e., fuel modification requirements). Following are the City's General Plan Safety Element goal and polices that address Wildfires.

Goal S-5: Provide necessary prevention services to reduce loss and damage due to wildfire.

Policy 5.1 Cooperation of VCFPD: Continue to support the Ventura County Fire Protection District (VCFPD) and property owners living in the wildland urban interface by supporting inter-jurisdictional fire protection agreements.

Policy 5.2 Road widths and clearances: Ensure that new development has appropriate road widths and clearances in accordance with:

- Standards specified in the 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 CFPD in the permit application.

Policy 5.3 Defensible spaces: Establish defensible spaces in the wildland urban interface (WUI) interface to protect against wildfire. Defensible spaces shall:

- Establish and maintain a defensible perimeter or other measures in compliance with state and local codes around each habitable structure along the WUI interface.
- Provide for the removal of annual fuels within the defensible 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 by using extra fuel reduction measures, pursuant to AB 3074.
- Protect watershed areas from exposure to structure fires in the WUI interface areas.
- Require fuel modification zones for new development within the VHFHSZ.

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 5.6. 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 fire.

Policy 5.7 Fire Hazard Severity Zone map: Work with the CAL FIRE and VCFPD to update the Fire Hazard Severity Zone map as new data is available.

Policy 5.8 Wildfire resilience: Continue to meet all current standards and best practices for wildfire planning in accordance with local regulations and 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 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 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 5.12 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 5.15 Long-term fuel reduction: Implement the Ventura County Multi-Jurisdictional Hazard Mitigation Plan, the VCFPD Unit Strategic Fire Plan, and the Ventura County Community Wildfire Protection Plan by requiring long term maintenance of fuel reduction projects; including but not limited to, a roadside fuel reduction plan, defensible space clearances (including fuel beaks) around structures, subdivision, and other development in the VHFHSZ.

Policy 5.16 Fire clearance: Continue to establish and maintain community fuel breaks and fuel modification/reduction zones, including public and private road clearance. Provide a plan detailing long-term maintenance including implementation methods and funding source.

Policy 5.17 Local ordinance updates: Continue to update both Fire & City ordinances to require development standards for the VHFHSZ to meet or exceed title 14, CCR, division 1.5, chapter 7, subchapter 2, articles 1-5 (commencing with section 1270) (SRA Fire Safe Regulations) and title 14, CCR, division 1.5, chapter 7, subchapter 3, article 3 (commencing with section1299.01) (Fire Hazard Reduction Around Buildings and Structures Regulations) for SRAs and/or VHFHSZs.

Policy 5.20 Fire Protection Plans: Require Fire Protection Plans for all new development in VHFHSZs.

Ventura County Multi-District Hazard Mitigation Plan: 2022 Update

The City of Thousand Oaks alongside other jurisdictions partnered with the County of Ventura to implement a Multi-District Hazard Mitigation Plan in 2015 which has since been updated in 2022 bringing the plan into compliance with the most recent state and federal hazard mitigation regulations. This plan supersedes the City of Thousand Oaks Local Hazard Mitigation Plan adopted in 2011. The goal of the MDHMP is to reduce or alleviate the loss of life, personal injury, and property damage that could result from a disaster and includes planning efforts, policy changes, programs, studies, improvement projects and other steps to reduce the impacts of hazards (Ventura County 2022)

Ventura County Fire Department 2023 Unit Fire Plan

The Ventura County Fire Department has developed a fire plan that details the County Fire Department's goals and strategies for proactively coordinating fire facility, service, and equipment needs for. It incorporates and supports the State's Strategic Fire Plan and aims at ensuring that the VCFD is well-positioned to protect the residents of Ventura County and their environment against catastrophic fire conditions.

Ventura County Fire Protection District Ordinance No. 32

Ordinance No. 32 adopted by the Ventura County Fire Protection District is referred to as the Ventura County Fire Code by repealing Ordinance 31, adopting by reference the 2022 California Fire Code together with, portions of the 2021 international fire code, and portions of Title 19 of the California Code of Regulations, with additions, deletions and amendments and incorporating by reference Fire District Ordinance No. 29. Ordinance No. 32 also amends portions of Chapter 49 of the CFC.

Ventura County Fire Department Guideline 418 – Defensible Space

The VCFD has developed Guideline 418 to detail the defensible space and fuel modification zone provisions, which are intended to mitigate the risk to life and structures from intrusion of fire from wildland fire exposures, fires from adjacent structures, and to mitigate fires from spreading to wildland fuels that may threaten to destroy life, overwhelm fire suppression capabilities, or result in large property loss. Home and building loss during wildfires occur from one or more of the three basic wildfire exposures: 1) Embers, 2) Radiant heat, and 3) Direct flame contact.

Proper installation, spacing and maintenance of plants and landscaping is one of the key elements in the survivability of a structure during a wildfire. This guideline is intended to supplement VCFD Ordinance, VCFD Standard 515 – Defensible Space and Fuel Modification Zone requirements and State Law.

Where Defensible Space Is Required: All properties located within a State mapped Fire Hazard Severity Zone (FHSZ), or a local Hazardous Fire Area (HFA) as determined by the fire department, are required to provide defensible space in accordance with California Public Resource Code (PRC) 4291; California Government Code (GC) 51182; California Code of Regulations (CCR) Title 14, Section 1299.03; CCR Title 19, Section 3.07; and the current adopted edition of the VCFD's Ordinance.

VCFD Local Ordinance: The VCFD Ordinance is more restrictive than State laws. Property owners are required to provide a 100-foot defensible space on their property around any buildings, including buildings on neighboring properties. A property owner is only responsible for the portion of the 100-foot zone that is on their own property, and the adjacent property owner is responsible for implementing the remaining defensible space to achieve a full 100 feet of fuel modification around structures. Properties without buildings are also subject to the 100-foot defensible space requirements if a structure on a neighboring property is located within 100-feet of natural vegetation.

Ventura County Fire Department Guideline 424 – Preliminary Fire Protection Plan Conceptual Landscape Design Criteria

The VCFD has developed Guideline 424 for properties located within State Mapped FHSZs, or a local HFA, which are required to maintain proper defensible space in accordance with State and Local Laws and Ordinance.

In accordance with the VCFC Chapter 49, fire protection plans shall be submitted to the Fire Code Official for any proposed project, when located in a WUI area, State Mapped Very High, High, or Moderate, Fire Severity Zone, or local *HFA* determined by VCFD. The fire protection plan (landscape plans) shall be prepared by a registered design professional, qualified landscape architect, qualified safety specialist or similar specialist acceptable to the fire code official. All new landscape, existing landscape, Ecoscapes and sustainable landscaping require a preliminary review. All fuels and vegetation within the 0–100-foot Fuel Modification Zone (FMZ) are subject to defensible space laws and regulations. This includes ornamental plants, cultivated landscape plants, native plants, trees, shrubs, grasses, weeds, and wildland vegetation.

Guideline 424 includes guidance for conceptual landscape plan contents; design considerations; desirable landscape plants; plant and tree spacing, zones and distances from structures; electrical line clearance; highlights special requirements for detached accessory buildings, prefabricated sea cargo/metal storage

containers, LPG tanks, hazardous material storage, fire protection equipment and utilities including ground mounted photovoltaic array systems; and erosion control.

Ventura County Fire Department Standard 515 – Defensible Space and FMZs

The VCFD has developed Standard 515 detail the defensible space and fuel modification zone provisions, which are intended to mitigate the risk to life and structures from intrusion of fire from wildland fire exposures and fire exposures from adjacent structures. Furthermore, the intent is to prevent fires from spreading to wildland fuels that may threaten to destroy life, overwhelm fire suppression capabilities, or result in large property loss. Proper installation, spacing, and maintenance of plants and landscape is one of the key elements in the survivability of a structure during a wildfire. This standard provides the general requirements for the installation, maintenance, and spacing for plants, trees, other vegetation and combustible items within a defensible space and fuel modification zone (FMZ) required by the Ventura County Fire Code and state law (reference VCFC Chapter 49).

Responsibility: Any person owning, leasing, controlling, operating, or maintaining any building in, upon, or adjoining any Wildland-Urban Interface (WUI) area, and any person owning, leasing, or controlling any land adjacent to such buildings shall provide around and adjacent to such building an effective defensible space FMZ for a distance not less than 100-feet from all portions of the building. Distances may be increased by the Fire Department because of a site-specific analysis, based on local conditions and, when required, based on a Fire Protection Plan.

Clearance Area: Property owners are required to maintain only the portion of the defensible space zone that falls upon their property. If the required defensible space zone crosses property lines, then each affected property owner is responsible only for the portion that occurs on their property, regardless of which property the building is located upon. Reference: Ventura County Fire Code.

City of Thousand Oaks Municipal Code

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

City of Thousand Oaks Emergency Operations Plan

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

3.15.3 Thresholds of Significance

According to Appendix G of the State CEQA Guidelines, the proposed Project could have a potentially significant impact with respect to wildfire if it would:

- If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, substantially impair an adopted emergency response plan or emergency evacuation plan (see Impact WDF-1, below).
- If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, 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 (see Impact WDF-2, below).
- If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, 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 (see Impact WDF-3, below).
- If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, 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 (see Impact WDF-4, below).

3.15.4 Methodology

The Project's potential impacts associated with wildfires were evaluated using a variety of resources, including CAL FIRE maps showing FHSZs, FRAP database, and fire history.

3.15.5 Impact Analysis

Impact 3.15-1: Would the proposed Project substantially impair an adopted emergency response plan or emergency evacuation plan? (Less than Significant)

There are three primary documents that govern the framework for emergency response in the City of Thousand Oaks; these are the City's 2045 General Plan Safety Element, the City's 2020 Emergency Operations Plan (EOP), the 2021 Ventura County Operational Area Emergency Operations Plan, and the 2022 Ventura County Multi-Jurisdictional Hazard Mitigation Plan (HMP). Impairment of emergency response or emergency evacuation plans might occur if the Project introduced conditions that place a burden on emergency responders during an emergency response situation or impair the implementation of emergency response planning. Examples might include creating steep grades or undersized roadways that responders must navigate, or bottlenecks created by project placement or design that could impair orderly emergency access to or from the Project site or within the vicinity. This could occur during construction or during operations.

The City's General Plan Safety Element requires updating the EOP periodically to incorporate emergency preparedness and evacuation procedures. The nearest major evacuation route to the Project Site is U.S. Highway 101 located approximately 1.0-mile to the south.

The EOP provides emergency guidelines for responding to disasters, including wildfire. Emergency response is managed from the EOC (Emergency Operations Center), located at City Hall. If the EOC is damaged or inaccessible in an emergency, an alternative EOC would be identified. In the event of an emergency requiring evacuation, the Ventura County Sheriff's Department (or if delayed, the Public Works Director) is responsible for coordinating evacuation. Evacuation routes are determined for each emergency based on the nature of the event and the location of evacuation shelters.

In addition to the EOP, the City and County of Ventura has an approved HMP in place, which describes plans and projects for reducing the risks of natural hazards on people, property, and the environment. The HMP inventories the natural hazards Ventura County is most vulnerable to and prioritizes actions for risk reduction based on a comprehensive area-wide mitigation strategy. The Federal Disaster Mitigation Act of 2000 (Public Law 106-390) requires jurisdictions to maintain an approved HMP to ensure continued eligibility for disaster grant funding opportunities.

The proposed project is located in a highly urbanized area and while it is located in a Very High Fire Hazard Severity Zone Local Responsibility Area it would continue to be served by the VCFD.

As discussed in Section 3.12, Transportation, access to the Project site would occur via U.S. Highway 101 via Rancho Conejo Boulevard. Rancho Conejo Boulevard is a designated truck route. Development of the Project would largely be confined to the Project site and no physical alterations to off-site roadways, including U.S. Highway 101 or Rancho Conejo Boulevard would occur. No changes are proposed to the existing access, and the Project would not result in inadequate emergency access. Internal circulation would be designed and constructed to City and VCFD standards.

Construction

During construction of the proposed Project, all equipment staging would occur within the property, and workers' vehicles would be parked on the property. Construction material hauling vehicles would require minimal use of City streets due to the close proximity of the site to the U.S. Highway 101 ramps. Because there are no proposed changes to the existing improvements within the right-of-way of Rancho Conejo Boulevard, there will be no need to disrupt traffic during construction. In the event that encroachment into the public right-of-way were necessary, work would be coordinated with the City to provide adequate notification and a construction-phase Traffic Control Plan, including warning signs, traffic cones, and/or flagmen, as necessary. The Traffic Control Plan would ensure that all public roads remain passable to emergency service vehicles during construction of the proposed project or clearly delineate alternate detour routes, if needed. In addition, the Traffic Control Plan would require emergency personnel be notified in advance of the proposed project schedule and any proposed road closures, including planned detour routes. As such, Project construction activities would not substantially impede emergency vehicle access or impair an emergency response plan or evacuation plan. Therefore, Project construction activities would result in less than significant effects associated with the impairment of an adopted emergency response plan or emergency evacuation plan.

Operations

The Project would include 15 industrial buildings, plus accompanying landscaping and surface parking, on previously graded lots within an approved Specific Plan area. The VCFD enforces particular design

and access standards determined by the CBC or other regulatory agencies that are designed to ensure a development does not impact emergency access or evacuation plans. These requirements include that (1) all building exteriors can be accessed by fire lanes or within sufficient proximity to a fire hydrant or standpipe, (2) fire access lanes have sufficient turning radius at all turns in the road, and (3) there is sufficient water flow for firefighting operations, among other requirements.

Internal circulation routes around the Project buildings double as fire access lanes, and each exterior façade is within sufficient distance of a lane or proposed standpipe. Precise location of fire hydrants or standpipes will be placed according to VCFD specification, and fire-flow, sprinkler systems, and fire alarm systems will all be subject to review and approval of the VCFD. The design of the Project and the buildings will conform to all regulatory requirements regarding fire safety, and, therefore, would result in a less than significant impact on emergency response plans to the development.

Primary and secondary access to the Project will be taken from Rancho Conejo Boulevard and Conejo Center Drive. Rancho Conejo Boulevard has direct access to a designated evacuation route the U.S. Highway 101.

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

To assist in public awareness and preparation for wildfires, the Ready Set Go! (RSG) Program was developed within the state and is now utilized nationwide, managed by the International Association of Fire Chiefs. RSG is an educational and awareness campaign focused on helping residents living in high fire areas prepare for the eventuality of living through wildfire. The VCFD RSG program consists of outreach and information available from the department (VCFD 2022c). The VCFD consolidates emergency preparedness outreach and information into two primary public documents, the Ready Ventura County Emergency Preparedness Guide, and the RSG Wildfire Action Plan (Action Plan) guidebook. While the Ready Ventura County Emergency Preparedness Guide and RSG Wildfire Action Plan target audiences are residents in the community, the Ready Ventura County Emergency Preparedness Guide and RSG Wildfire Action Plan information is relevant and mutually beneficial to all land uses. The Ready Ventura County Emergency Preparedness Guide emphasizes how to prepare for emergencies, means by which the public is informed during emergencies, and evacuation procedures. The RSG Wildfire Action Plan emphasizes that practical limits on firefighting resources requires individual residents to take responsibility for their response to wildfire. The RSG Wildfire Action Plan also explains that properties in the WUI are under direct threat of wildfire, while properties within one mile of a wildfire would be within the ember zone, where structures are vulnerable to wind-driven embers from a wildfire. The Project site is

within the ember zone of the open space to the north and west, and wind-borne embers would be the biggest wildfire risk to the property. This threat is addressed by the fire-hardening of the structures.

The proposed Project provides sufficient fire access to the site, travel distance from the site to U.S. Highway 101 or other evacuation routes are short, and evacuation routes themselves have multiple travel lanes each designed to accommodate evacuating vehicles. The Project would not substantially impact an adopted emergency response or evacuation plan. Therefore, Project operational activities would result in less than significant effects associated with the impairment of an adopted emergency response plan or emergency evacuation plan.

Significance Determination: Less than Significant.

Mitigation Measures: No mitigation measures are required.

Impact 3.15-2: Would the proposed 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 with Mitigation)

Development near the ridge of a vegetated slope can exacerbate wildfire risk to a structure because fires burn up slopes much faster than on a flat or down sloping area. Development within an area where winds naturally accelerate as they travel through, such as in the gap between two mountains, surrounded by or close to upwind vegetation, could exacerbate wildfire risk as well. The Project is located on a mesa. Prevailing winds in the area tend to blow to the southeast from May to September and southwest from September to February, with more variable patterns between March and May. Santa Ana winds generally blow to the southwest. Prevailing winds then travel through the open space before reaching the site; however, the geography of the area does not cause winds to accelerate significantly as that would require more dramatic topography. The Project, therefore, is not placed in an area where it significantly exacerbates wildfire risk due to slope or prevailing winds, or other geographical factors.

The proposed Project is located within the Local Responsibility Area Very High Fire Hazard Severity Zone according to California Department of Forestry and Fire Protection (CAL FIRE).

Construction

Construction of the proposed Project would involve the use of flammable materials such as fuels used for construction equipment. The use of spark-producing construction machinery within fire risk areas such as the Project area could create hazardous fire conditions and expose temporary project workers and contractors to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire. As a result, impacts would be potentially significant during construction. However, contractors would have to comply with City, state and VCFD requirements for construction activities in hazardous fire areas, including fire safety and prevention practices, to reduce the possibility of fire ignitions during construction activities, including the implementation of **Mitigation Measure WDF-1** to ensure spark arrestors and fire extinguishers are on hand during construction activities to reduce the risk of wildfire ignition. Further, the Project would be subject to additional requirements, as required and enforced by VCFD, such as limiting or ceasing construction work during high-wind weather events. With implementation of these fire hazard

reduction measures during construction would reduce the potential for wildfire impacts on people or structures to less than significant levels with mitigation incorporated.

Operations

Once operational, the Project would introduce new potential sources of ignition to the Project area, including increased human activity on the Project site and additional vehicles traveling on internal and external roads. The operation of the proposed Project would adhere to standard requirements set forth by the City Municipal Code, the CBC, and the California Fire Code.

The industrial buildings will be fire-hardened pursuant to provisions found in Chapter 7A of the CBC. Chapters 7, 7A, and 9 of the CBC regulate building materials, structural design as it relates to fire containment, safety features, and fire sprinkler systems. Chapter 7A provisions harden the structure against wildfires, but also serve to further reduce the likelihood of the development burning out of control. Chapter 7A compliant features include a Class A roof assembly, which is the class of roof that is effective against severe fire test exposure, and eave or soffit venting that will not allow combustible embers to enter. The flat non-combustible roof and vertical non-combustible cladding on the exterior walls, constructed of a combination of cement plaster and fiber cement panels present a fireproof shell to the exterior with no system venting that will allow burning embers inside. Further, all buildings would be required to have a fire suppression system and assessable fire extinguishers in compliance with the California Code of Regulations (CCR) and Cal/OSHA. Additionally, all new permanent power lines would be undergrounded for fire safety purposes and include the installation and maintenance of fire hydrants, creation and maintenance of wildfire buffers, and sprinkler and alarm requirements.

Further, the Project would introduce new landscaping onto the Project site, which would be fully irrigated. The Project must comply with vegetation clearance and defensible space requirements or achieve equivalent structural protection. Project landscaping would consist of hardscape, irrigated turf, planting areas and trees. Landscape plans would be reviewed by VCFD, and highly flammable plants would be prohibited in landscape design. Consistent with Mitigation Measure BIO-4, by March 1 of each year, a Master Fuel Management Plan for the whole of the project shall be prepared and submitted to the Community Development Department, Fire Department, and the Conejo Open Space Conservation Agency for review and approval prior to Fire abatement work being conducted. Vegetation management requirements would be implemented at the start of and throughout all phases of construction, and combustible materials would not be brought on site until site improvements (e.g., utilities, access roads, fire hydrants, fuel modification zones) have been implemented and approved by VCFD.

Due to Project characteristics and the surrounding developed land, the Project is not anticipated to significantly alter the existing fire environment or exacerbate fire risk. The fire safe project features, in combination with the buildings being fire-sprinklered, would assure risks associated with development of catching fire and spreading fire that exposes Project occupants to the pollutant concentrations of a wildfire would be less than significant. As a result, the proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires to significant levels. Impacts related to wildland fire would be less than significant with the implementation of mitigation.

Significance Determination: Less than Significant with Mitigation.

Mitigation Measure: Implement Mitigations Measures BIO-4 and WDF-1

> **WDF-1 (Construction Equipment Spark Arrestors):** During Project implementation, the contractor shall require all spark arrestors on construction equipment to be in good working order. Contractors shall require all vehicles and crews to have access to functional fire extinguishers at all times.

Impact 3.15-3: Would the proposed 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)

The proposed Project would not result in the installation of fuel breaks, emergency water sources or new overhead power lines. The proposed Project entails the construction of 15 industrial buildings, all new permanent power lines would be undergrounded, and the Project would include the installation and maintenance of fire hydrants. Infrastructure such as streets, sidewalks, and utilities already exist on the Project site and would not be required during construction. In addition, the Project would include a fire buffer around the perimeter of the site void of vegetation to protect the structures from fires. Consistent with Mitigation Measure BIO-4, by March 1 of each year, a Master Fuel Management Plan for the whole of the project shall be prepared and submitted to the Community Development Department, Fire Department, and the Conejo Open Space Conservation Agency for review and approval prior to Fire abatement work being conducted. All building activities must comply with fire protection and prevention requirements specified by the CCR and Cal/OSHA. 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. With adherence to applicable laws and regulations, impacts would be less than significant level.

Significance Determination: Less than Significant with mitigation.

Mitigation Measures: Implement Mitigation Measure BIO-4.

Impact 3.15-4: Would the proposed 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)

The Project site is not located in an area that is subject to significant risks associated with flooding or landslides, as discussed in Section 3.6, Geology and Soils, and Section 3.8, Hydrology and Water Quality, of this Draft EIR. Additionally, as discussed in Section 3.8, the Project would not result in runoff or drainage changes that could result in significant risks to people or structures. Post-fire slope instability is directly associated with fire history. Portions of the Project site and the surrounding open space were burned during the Hill Fire in the 2018, but have not burned since. The area will be subject to wildfire again at some point in the future, but the interval between fires in the surrounding area suggests that the local fire regime is fairly "normal," with relatively few fires overlapping within the last 30-year period (CAL FIRE 2022).

The Project does not include activities that would induce post-fire slope instability, such as prescribed burning or vegetation clearance. Vegetation plays a vital role in maintaining existing drainage patterns and slope stability. Plant roots stabilize the soil and leaves, stems, and branches intercept and slow water, allowing it to percolate into the soil more effectively. Removal of surface vegetation reduces the ability of the soil surface to absorb rainwater and can allow for increased runoff that may include substantial amounts of debris and mud flows. If hydrophobic conditions exist after a fire, the rate of surface water runoff is increased since water percolation into the soil is reduced. The potential for surface runoff and debris flows therefore increases significantly for areas recently burned by large wildfires (Moench and Fusaro 2012[3]).

While the Project site is relatively flat, the surrounding area is topographically diverse, with slope gradients ranging from moderate to steep. Slope failures, mudflows, and landslides are common in areas where steep hillsides and embankments are present, and such conditions would be exacerbated in a post-fire environment where vegetative cover has been removed. Given the Project site's location in a VHFHSZ and the threat of wildfire, downslope or downstream flooding or landslides as a result of post-fire conditions could occur. Project design and construction would occur in compliance with recommendations of the Project-specific geotechnical report and provisions of the 2022 California Building Code, which requires that grading, structural design, and construction be completed such that slopes would not be undercut or destabilized during construction.

The site conditions of the proposed Project, regulatory safeguards in place, and close proximity of firefighting resources (VCFD Station 35 approximately a mile away and VCFD headquarters approximately 450 feet to the east of the project site), reduce potential impacts regarding exposing people or structures to significant risks including downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes. Therefore, the Project would not expose people or structures to significant risks associated with landslides or flooding as a result of runoff, post-fire slope instability or drainage changes and the impact would result in less than significant impacts associated with potential post-fire effects.

Significance Determination: Less than Significant.

Mitigation Measures: No mitigation measures are required.

3.15.6 Cumulative Impacts

This section presents an analysis of the cumulative effects of the proposed Project in combination with other present and reasonably foreseeable future projects that could generate cumulatively considerable impacts related to wildfire.

As described in Table 3-1, *Cumulative Projects List,* there are numerous projects in the area. The timeframe during which the proposed Project could contribute to cumulative wildfire effects includes the construction and operation phases. For the proposed Project, the operations phase is essentially permanent. Events could only be cumulative if two or more wildfire events occurred at the same time and

[3] Moench, R. and J. Fusaro Soil Erosion Control after Wildfire: https://mountainscholar.org/bitstream/handle/10217/183596/AEXT_063082012.pdf?sequence=1&isAllowed=y

overlapped in close proximity to one another. Significant cumulative impacts related to wildfire could occur if the incremental impacts of the Project combined with the incremental impacts of one or more cumulative projects identified in Table 3-1 would substantially increase the risk that people or the environment would be exposed to wildfire hazards, or substantially disrupt traffic on roadways used for emergency response and evacuation. While it is possible that the proposed Project and cumulative projects listed in Table 3-1 could result in increased wildfire risk at the same time and in overlapping locations, the responsible party associated with each project would be required to control the safety of their own site conditions to the same established regulatory standards.

With respect to impairment of an emergency response or evacuation plan, and as discussed in Section 3.12, *Transportation*, other cumulative projects would be subject to VCFD standards, which require all building exteriors to be accessed by fire lanes or within sufficient proximity to a fire hydrant or standpipe, that fire access lanes have sufficient turning radius at all turns in the road, and that there is sufficient water flow for firefighting operations, among other requirements. Due to the proximity of the Project site to the nearest cumulative projects (i.e., within one mile), it is not anticipated that emergency access near or between these sites would be limited or be deemed inadequate. Evacuation proceedings would not be substantially impaired by the Project because evacuations by their nature often overwhelm roadways, and the Project's cumulative contribution to such a situation would not be significant. Streets are not designed to accommodate all vehicles in an area all at once, regardless of the setting. This makes evacuations unique because all vehicles on the roadway at once is not traffic, but an extraordinary, temporary, and rare emergency circumstance. It is not practical, and likely not possible, to design roadways or road networks for the purposes of evacuation. The physical conditions that will allow for successful evacuations from a site threatened by wildfire are as follows:

- Adequate fire access to the site;
- Multiple routes for evacuation within a short distance that lead away from the site and away from wildfire areas; and
- The evacuation route does not require traveling through areas susceptible to wildfire and where firefighters may be battling wildfire.

These physical conditions are in place, but new uses will not interfere any more with evacuation proceedings than nearby existing uses within the same physical context would. Therefore, the implementation of cumulative development would result in a less than significant cumulative impact. As such, compliance with VCFD standards would result in a less than cumulatively considerable impact regarding inadequate emergency access.

With respect to wildfire risk associated with physical characteristics such as slope, prevailing winds, and other factors, several of the projects listed in Table 3-1 are located within a VHFHSZ. Each cumulative project located within either a State-designated SRA or LRA VHRHSZs and within areas characterized by hills and mountains would be evaluated and would be required to adhere to applicable Fire Code and Building Code requirements to reduce potential wildfire risk and exposure of occupants to pollutant concentrations from a wildfire. Adherence to all regulatory requirements would minimize potential impacts related to exposure to and the uncontrolled spread of a wildfire. Therefore, cumulative development would result in less than significant wildfire impacts that could expose occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Because the Project

would result in less than significant wildfire risks that expose occupants to the pollutant concentrations of a wildfire, the Project's contribution with regard to wildfire would be less than cumulatively considerable.

Similarly, with respect to wildfire-related infrastructure impacts, cumulative projects would likely require associated infrastructure, such as roads, fuel breaks, power lines, and vegetation that could exacerbate fire risk that may result in temporary or ongoing impacts to the environment. These projects would be reviewed by their respective jurisdictions for land use and zoning consistency and compliance with applicable design requirements. The placement of infrastructure would occur in conformance with applicable fire codes to minimize the potential fire risk such as siting and design, and therefore cumulative development would result in less than significant impacts. Because the Project would not require installation of associated infrastructure that would exacerbate fire risk, but would implement fuel modification zones around its perimeter to protect those projects from encroachment from wildfire, the Project's contribution to wildfire impacts from the installation of infrastructure would be less than cumulatively considerable.

All related projects located within SRA and LRA VHFHSZ areas could expose people or structures to risks from downslope or downstream flooding or landslides as a result of post-fire instability. All projects would be required to adhere to their respective jurisdiction's zoning and land use designations and codes, State and local fire codes, and regulations associated with drainage and site stability. These regulations, policies, and codes would reduce the potential for exposing people or structures to risks from downslope or downstream flooding or landslides as a result of post-fire instability. Therefore, cumulative development would result in less than significant cumulative impacts. Because the Project would not expose people or structures to significant risks due to post-fire slope instability or drainage changes, the Project's contribution to post-fire wildfire impacts would be less than cumulatively considerable.

Taken together, and in consideration of all of the above, the proposed Project would not cumulatively contribute with other relevant projects to expose people or structures, either directly or indirectly, to significant risk of loss, injury, or death involving wildland fires. The impact would therefore be less than significant.

For the above reasons, the combined effects of the proposed Project in combination with cumulative projects would not have a cumulatively considerable contribution to a cumulative impact. No significant cumulative impact related to wildfire would occur. (Less than Significant).

Significance Determination: Less Than Significant Impact with Mitigation

Mitigation Measures: Implement Mitigations Measures BIO-4 and WDF-1.

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CHAPTER 4
Alternatives Analysis

4.1 Introduction

This chapter presents the discussion and analysis of alternatives to the Conejo Summit Project (proposed Project), as required by the California Environmental Quality Act (CEQA). The proposed Project has been described and analyzed in the previous chapters of this Draft Environmental Impact Report (EIR). This chapter's purpose is to describe and analyze a reasonable of range alternatives that could feasibly attain most of the basic objectives of the proposed Project while avoiding or substantially lessening any significant effects of the proposed Project. This chapter restates the proposed Project's objectives, summarizes the significant impacts associated with the proposed Project, and provides information pertaining to the development of potentially feasible alternatives. It then evaluates the impacts for each alternative and compares the impacts of the alternatives with those of the proposed Project. Based on this analysis, this chapter also identifies the environmentally superior alternative.

4.2 CEQA Requirements for Alternatives Analysis

CEQA does not prescribe fixed rules governing the type of alternatives to a project that should be analyzed in an EIR; the nature of alternatives varies depending on the context of the project being analyzed. As expressed by the California Supreme Court: "CEQA establishes no categorical legal imperative as to the scope of alternatives to be analyzed in an EIR. Each case must be evaluated on its facts, which in turn must be reviewed in light of the statutory purpose." (*Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 564).

Section 15126.6(a) of the CEQA Guidelines provides that:

> *[a]n EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason.*

Under these principles, an EIR needs to describe and evaluate only those alternatives necessary to permit a reasonable choice and "to foster meaningful public participation and informed decision making" (State CEQA Guidelines Section 15126.6[f]). Consideration of alternatives focuses on those that can either eliminate significant adverse environmental impacts or substantially reduce them; alternatives considered in this context may include those that are more costly and those that could impede to some degree the attainment of the project objectives (State CEQA Guidelines Section 15126.6[b]). CEQA does not require the alternatives to be evaluated at the same level of detail as the proposed Project. Rather, the discussion of alternatives must include sufficient information about each alternative to allow "meaningful evaluation, analysis, and comparison with the proposed project" (State CEQA Guidelines Section 15126.6[d]).

The range of alternatives required in an EIR is therefore governed by a "rule of reason" that requires an EIR to set forth only those alternatives necessary to permit a reasoned choice (State CEQA Guidelines Section 15126.6 [f]). An EIR need not consider every conceivable alternative to a project. Alternatives may be eliminated from detailed consideration in the EIR if they fail to meet most of the basic project objectives, are not feasible, or do not avoid or substantially lessen any significant environmental effects (State CEQA Guidelines Section 15126.6[c]).

CEQA also requires that alternatives evaluated in an EIR be potentially feasible. Feasible is defined in CEQA as "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors" (State CEQA Guidelines Section 15364). The CEQA Guidelines elaborate that factors that may be taken into account when addressing the feasibility of alternatives include site suitability, economic viability, availability of infrastructure, other plans or regulatory limitations, and jurisdictional boundaries and whether the proponent can reasonably acquire, control, or otherwise have access to the alternative site (State CEQA Guidelines Section 15126.6[f]). Finally, alternatives should also avoid or substantially lessen one or more significant environmental impact that would occur under the proposed Project.

In summary, identification of alternatives to the proposed Project is guided by the following considerations set forth under CEQA Guidelines Section 15126.6:

- An EIR need not consider every conceivable alternative to the proposed Project;
- An EIR should identify alternatives that were considered by the lead agency, but rejected as infeasible during the scoping process;
- Reasons for rejecting alternative include:
  - Failure to meet most of the basic Project objectives;
  - Infeasibility; or
  - Inability to avoid significant effects.

In addition to the requirements described above, CEQA requires evaluation of the "No Project Alternative," which analyzes the environmental effects that would occur if the project were not to proceed (State CEQA Guidelines Section 15126.6[e]). The purpose of describing and analyzing the No Project Alternative is to compare the impacts of approving the proposed Project with the impacts of not approving the proposed Project.

As discussed throughout Chapter 3, Environment Analysis, and Chapter 5, Other CEQA Considerations, of this EIR, the Project would not result in any significant and unavoidable impacts at the project or cumulative levels. Therefore, the Alternatives analysis considers those significant impacts of the Project that could be reduced to less-than-significant levels with mitigation in the development of viable Project Alternatives. As indicated in **Table 4-4** (at end of this chapter) the Alternatives analysis also considers those resource areas of the proposed Project discussed in Chapter 4 for which mitigation is not necessary.

A comparison of impacts associated with the proposed Project and alternatives is provided herein. In several cases, the description and severity of the impact may be the same under each scenario when compared with the CEQA Thresholds of Significance (i.e., both scenarios would result in a less than significant impact). However, the actual degree of impact may be slightly different under each scenario, and this relative difference is the basis for a conclusion of greater or lesser impacts. In addition, unless otherwise noted, the alternatives analysis assumes that all applicable mitigation measures identified for the proposed Project could also be implemented for a given alternative.

An EIR is also required to identify the environmentally superior alternative. An alternative would be environmentally superior to the Project if it would result in fewer or less significant environmental impacts while achieving most of the Project Objectives. “If the environmentally superior alternative is the No Project Alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives” (State CEQA Guidelines Section 15126.6[e]).

4.2.1 Project Objectives

The Applicant seeks to develop a project that will be consistent with the goals in the City’s planning documents, provide expanded economic opportunities for the growing Rancho Conejo Industrial area, and develop economically viable uses on the underutilized and vacant Project site. That is the “underlying purpose” of the Project within the meaning of CEQA Guideline 15124(b).

The Rancho Conejo Industrial Area has become a thriving biotech corridor, and currently has a vacancy rate of 8.2 percent. The Project’s additional office, manufacturing, and industrial space would expand the area’s existing industrial, office, and commercial character while supporting development of the area’s growing industries and creating additional local employment opportunities. By developing a 15-building business park organized into a large cohesive campus (comprised of clustered buildings), the Project would enhance the area’s existing character as a business hub.

The City of Thousand Oaks 2045 General Plan, adopted on December 5, 2023, provides the City with a policy framework to manage future projects and provide for capacity to accommodate the growth and development anticipated to occur in the city for the next 25 years. In addition, the Project Site is located entirely within the City’s Specific Plan No. 7 planning area.

The City of Thousand Oaks also developed an Economic Development Strategic Plan (“EDSP”) in November 2017 which provides goals and objectives to promote economic success in the face of shifting economic forces. The EDSP highlights the City’s desire to maintain Thousand Oaks’ vital entrepreneurial spirit and expansive development of high-tech and medical product industries; attract new technology businesses; create 24/7 live work environments in commercial clusters; support and attract investment

that expands existing businesses; create new jobs that contribute to the fiscal health of Thousand Oaks; and reinforce Thousand Oak's key role in the regional economy among other goals.

Based on this information, the Project would be developed to accomplish the following Project objectives:

1. Support the goal in the 2045 General Plan to enhance the City's high-value economic sectors and diversify its job base to contribute to the City's long-term economic vitality.

2. Create additional commercial building stock in Thousand Oaks for business, industrial, and manufacturing space to expand economic development opportunities, following the recommendations outlined in the *Thousand Oaks Economic Development Strategic Plan* (November 2017).

3. Develop a critical mass of buildings and uses sufficient to create the environment and economic incentives needed to foster growth and attract new industries to the Rancho Conejo Industrial Area.

4. Develop a large format business park to attract quality tenants and that will be competitive with other similar facilities in the region.

5. Cluster development in the Rancho Conejo Industrial Area to promote and expand existing job centers.

6. Enhance and improve infrastructure and circulation in the Rancho Conejo Industrial Area to support commercial and industrial uses.

7. Develop uses that are consistent with the uses authorized in the Specific Plan.

8. Create adequate parking facilities to support the businesses and employees at the Project site.

4.2.2 Key Impacts of the Proposed Project

Chapter 3 of this Draft (EIR) identifies potential impacts associated with the proposed Project for each environmental issue area carried through for analysis from Appendix G of the CEQA Guidelines. Chapter 5 also addresses the environmental issues that are not discussed in detail in this Draft EIR because no significant impacts could occur as a result of implementation of the proposed Project. Chapter 5 also addresses impacts related to growth-inducement. Mitigation measures were identified to reduce the impacts to a less than significant level. A summary of the significance of the greatest impacts for each environmental resource analyzed is presented below in **Table 4-1**. Specific impacts and all mitigation measures are provided in Table ES-1 in the Executive Summary of this Draft EIR

TABLE 4-1
SUMMARY OF PROJECT IMPACT ANALYSIS

Environmental Resource	Significance Determination
Aesthetics	LSM
Air Quality	LSM
Biological Resources	LSM
Cultural Resources	LSM
Energy	LTS
Geology and Soils	LSM
Greenhouse Gas Emissions	LTS
Hydrology and Water Quality	LTS
Land Use	LTS
Noise	LTS
Public Services	LTS
Transportation	LSM
Tribal Cultural Resources	LTS
Utilities and Service Systems	LTS
Wildfire	LSM

LTS = Less than Significant
LSM = Less than Significant with Mitigation
SU = Significant and Unavoidable

4.3 Alternatives Rejected from Further Consideration

Section 15126.6(c) of the State CEQA Guidelines requires that an EIR "identify any alternatives that were considered by the Lead Agency but were rejected as infeasible during the scoping process," as well as explain the reasons for the Lead Agency's determination. An alternative may be eliminated from consideration if it (1) fails to meet most of the project's basic objectives, (2) is infeasible, or (3) is unable to avoid significant environmental impacts. The following alternatives were considered and eliminated from further evaluation:

Alternative Project Site. The proposed Project is a multiple-phase business park development that would include 15 industrial buildings within the Rancho Conejo Industrial Area. Developing a business park with 15 industrial buildings in a different location or alternative project site would not meet the fundamental project objective of developing economically viable uses on the underutilized and vacant Project site. Additionally, the developer does not own another undeveloped site as large as the Project site in the City. Moreover, Guideline 15126.6(f)(2)(A) provides that a lead agency should reject as infeasible an alternative location unless there is substantial evidence demonstrating that siting the project at an alternative location would substantially lessen a significant environmental impact. However, there is no such evidence that siting the Project at an alternative location would substantially lessen a significant environmental impact. Therefore, this alternative is not considered feasible since the developer does not own another suitable site that would achieve the underlying purpose and objectives of the proposed Project.

Increased Development Phases Alternative. This alternative would involve more phases of development relative to the proposed Project, with fewer buildings built in each phase, which would lengthen the overall time to complete development of the entire Project. This alternative with more phases and fewer buildings per phase is infeasible due both to the specific geography of the site and to the inefficiency of splitting an integrated business park into too many phases. The Project is separated into primarily three non-contiguous parcels, which border one or more of either Ranch Conejo Boulevard and/or Conejo Center Drive. As such, it is logical and practical to plan for construction phasing such that each phase is contained within one of the three geographic groupings of properties. Within each of the different geographic groupings of future buildings, the plans call for an integrated business park in which the various buildings share common parking facilities and access roads. Therefore, while phasing of buildings within each of the individual geographic sections of the Project is possible, such phases should consider the disruption which will be caused by constructing buildings within an area occupied by existing tenants who share those parking and driveway facilities. Splitting the phasing into (for example) one individual building per phase will put an impractical and undue burden on the operation of existing buildings. Furthermore, because of the relatively small sizes of the proposed industrial buildings anticipated in the Project, construction means and methods for the anticipated tilt-up construction (including required supervision and site staging) would make the construction of single buildings extraordinarily inefficient to the point where such small individual phases would require modifying the building design to eliminate tilt-up construction. Such a design change would require a modification to the nature and functionality of the buildings, putting at risk the intended occupancy the buildings were designed to accommodate, and therefore risking the economic vitality and growth the Project is designed to promote. Therefore, this alternative is not feasible due to the reasons listed above.

4.4 Summary of Project Alternatives

The alternatives selected for analysis are as follows:

- Alternative 1: No Project Alternative
- Alternative 2: Reduced Density
- Alternative 3: Increased Office Use, Decreased Manufacturing Use

The following sections describe each alternative, discuss each alternative's ability to meet the objectives of the proposed Project (see summary in **Table 4-2**), and provides a comparative evaluation of environmental impacts. As provided in Section 15126.6(d) of the State CEQA Guidelines, the significant effects of these alternatives are identified in less detail than the analysis of the proposed Project in Chapter 3 of this Draft EIR. The two alternatives consider different densities and layouts in an effort to show a reasonable range of alternatives to accomplish a reduction in significant impacts.

As shown in Table 4-2 above, the Project Alternatives both meet all of the Project objectives. However, the extent in which they meet the Project objectives vary. As described in Sections 4.5.2 and 4.5.3, *Ability to Meet Project Objectives,* Alternative 2 is anticipated to achieve the Project objectives to a lesser extent than the Proposed Project as a result providing fewer jobs with the same mix of uses and Alternative 3 is anticipated to equally achieve the Project objectives compared to the Proposed Project as a result of providing more jobs but with less manufacturing and more office uses.

TABLE 4-2
ABILITY OF ALTERNATIVES TO MEET PROJECT OBJECTIVES

Objective	Proposed Project	Alternative 1: No Project Alternative	Alternative 2: Reduced Density	Alternative 3: Increased Office Use, Decreased Manufacturing Use
• Support the goal in the 2045 General Plan to enhance the City's high-value economic sectors and diversify its job base to contribute to the City's long-term economic vitality.	Yes	No	Yes	Yes
• Create additional commercial building stock in Thousand Oaks for business, industrial, and manufacturing space to expand economic development opportunities, following the recommendations outlined in the Thousand Oaks Economic Development Strategic Plan (November 2017).	Yes	No	Yes	Yes
• Develop a critical mass of buildings and uses sufficient to create the environment and economic incentives needed to foster growth and attract new industries to the Rancho Conejo Industrial Area.	Yes	No	Yes	Yes
• Develop a large format business park to attract quality tenants and that will be competitive with other similar facilities in the region.	Yes	No	Yes	Yes
• Cluster development in the Rancho Conejo Industrial Area to promote and expand existing job centers.	Yes	No	Yes	Yes
• Enhance and improve infrastructure and circulation in the Rancho Conejo Industrial Area to support commercial and industrial uses.	Yes	No	Yes	Yes
• Develop uses that are consistent with the uses authorized in the Specific Plan.	Yes	No	Yes	Yes
• Create adequate parking facilities to support the businesses and employees at the Project site.	Yes	No	Yes	Yes

4.5 Alternatives to the Project

4.5.1 Alternative 1: No Project Alternative

According to Section §15126.6(e) of the CEQA Guidelines, discussion of the No Project Alternative must include a description of existing conditions and reasonably foreseeable future conditions that would exist if the proposed Project were not approved. Under the No Project Alternative, the developer would not implement the proposed Project. As a result, the developer would not develop the 15 proposed industrial buildings or site improvements, and the Project area would remain as previously graded, underutilized and vacant land.

Ability to Meet Project Objectives

Implementation of the No Project Alternative would not meet any of the stated Project objectives and would not be consistent with the goals in the City's planning documents, provide expanded economic opportunities for the growing Rancho Conejo Industrial area, and develop economically viable uses on the underutilized and vacant Project site.

Impact Analysis

Aesthetics

The proposed Project would introduce 15 industrial buildings and associated site improvements on parcels that are currently undeveloped. Prior to implementation of mitigation measures, the proposed Project would have significant impacts to scenic vistas (Impact 3.1-1) and to day or nighttime views from new sources of light or glare (Impact 3.1-4). With the implementation of Mitigation Measures AES-1 (Building Colors & Materials) and AES-2 (Lighting Schedule & Photometric Plan), aesthetic impacts would be reduced to less than significant.

Under the No Project Alternative, no development would occur on the project site and would not impact scenic vistas, scenic resources, visual character, or light and glare in the proposed Project Area. Since the No Project Alternative would not include any structures, it would result in fewer aesthetic impacts when compared to the proposed Project.

Air Quality

The proposed Project would result in an increase of construction and operational emissions for 15 industrial buildings and associated site improvements on parcels that are currently undeveloped. Prior to implementation of mitigation measures, the proposed Project would have significant impacts to net increase of criteria pollutants (Impact 3.2-2) and exposure of sensitive receptors to substantial pollutant concentrations (Impact 3.2-3). With the implementation of Mitigation Measures AQ-1 (Dust Control), AQ-2 (Tier-4 Emissions Standards), AQ-3 (Architectural Coatings), AQ-4 (Transportation Demand Management Air Quality Impact Fee Payment), and AQ-5 (Valley Fever), impacts would be reduced to less than significant.

The No Project Alternative would not involve construction or operation of the 15 industrial buildings or site improvements, and therefore would not generate emissions above baseline conditions that could impact air quality. The No Project Alternative would have no potential to impact applicable air quality plan, net increase of criteria pollutants, exposure of sensitive receptors to substantial pollutant concentrations, or creation of objectionable odors affecting a substantial number of people since no new facilities would be built. Therefore, the No Project Alternative would result in fewer air quality impacts when compared to the proposed Project.

Biological Resources

The proposed Project would result in the construction and operation of 15 industrial buildings and associated site improvements on parcels that are currently undeveloped. Prior to implementation of mitigation measures, the proposed Project would have significant impacts to habitat modification (Impact 3.3-1), sensitive natural communities (Impact 3.3-2), jurisdictional resources (3.3-3), and protected trees (3.3-5). With the implementation of Mitigation Measures BIO-1 (Worker Education Awareness Program), BIO-2 (Biological Monitoring), BIO-3 (Demarcation of Disturbance Limits), BIO-4 (Master Fuel Management Plan and Conejo Dudleya Habitat Enhancement), BIO-5 (Stormwater Pollution Prevention Plan), BIO-6 (Invasive Plant Species Prevention and Weed Control Plan), BIO-7 (Crotch's Bumble Bee Pre-Construction Surveys), BIO-8 (Special-Status Reptile Pre-Construction Survey), BIO-9 (Nesting Bird Avoidance Survey), BIO-10 (Lighting), BIO-11a (Protected Tree Removal and Replacement), BIO-11b (Tree Protection Prior to Initial Vegetation Removal or Initial Grading Activities), BIO-11c (Tree

Protection and Maintenance During Construction), BIO-11d (Tree Maintenance After Construction), and BIO-12 (Native Habitat Enhancement) impacts would be reduced to less than significant.

The No Project Alternative would not involve construction or operation of the 15 industrial buildings or site improvements and would therefore not alter the site conditions at the sites of the proposed facilities in the Project Area. The No Project Alternative would not include any site disturbance and would avoid potential impacts to special-status species and their habitats, sensitive natural communities, jurisdictional resources (i.e. wetlands), movement of native resident or migratory fish or wildlife species, established native resident or migratory wildlife corridors, or native wildlife nursery sites, protected trees, and conservation plans as a result of construction and operations. The No Project Alternative would result in fewer impacts as compared to the proposed Project.

Cultural Resources

The proposed Project would result in the construction and operation of 15 industrial buildings and associated site improvements on parcels that are currently undeveloped. Prior to implementation of mitigation measures, the proposed Project would have significant impacts to historical resources (Impact 3.4-1) archaeological resources (Impact 3.4-2), and human remains (3.4-3). With the implementation of Mitigation Measures CUL-1 (Qualified Archaeologist Retained), CUL-2 (Deed Restriction), CUL-3 (Annual Site Condition Verification Program), CUL-4 (Archaeological Resources Sensitivity Training for Construction Personnel), CUL-5 (Unanticipated Archaeological Discovery), and CUL-6 (Human Remains Discovery), impacts would be reduced to less than significant.

The No Project Alternative would not involve construction or operation of the 15 industrial buildings or site improvements, and therefore would not result in ground disturbance that would disrupt or affect archaeological resources, historic resources, or human remains. As a result of no ground disturbance, the No Project Alternative would result in fewer impacts to cultural resources than the proposed Project.

Energy

The proposed Project would result in the construction and operation of 15 industrial buildings and associated site improvements on parcels that are currently undeveloped. The proposed Project would result in an increased usage of energy resources to construct and operate the proposed industrial buildings and related transportation needs, but not at a significant level that would result in wasteful use of energy or be in conflict with a plan for renewable energy or energy efficiency. Energy impacts would be less than significant.

The No Project Alternative would not involve construction or operation of the 15 industrial buildings or site improvements, and therefore would not result in the wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation, result in less than significant and less than cumulatively considerable impacts on energy resources, or conflict with or obstruct a state or local plan for renewable energy or energy efficiency since no new facilities would be constructed or operated to consume energy. As a result, the No Project Alternative would result in fewer impacts to energy when compared to the proposed Project.

Geology and Soils

The proposed Project would result in the construction and operation of 15 industrial buildings and associated site improvements on parcels that are currently undeveloped. Prior to implementation of mitigation measures, the proposed Project would have significant impacts to paleontological resources (Impact 3.6-6). With the implementation of Mitigation Measures GEO-1 (Qualified Paleontologist Retained), GEO-2 (Paleontological Resources Sensitivity Training for Construction Personnel), GEO-3 (Paleontological Monitoring), and GEO-4 (Discovery), impacts would be reduced to less than significant.

The No Project Alternative would not involve construction or operation of the 15 industrial buildings or site improvements, and therefore would not result in any ground disturbing activities or potential to rupture a known earthquake fault, cause strong seismic ground shaking, cause seismic-related ground failure, including liquefaction, cause landslides, result in substantial soil erosion or the loss of topsoil, cause a geologic unit or soil to become unstable, result in on- or off-site landslide, result in lateral spreading, result in subsidence, result in liquefaction, result in collapse, create substantial direct or indirect risks to life or property due to expansive soils, result in soils becoming incapable of adequately supporting the use of onsite wastewater treatment systems where sewers are not available for the disposal of wastewater, or destroy a unique paleontological resource or unique geologic feature. As a result, this alternative would result in fewer geological, soil, and paleontological impacts when compared to the proposed Project.

Greenhouse Gas Emissions

The proposed Project would result in an increase of construction and operational emissions for 15 industrial buildings and associated site improvements on parcels that are currently undeveloped. The proposed Project's emissions trajectory is expected to follow a declining trend, consistent with the establishment of the 2030, 2045, and 2050 targets of the Climate and Environmental Action Plan. Therefore, given the Project's greenhouse gas emissions efficiency and the Project's consistency analysis with applicable greenhouse gas plans, policies and regulations adopted for the purpose of reducing greenhouse gas emissions, impacts regarding greenhouse gas emissions and reduction plans would be less than significant.

The No Project Alternative would not involve any construction activities or operation of the proposed Project and therefore would not result in an increase in greenhouse gas emissions related to construction activities or operation of the industrial buildings, would not conflict with relevant greenhouse gas goals and actions to reduce greenhouse gas emissions. As such, the No Project Alternative would result in fewer greenhouse gas emissions impacts when compared to the proposed Project.

Hydrology and Water Quality

The proposed Project would result in the construction and operation of 15 industrial buildings and associated site improvements on parcels that are currently undeveloped. The proposed Project, with implementation of State, regional, and local regulations and requirements, and biofiltration best management practices, stormwater runoff generated during short- and long-term Project construction and operations would be minimal and would be adequately controlled prior to entering the City's existing storm drain system. Hydrology and water quality impacts would be less than significant.

The No Project Alternative would not involve construction or operation of any proposed Project facilities, and therefore would not result in ground disturbance that could create a water quality impact, substantially degrade surface or groundwater quality, create groundwater impacts, decrease groundwater supplies, interfere with groundwater recharge, impede sustainable groundwater management of a basin, alter the existing drainage patterns in a manner that would result in substantial erosion or siltation on- or off-site, substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, 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 impede or redirect flood flows, risk release of pollutants due to project inundation, or create a conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. As such, the No Project Alternative would result in fewer hydrology and water quality impacts when compared to the proposed Project.

Land Use

The proposed Project would result in the construction and operation of 15 industrial buildings and associated site improvements on parcels that are currently undeveloped. The existing circulation system would be expanded slightly to add a road segment that would only serve the proposed Project. While the proposed Project would involve construction of industrial buildings and improvements, they would not create a barrier that would divide an established community or conflict with land use policy. Land use impacts would be less than significant.

The No Project Alternative would not involve construction or operation of any proposed Project facilities or modification of the existing circulation system, and therefore would not result in physically dividing an established community or conflict with any land use plans, policies, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. As a result, impacts to land use would be similar under the No Project Alternative when compared to the proposed Project.

Noise

The proposed Project would result in the construction and operation of 15 industrial buildings and associated site improvements on parcels that are currently undeveloped. While the proposed Project would involve construction of industrial buildings and improvements, they would not create noise or vibration impacts that would impact sensitive receptors or exceed established noise thresholds, and noise impacts would be less than significant.

The No Project Alternative would not involve construction or operation of any proposed Project facilities, and therefore would not involve activities that would generate a substantial temporary or permanent increase in ambient noise levels or vibration in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, or expose people residing or working in the Project area to excessive noise levels. As a result, the No Project Alternative would result in fewer impacts associated with noise and vibration when compared to the proposed Project.

Public Services

The proposed Project would result in the construction and operation of 15 industrial buildings and associated site improvements on parcels that are currently undeveloped. Implementation of the proposed Project would not induce growth that could result in the need for new or physically altered government

facilities to maintain acceptable service ratios, response times or other performance objectives of the Police and Fire Departments. Further, the Project would pay developer fees to the Fire department and the school district and would not require the construction of new library branches or expand existing library branches to serve the Project. Public services impacts would be less than significant.

The No Project Alternative would not involve construction or operation of any proposed Project facilities, and therefore would not result in the need for public services and would not alter service ratios, response times or other performance objectives. As a result, impacts to public services would be fewer under the No Project Alternative when compared to the proposed Project.

Transportation

The proposed Project would result in the construction and operation of 15 industrial buildings and associated site improvements on parcels that are currently undeveloped. Prior to implementation of mitigation measures, the proposed Project would have significant impacts to vehicle miles traveled (Impact 3.12-2). With the implementation of Mitigation Measures TRAF-1 (Pedestrian Access Network), TRAF-2 (Electric Vehicle Charging Infrastructure), TRAF-3 (Multi-modal Facilities), TRAF-4 (Transportation Demand Management Facilities), and TRAF-5 (Electric Vehicle Charging Infrastructure), impacts would be reduced to less than significant.

The No Project Alternative would not involve construction or operation of any proposed Project facilities, and therefore would not result in transportation impacts. The No Project Alternative would have no potential to conflict with a program, plan, ordinance or policy addressing the circulation system including transit, roadway, bicycle and pedestrian facilities, conflict or be inconsistent with State CEQA Guidelines Section 15064.3, Subdivision (b), increase hazards due to a geometric design feature or incompatible uses, or create impacts related to emergency access. Since the No Project Alternative would not involve any changes to the transportation system, the No Project Alternative would result in fewer impacts when compared to the proposed Project.

Tribal Cultural Resources

The proposed Project would result in the construction and operation of 15 industrial buildings and associated site improvements on parcels that are currently undeveloped. One prehistoric archaeological site (P-56-000449) consisting of a village site was identified in the Project area as a result of the cultural resources survey report and appears to be eligible for listing in the California Register of Historical Resources. P-56-000449 is located within an undisturbed portion of the Project area within a fenced perimeter atop the remnant of a ridgeline. No requests for Tribal Consultation under AB52 or SB18 were received for the proposed Project. As such, the proposed Project would not cause a substantial adverse change in the significance of a known tribal cultural resource. However, as there exists the potential that an unknown tribal cultural resource could be impacted by construction or operational activities, with Mitigation Measures CUL-1 through CUL-6 impacts would be reduced to less than significant.

Under the No Project Alternative, construction or operation of proposed Project facilities would not occur and as a result would not affect any known or unknown tribal cultural resources. Therefore, the No Project Alternative would result in fewer potential impacts to tribal cultural resources when compared to the proposed Project.

Utilities and Service Systems

The proposed Project would result in the construction and operation of 15 industrial buildings and associated site improvements on parcels that are currently undeveloped. The proposed Project is located within an approved Specific Plan area and the Project's building pads are currently plumbed with existing utilities. As such, the proposed Project is not expected to create physical environmental impacts from construction activities associated the construction, expansion, or relocation of water, wastewater treatment or stormwater drainage, electric power, or telecommunications facilities. The proposed Project would result in an increased usage of water and increased generation of wastewater and solid waste, but the proposed Project would not create environmental effects related to these utility and service systems as sufficient water supply, wastewater capacity, and solid waste capacity is available in existing facilities. Further, the proposed Project is required to comply with comply with federal, State, and local management and reduction statutes and regulations related to utilities and service systems. Utilities and services systems impacts would be less than significant.

The No Project Alternative would not result in construction or operation of any of the proposed Project facilities, and therefore would not result in the need to expand existing utilities and service systems to maintain acceptable service, effect sufficient water supplies during normal, dry and multiple dry years, effect wastewater treatment capacity, generate solid waste in excess of State or local standards, exceed the capacity of local solid waste infrastructure, impair attainment of solid waste reduction goals, or conflict with federal, State, and local management and reduction statutes and regulations related to solid waste. Since the No Project Alternative would not involve any changes to the utility and service system, the No Project Alternative would result in fewer impacts when compared to the proposed Project.

Wildfire

The proposed Project would result in the construction and operation of 15 industrial buildings and associated site improvements on parcels that are currently undeveloped. Prior to implementation of mitigation measures, significant impacts 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 (Impact 3.15-2) would occur. With implementation of Mitigation Measures BIO-4 (Master Fuel Management Plan and Conejo Dudleya Habitat Enhancement) and WDF-1 (Construction Equipment Spark Arrestors) impacts related to wildland fire would be reduced to less than significant.

The No Project Alternative would not result in construction or operation of any of the proposed Project facilities. While the no Project location would continue to be within a very high fire severity zone, the No Project Alternative would have no potential to substantially impair an adopted emergency response plan or emergency evacuation plan, exacerbate wildfire risks and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire, require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment, or 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 since the No Project Alternative would not involve construction or operation of any of the proposed Project facilities that would alter baseline conditions. Therefore, the No Project Alternative would result in fewer impacts when compared to the proposed Project.

4.5.2 Alternative 2: Reduced Density

This alternative would have a reduced density resulting in a 12 percent building square footage reduction with a similar range and ratio of uses relative to the proposed Project (Figure 4-1). The height of the proposed buildings would remain the same to accommodate industrial and manufacturing clear heights needed within the buildings associated with the anticipated uses. The building construction type (tilt-up) would also remain the same to maintain clear spans within the buildings which provide for flexible floor plans that can adapt to future economic changes and market conditions. Alternative 2's 12 percent building reduction would correspond to an approximate 12 percent reduction in the number of employees anticipated to work within the Project area.

Ability to Meet Project Objectives

Although Alternative 2 would see a 12 percent building reduction relative to the proposed Project, implementation of Alternative 2 would still meet all of the Project Objectives. However, Alternative 2 is anticipated to result in fewer jobs with the same mix of uses, which means it is anticipated to achieve the Project objectives to a lesser extent than the Proposed Project. Additionally, implementation of this alternative would be consistent, but less consistent, with the goals in the City's planning documents, provide expanded economic opportunities for the growing Rancho Conejo Industrial area, and develop economically viable uses on the underutilized and vacant Project site as fewer jobs would be provided in an area where the City's planning documents which anticipated concentrating manufacturing technology, and life science uses. Specifically, the Rancho Conejo Specific Plan (SP No. 7) designated these parcels as "Employment Park" and aligned these parcels with the M-1 (Industrial Park) zone standards. Per the TOMC the Purpose of the M-1 Zone is to provide for the development of planned manufacturing, technology, and life science uses in this geographic area.

Impact Analysis

Aesthetics

The proposed Project would introduce 15 industrial buildings and associated site improvements on parcels that are currently undeveloped. Prior to implementation of mitigation measures, the proposed Project would have significant impacts to scenic vistas (Impact 3.1-1) and to day or nighttime views from new sources of light or glare (Impact 3.1-4). With the implementation of Mitigation Measures AES-1 (Building Colors and Materials) and AES-2 (Lighting Schedule and Photometric Plan), aesthetic impacts would be reduced to less than significant.

Under Alternative 2, there would be a reduced density of 12 percent relative to the proposed Project. However, the Project site design and operations would generally remain the same and the development of the 15 proposed industrial buildings would still encompass approximately 49.57 net acres (approximately 2,159,269 SF) of land and the same mitigation measures for scenic vistas (Impact 3.1-1) and light or glare (Impact 3.1-4) to reduce potential aesthetic impacts to less than significant would be required. No new impacts (i.e. scenic resources, or visual character) or more significant impacts to Impacts 3.1-1 through 3.1-4 are anticipated to occur compared to the proposed Project given the 12 percent building reduction. As a result, Alternative 2 would have similar aesthetic impacts to visual character and aesthetics of the surrounding area compared to the proposed Project before mitigation measures are incorporated, but the impacts would still be less than significant after mitigation measures are incorporated.

SOURCE: pk:architecture, 2024

Conejo Summit Project

Figure 4-1
Site Plan 12%-Reduction

ESA

D170220.03 - Conejo Summit EIR\05 Graphics-GIS-Modeling-Vilustrator

Air Quality

The proposed Project would result in an increase of construction and operational emissions for 15 industrial buildings and associated site improvements on parcels that are currently undeveloped. Prior to implementation of mitigation measures, the proposed Project would have significant impacts to net increase of criteria pollutants (Impact 3.2-2) and exposure of sensitive receptors to substantial pollutant concentrations (Impact 3.2-3). With the implementation of Mitigation Measures AQ-1 (Dust Control), AQ-2 (Tier-4 Emissions Standards), AQ-3 (Architectural Coatings), AQ-4 (Transportation Demand Management Air Quality Impact Fee Payment), and AQ-5 (Valley Fever), impacts would be reduced to less than significant.

Under Alternative 2, there would be a reduced density of 12 percent relative to the proposed Project. Thus, with the 12 percent building reduction, a corresponding reduction in construction and operation emissions is anticipated to reduce impacts to net increase of criteria pollutants (Impact 3.2-2) and exposure of sensitive receptors to substantial pollutant concentrations (Impact 3.2-3), and the same mitigation measures for these impacts are still anticipated to reduce potential air quality impacts to less than significant. No new impacts (i.e. to applicable air quality plan, or creation of objectionable odors affecting a substantial number of people) or more significant impacts to Impacts 3.2-1 through 3.2-4 are anticipated to occur compared to the proposed Project given the 12 percent building reduction. Therefore, Alternative 2 would result in fewer air quality impacts compared to the proposed Project before mitigation measures are incorporated, but Alternative 2 would still require mitigation measures. The impacts would still be less than significant after mitigation measures are incorporated.

Biological Resources

The proposed Project would result in the construction and operation of 15 industrial buildings and associated site improvements on parcels that are currently undeveloped. Prior to implementation of mitigation measures, the proposed Project would have significant impacts to habitat modification (Impact 3.3-1), sensitive natural communities (Impact 3.3-2), jurisdictional resources (3.3-3), and protected trees (3.3-5). With the implementation of Mitigation Measures BIO-1 (Worker Education Awareness Program), BIO-2 (Biological Monitoring), BIO-3 (Demarcation of Disturbance Limits), BIO-4 (Master Fuel Management Plan and Conejo Dudleya Habitat Enhancement), BIO-5 (Stormwater Pollution Prevention Plan), BIO-6 (Invasive Plant Species Prevention and Weed Control Plan), BIO-7 (Crotch's Bumble Bee Pre-Construction Surveys), BIO-8 (Special-Status Reptile Pre-Construction Survey), BIO-9 (Nesting Bird Avoidance Survey), BIO-10 (Lighting), BIO-11a (Protected Tree Removal and Replacement), BIO-11b (Tree Protection Prior to Initial Vegetation Removal or Initial Grading Activities), BIO-11c (Tree Protection and Maintenance During Construction), BIO-11d (Tree Maintenance After Construction), and BIO-12 (Native Habitat Enhancement) impacts would be reduced to less than significant.

Under Alternative 2, there would be a reduced density of 12 percent relative to the proposed Project. However, the Project site design and operations would generally remain the same and the development of the 15 proposed industrial buildings would still encompass approximately 49.57 net acres (approximately 2,159,269 SF) of land and would require mitigation measures for habitat modification (Impact 3.3-1), sensitive communities (Impact 3.3-2), jurisdictional resources (3.3-3), and protected trees (3.3-5) to reduce potential biological resources impacts to less than significant. No new impacts (i.e. movement of 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, or conflict with the provisions of an adopted conservation plan) or more significant impacts to Impacts 3.3-1 through 3.3-6 are anticipated to occur compared to the proposed Project given the 12 percent building reduction. As a result, Alternative 2 would have similar biological resources impacts compared to the proposed Project before mitigation measures are incorporated, but the impacts would still be less than significant after mitigation measures are incorporated.

Cultural Resources

The proposed Project would result in the construction and operation of 15 industrial buildings and associated site improvements on parcels that are currently undeveloped. Prior to implementation of mitigation measures, the proposed Project would have significant impacts to historical resources (Impact 3.4-1) archaeological resources (Impact 3.4-2), and human remains (3.4-3). With the implementation of Mitigation Measures CUL-1 (Qualified Archaeologist Retained), CUL-2 (Deed Restriction), CUL-3 (Annual Site Condition Verification Program), CUL-4 (Archaeological Resources Sensitivity Training for Construction Personnel), CUL-5 (Unanticipated Archaeological Discovery), and CUL-6 (Human Remains Discovery), impacts would be reduced to less than significant.

Under Alternative 2, there would be a reduced density of 12 percent relative to the proposed Project. However, the Project site design and operations would generally remain the same and the development of the 15 proposed industrial buildings would still encompass approximately 49.57 net acres (approximately 2,159,269 SF) of land and would require mitigation measures for historic resources (Impact 3.4-1), archaeological resources (Impact 3.4-2), and human remains (Impact 3.4-3) to reduce potential cultural resources impacts to less than significant. No new impacts or more significant impacts to Impacts 3.4-1 through 3.4-3 are anticipated to occur compared to the proposed Project given the 12 percent building reduction. As a result, Alternative 2 would have similar cultural resources impacts compared to the proposed Project before mitigation measures are incorporated, but the impacts would still be less than significant after mitigation measures are incorporated.

Energy

The proposed Project would result in the construction and operation of 15 industrial buildings and associated site improvements on parcels that are currently undeveloped. The proposed Project would result in an increased usage of energy resources to construct and operate the proposed industrial buildings and related transportation needs, but not at a significant level that would result in wasteful use of energy or be in conflict with a plan for renewable energy or energy efficiency. Energy impacts would be less than significant.

Under Alternative 2, there would be a reduced density of 12 percent relative to the proposed Project. However, the Project site design and operations would generally remain the same and the development of the 15 proposed industrial buildings would still encompass approximately 49.57 net acres (approximately 2,159,269 SF) of land. Thus, with the 12 percent building reduction, a corresponding reduction in energy consumption would be anticipated to reduce construction and operations impacts associated with the wasteful, inefficient, or unnecessary consumption of energy resources during Project construction or operation, and result in less than significant and less than cumulatively considerable impacts on energy resources (Impact 3.5-1), and would not conflict with or obstruct a state or local plan for renewable energy (Impact 3.5-2). No new impacts to Impacts 3.5-1 through 3.5-2 are anticipated occur compared to

the proposed Project given the 12 percent building reduction, and no mitigation measures are anticipated for this alternative compared to the proposed Project. Therefore, Alternative 2 would result in fewer impacts to energy compared to the proposed Project.

Geology and Soils

The proposed Project would result in the construction and operation of 15 industrial buildings and associated site improvements on parcels that are currently undeveloped. Prior to implementation of mitigation measures, the proposed Project would have significant impacts to paleontological resources (Impact 3.6-6). With the implementation of Mitigation Measures GEO-1 (Qualified Paleontologist Retained), GEO-2 (Paleontological Resources Sensitivity Training for Construction Personnel), GEO-3 (Paleontological Monitoring), and GEO-4 (Discovery), impacts would be reduced to less than significant.

Under Alternative 2, there would be a reduced density of 12 percent relative to the proposed Project. However, the Project site design and operations would generally remain the same and the development of the 15 proposed industrial buildings would still encompass approximately 49.57 net acres (approximately 2,159,269 SF) of land, this Alternative would include ground disturbing activities that could have the potential to unearth unknown paleontological resources and would require mitigation measures for paleontological resources (Impact 3.6-6) to reduce potential geology and soils impacts to less than significant. No new impacts (i.e. ground disturbing activities or potential to rupture a known earthquake fault, cause strong seismic ground shaking, cause seismic-related ground failure, including liquefaction, cause landslides, result in substantial soil erosion or the loss of topsoil, cause a geologic unit or soil to become unstable, result in on- or off-site landslide, result in lateral spreading, result in subsidence, result in liquefaction, result in collapse, create substantial direct or indirect risks to life or property due to expansive soils, result in soils becoming incapable of adequately supporting the use of onsite wastewater treatment systems where sewers are not available for the disposal of wastewater) or more significant impacts to Impacts 3.6-1 through 3.6-6 are anticipated to occur compared to the proposed Project given the 12 percent building reduction. As a result, Alternative 2 would have similar impacts to geology and soils (paleontological resources) compared to the proposed Project before mitigation measures are incorporated, but the impacts would still be less than significant after mitigation measures are incorporated.

Greenhouse Gas Emissions

The proposed Project would result in an increase of construction and operational emissions for 15 industrial buildings and associated site improvements on parcels that are currently undeveloped. The proposed Project's emissions trajectory is expected to follow a declining trend, consistent with the establishment of the 2030, 2045, and 2050 targets of the Climate and Environmental Action Plan. Therefore, given the Project's greenhouse gas emissions efficiency and the Project's consistency analysis with applicable greenhouse gas plans, policies and regulations adopted for the purpose of reducing greenhouse gas emissions, impacts regarding greenhouse gas emissions and reduction plans would be less than significant.

Under Alternative 2, there would be a reduced density of 12 percent relative to the proposed Project. However, the Project site design and operations would generally remain the same and the development of the 15 proposed industrial buildings would still encompass approximately 49.57 net acres (approximately 2,159,269 SF) of land. Thus, with the 12 percent building reduction, a corresponding reduction in

construction and operation greenhouse gas emissions is anticipated. No new impacts (i.e. increase in greenhouse gas emissions related to construction activities or operation of the industrial buildings, would not conflict with relevant greenhouse gas goals and actions to reduce greenhouse gas emissions) or more significant impacts are anticipated to occur to Impacts 3.7-1 through 3.7-2 compared to the proposed Project given the 12 percent building reduction, and no mitigation measures are anticipated for this alternative compared to the proposed Project Therefore, Alternative 2 would result in fewer impacts to greenhouse gas emissions compared to the proposed Project.

Hydrology and Water Quality

The proposed Project would result in the construction and operation of 15 industrial buildings and associated site improvements on parcels that are currently undeveloped. The proposed Project, with implementation of State, regional, and local regulations and requirements, and biofiltration best management practices, stormwater runoff generated during short- and long-term Project construction and operations would be minimal and would be adequately controlled prior to entering the City's existing storm drain system. Hydrology and water quality impacts would be less than significant.

Under Alternative 2, there would be a reduced density of 12 percent relative to the proposed Project. However, the Project site design and operations would generally remain the same and the development of the 15 proposed industrial buildings would still encompass approximately 49.57 net acres (approximately 2,159,269 SF) of land, similar to the proposed Project. Under Alternative 2, similar State, regional, and local regulations would still be required. No new impacts (i.e. create a water quality impact, substantially degrade surface or groundwater quality, create groundwater impacts, decrease groundwater supplies, interfere with groundwater recharge, impede sustainable groundwater management of a basin, alter the existing drainage patterns in a manner that would result in substantial erosion or siltation on- or off-site, substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, 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 impede or redirect flood flows, risk release of pollutants due to project inundation, or create a conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan) or more significant impacts are anticipated to occur to Impacts 3.8-1 through 3.8-5 compared to the proposed Project given the 12 percent building reduction, and no mitigation measures are anticipated for this alternative compared to the proposed Project. As a result, Alternative 2 would have fewer impacts to hydrology and water quality compared to the proposed Project.

Land Use

The proposed Project would result in the construction and operation of 15 industrial buildings and associated site improvements on parcels that are currently undeveloped. The existing circulation system would be expanded slightly to add a road segment that would only serve the proposed Project. While the proposed Project would involve construction of industrial buildings and improvements, they would not create a barrier that would divide an established community or conflict with land use policy. Land use impacts would be less than significant.

Under Alternative 2, there would be a reduced density of 12 percent relative to the proposed Project. However, the Project site design and operations would generally remain the same and the development of the 15 proposed industrial buildings would still encompass approximately 49.57 net acres (approximately

2,159,269 SF) of land, similar to the proposed Project. Under Alternative 2, similar State, regional, and local regulations would still be required. No new impacts (i.e. create a barrier that would divide an established community or conflict with land use policy) are anticipated to occur compared to the proposed Project given the 12 percent building reduction, and no mitigation measures are anticipated to occur to Impacts 3.9-1 through 3.9-2 for this alternative compared to the proposed Project. As a result, Alternative 2 would have similar land use impacts compared to the proposed Project.

Noise

The proposed Project would result in the construction and operation of 15 industrial buildings and associated site improvements on parcels that are currently undeveloped. While the proposed Project would involve construction of industrial buildings and improvements, they would not create noise or vibration impacts that would impact sensitive receptors or exceed established noise thresholds, and noise impacts would be less than significant.

Under Alternative 2, there would be a reduced density of 12 percent relative to the proposed Project. However, the Project site design and operations would generally remain the same and the development of the 15 proposed industrial buildings would still encompass approximately 49.57 net acres (approximately 2,159,269 SF) of land, similar to the proposed Project. Under Alternative 2, noise associated with construction and operations are anticipated to be similar as the building construction type (tilt-up) would remain the same and the categories of allowed uses (and their associated noises) would remain the same. No new impacts (i.e. generate a substantial temporary or permanent increase in ambient noise levels or vibration in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, or expose people residing or working in the Project area to excessive noise levels) are anticipated to occur compared to the proposed Project given the 12 percent building reduction, and no mitigation measures are anticipated to occur to Impacts 3.10-1 through 3.10-3 for this alternative compared to the proposed Project. As a result, Alternative 2 would have similar noise impacts compared to the proposed Project.

Public Services

The proposed Project would result in the construction and operation of 15 industrial buildings and associated site improvements on parcels that are currently undeveloped. Implementation of the proposed Project would not induce growth that could result in the need for new or physically altered government facilities to maintain acceptable service ratios, response times or other performance objectives of the Police and Fire Departments. Further, the Project would pay developer fees to the Fire department and the school district and would not require the construction of new library branches or expand existing library branches to serve the Project. Public services impacts would be less than significant.

Under Alternative 2, there would be a reduced density of 12 percent relative to the proposed Project. However, the Project design and operations would generally remain the same and the development of the 15 proposed industrial buildings would still encompass approximately 49.57 net acres of land (approximately 2,159,269 SF), similar to the proposed Project. No new impacts (i.e. result in the need for public services and would not alter service ratios, response times or other performance objectives) are anticipated to occur compared to the proposed Project given the 12 percent building reduction, and no mitigation measures are anticipated to occur to Impacts 3.11-1 through 3.11-5 for this alternative

compared to the proposed Project. The Project would be required to pay development impact fees. As a result, Alternative 2 would have similar public services impacts as compared to the proposed Project.

Transportation

The proposed Project would result in the construction and operation of 15 industrial buildings and associated site improvements on parcels that are currently undeveloped. Prior to implementation of mitigation measures, the proposed Project would have significant impacts to vehicle miles traveled (Impact 3.12-2). With the implementation of Mitigation Measures TRAF-1 (Pedestrian Access Network), TRAF-2 (Electric Vehicle Charging Infrastructure), TRAF-3 (Multi-modal Facilities), TRAF-4 (Transportation Demand Management Facilities), and TRAF-5 (Electric Vehicle Charging Infrastructure), impacts would be reduced to less than significant.

Under Alternative 2, there would be a reduced density of 12 percent relative to the proposed Project. However, the Project site design and operations would generally remain the same and the development of the 15 proposed industrial buildings would still encompass approximately 49.57 net acres (approximately 2,159,269 SF) of land. A 12 percent reduction in the number of employees is anticipated to reduce the vehicle miles traveled impact, but the 12 percent reduction is not anticipated to result in a less than significant vehicle miles traveled impact. Consequently, the same mitigation measures for vehicle miles traveled (Impact 3.12-2) to reduce potential transportation impacts to less than significant would be required.

While the Project would result in temporary impacts to traffic and the circulation system due to increased vehicle trips and active work within rights-of-way during construction, similar to the proposed Project, no new impacts (i.e. conflict with a program, plan, ordinance or policy addressing the circulation system including transit, roadway, bicycle and pedestrian facilities, increase hazards due to a geometric design feature or incompatible uses, or create impacts related to emergency access) or more significant impacts to Impacts 3.12-1 through 3.12-4 are anticipated to occur to compared to the proposed Project given the 12 percent building reduction. The Project would be required to pay development impact fees. As a result, Alternative 2 would have fewer transportation impacts compared to the proposed Project before mitigation measures are incorporated, but Alternative 2 would still require mitigation measures. The impacts would still be less than significant after mitigation measures are incorporated.

Tribal Cultural Resources

The proposed Project would result in the construction and operation of 15 industrial buildings and associated site improvements on parcels that are currently undeveloped. One prehistoric archaeological site (P-56-000449) consisting of a village site was identified in the Project area as a result of the cultural resources survey report and appears to be eligible for listing in the California Register of Historical Resources. P-56-000449 is located within an undisturbed portion of the Project area within a fenced perimeter atop the remnant of a ridgeline. No requests for Tribal Consultation under AB52 or SB18 were received for the proposed Project. As such, the proposed Project would not cause a substantial adverse change in the significance of a known tribal cultural resource. However, as there exists the potential that an unknown tribal cultural resource could be impacted by construction or operational activities, with Mitigation Measures CUL-1 through CUL-6 impacts would be reduced to less than significant.

Under Alternative 2, there would be a reduced density of 12 percent relative to the proposed Project. However, the Project site design and operations would generally remain the same and the development of the 15 proposed industrial buildings would still encompass approximately 49.57 net acres (approximately 2,159,269 SF) of land and would require mitigation measures for tribal cultural resources (Impacts 3.13-1 and 3.13-2) to reduce potential tribal cultural resources impacts to less than significant. One prehistoric archaeological site (P-56-000449) consisting of a village site was identified in the Project area as a result of the cultural resources survey report and appears to be eligible for listing in the California Register of Historical Resources. P-56-000449 is located within an undisturbed portion of the Project area within a fenced perimeter atop the remnant of a ridgeline. No requests for Tribal Consultation under AB52 or SB18 were received for the proposed Project. As such, the proposed Project would not cause a substantial adverse change in the significance of a known tribal cultural resource. However, there always exists the potential that an unknown tribal cultural resource could be impacted by construction or operational activities. No new impacts or more significant impacts are anticipated to occur to Impacts 3.13-1 through 3.13-2 compared to the proposed Project given the 12 percent building reduction relative to the proposed Project. As a result, Alternative 2 would have similar tribal cultural resources impacts compared to the proposed Project before mitigation measures are incorporated, but the impacts would still be less than significant after mitigation measures are incorporated.

Utilities and Service Systems

The proposed Project would result in the construction and operation of 15 industrial buildings and associated site improvements on parcels that are currently undeveloped. The proposed Project is located within an approved Specific Plan area and the Project's building pads are currently plumbed with existing utilities. As such, the proposed Project is not expected to create physical environmental impacts from construction activities associated the construction, expansion, or relocation of water, wastewater treatment or stormwater drainage, electric power, or telecommunications facilities. The proposed Project would result in an increased usage of water and increased generation of wastewater and solid waste, but the proposed Project would not create environmental effects related to these utility and service systems as sufficient water supply, wastewater capacity, and solid waste capacity is available in existing facilities. Further, the proposed Project is required to comply with comply with federal, State, and local management and reduction statutes and regulations related to utilities and service systems. Utilities and services systems impacts would be less than significant.

Under Alternative 2, there would be a reduced density of 12 percent relative to the proposed Project and the amount of utilities needed is anticipated to be reduced. Both the proposed Project and Alternative 2 would develop 15 proposed industrial buildings within approximately 49.57 net acres (approximately 2,159,269 SF) of land. No new impacts (i.e. expand existing utilities and service systems to maintain acceptable service, effect sufficient water supplies during normal, dry and multiple dry years, effect wastewater treatment capacity, generate solid waste in excess of State or local standards, exceed the capacity of local solid waste infrastructure, impair attainment of solid waste reduction goals, or conflict with federal, State, and local management and reduction statutes and regulations related to solid waste) or more significant impacts are anticipated to occur to Impacts 3.14-1 through 3.14-5 are anticipated to occur compared to the proposed Project given the 12 percent building reduction compared to the proposed Project. The Project would be required to pay development impact and utility fees. As a result, Alternative 2 would have similar utilities and service systems impacts as compared to the proposed Project.

Wildfire

The proposed Project would result in the construction and operation of 15 industrial buildings and associated site improvements on parcels that are currently undeveloped. Prior to implementation of mitigation measures, significant impacts 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 (Impact 3.15-2) would occur. With implementation of Mitigation Measures BIO-4 (Master Fuel Management Plan and Conejo Dudleya Habitat Enhancement) and WDF-1 (Construction Equipment Spark Arrestors) impacts related to wildland fire would be reduced to less than significant.

Under Alternative 2, there would be a reduced density of 12 percent relative to the proposed Project, but the site would still be located within a very high fire severity zone. Due to Project characteristics and the surrounding developed land, the Project is not anticipated to significantly alter the existing fire environment or exacerbate fire risk. However, the Project site design and operations would generally remain the same and the development of the 15 proposed industrial buildings would still encompass approximately 49.57 net acres (approximately 2,159,269 SF) of land and the same mitigation measures for expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire (Impact 3.15-2) to reduce potential wildfire impacts to less than significant would be required. No new impacts (i.e. substantially impair an adopted emergency response plan or emergency evacuation plan, require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment, or 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) or more significant impact to Impacts 3.15-1 through 3.15-4 are anticipated to occur compared to the proposed Project given the 12 percent building reduction. As a result, Alternative 2 would have similar wildfire impacts compared to the proposed Project before mitigation measures are incorporated, but the impacts would still be less than significant after mitigation measures are incorporated.

4.5.3 Alternative 3: Increased Office Use, Decreased Manufacturing Use

This alternative would increase the amount of office use by approximately 184,000 SF and decrease manufacturing use by 184,000 SF, effectively remaining the same square footage as the proposed Project at approximately 49.57 net acres (approximately 2,159,269 SF) of land (**Figure 4-2**). Even though the square footage for manufacturing and office uses would change with Alternative 3, the height of the proposed buildings would remain the same to accommodate industrial and manufacturing clear heights needed within the buildings associated with the anticipated uses. The building construction type (tilt-up) would also remain the same to maintain clear spans within the buildings which provide for flexible floor plans that can adapt to future economic changes and market conditions. Alternative 3's change in uses would correspond to an increase in the number of employees anticipated to work within the Project area generally following the vehicle trip adjustments identified below in Table 4-3.

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SOURCE: pk:architecture, 2024

Conejo Summit Project

Figure 4-2
Site Plan Office

ESA

Ability to Meet Project Objectives

Although Alternative 3 would see an increase in the amount of office use by approximately 184,000 SF and decrease in manufacturing use by the same amount, relative to the proposed Project, implementation of Alternative 3 would still meet all of the Project Objectives. However, Alternative 3 is anticipated to result in more jobs but with less manufacturing and more office uses, which means it is anticipated to equally achieve the Project Objectives compared to the Proposed Project as a result of providing more jobs but with less manufacturing and more office uses. Additionally, implementation of this alternative would be consistent, but less consistent, with the goals in the City's planning documents, provide expanded economic opportunities for the growing Rancho Conejo Industrial area, and develop economically viable uses on the underutilized and vacant Project site as less manufacturing space would be provided in an area where the City's planning documents anticipated concentrating manufacturing technology, and life science uses. Specifically, the Rancho Conejo Specific Plan (SP No. 7) designated these parcels as "Employment Park" and aligned these parcels with the M-1 (Industrial Park) zone standards. Per the TOMC the Purpose of the M-1 Zone is to provide for the development of planned manufacturing technology, and life science uses.

Impact Analysis

Aesthetics

The proposed Project would introduce 15 industrial buildings and associated site improvements on parcels that are currently undeveloped. Prior to implementation of mitigation measures, the proposed Project would have significant impacts to scenic vistas (Impact 3.1-1) and to day or nighttime views from new sources of light or glare (Impact 3.1-4). With the implementation of Mitigation Measures AES-1 (Building Colors and Materials) and AES-2 (Lighting Schedule and Photometric Plan), aesthetic impacts would be reduced to less than significant.

Under Alternative 3, there would be an increase in the amount of office use by approximately 184,000 SF and a decrease in manufacturing use by 184,000 SF, relative to the proposed Project. Both the proposed Project and Alternative 3 would develop and operate 15 proposed industrial buildings in the same locations and with the same configurations within approximately 49.57 net acres (approximately 2,159,269 SF) of land, and the same mitigation measures for scenic vistas (Impact 3.1-1) and light or glare (Impact 3.1-4) to reduce potential aesthetic impacts to less than significant would be required.

No new impacts (i.e. scenic resources, or visual character) or more significant impacts to Impacts 3.1-1 through 3.1-4 are anticipated to occur compared to the proposed Project given the increase in the amount of office use by approximately 184,000 SF and a decrease in manufacturing use by 184,000 SF. As a result, Alternative 3 would have similar aesthetic impacts to visual character and aesthetics of the surrounding area as compared to the proposed Project before mitigation measures are incorporated, but the impacts would still be less than significant after mitigation measures are incorporated.

Air Quality

The proposed Project would result in an increase of construction and operational emissions for 15 industrial buildings and associated site improvements on parcels that are currently undeveloped. Prior to implementation of mitigation measures, the proposed Project would have significant impacts to net increase of criteria pollutants (Impact 3.2-2) and exposure of sensitive receptors to substantial pollutant

concentrations (Impact 3.2-3). With the implementation of Mitigation Measures AQ-1 (Dust Control), AQ-2 (Tier-4 Emissions Standards), AQ-3 (Architectural Coatings), AQ-4 (Transportation Demand Management Air Quality Impact Fee Payment), and AQ-5 (Valley Fever), impacts would be reduced to less than significant.

Under Alternative 3, there would be an increase in the amount of office use by approximately 184,000 SF and a decrease in manufacturing use by 184,000 SF, relative to the proposed Project. Both the proposed Project and Alternative 3 would develop and operate 15 proposed industrial buildings in the same locations and with the same configurations within approximately 49.57 net acres (approximately 2,159,269 SF) of land. As the buildings would be the same size, the corresponding construction emissions is anticipated to be the same as the Proposed Project; however, the office operations would have the potential to emit fewer emissions compared to manufacturing operation emissions created as a byproduct of machinery and solvents. Alternative 3's change in uses would correspond to an increase in the number of employees anticipated to work within the Project area generally following the vehicle trip adjustments identified below in Table 4-3, and a corresponding increase in employee transportation emissions is anticipated. The combined machine and transportation air quality impact is anticipated to be greater than that compared to the proposed Project. Consequently, Alternative 3 could result in greater net increase of criteria pollutants (Impact 3.2-2) and exposure of sensitive receptors to substantial pollutant concentrations (Impact 3.2-3), but the same mitigation measures for these impacts are still anticipated to reduce potential air quality impacts to less than significant. No new impacts (i.e. to applicable air quality plan, or creation of objectionable odors affecting a substantial number of people) or more significant impacts to Impacts 3.2-1 through 3.2-4 are anticipated to occur compared to the proposed Project given the increase in the amount of office use by approximately 184,000 SF and a decrease in manufacturing use by 184,000 SF. As a result, Alternative 3 would have more air quality impacts compared to the proposed Project before mitigation measures are incorporated, but the impacts would still be less than significant after mitigation measures are incorporated.

Biological Resources

The proposed Project would result in the construction and operation of 15 industrial buildings and associated site improvements on parcels that are currently undeveloped. Prior to implementation of mitigation measures, the proposed Project would have significant impacts to habitat modification (Impact 3.3-1), sensitive natural communities (Impact 3.3-2), jurisdictional resources (3.3-3), and protected trees (3.3-5). With the implementation of Mitigation Measures BIO-1 (Worker Education Awareness Program), BIO-2 (Biological Monitoring), BIO-3 (Demarcation of Disturbance Limits), BIO-4 (Master Fuel Management Plan and Conejo Dudleya Habitat Enhancement), BIO-5 (Stormwater Pollution Prevention Plan), BIO-6 (Invasive Plant Species Prevention and Weed Control Plan), BIO-7 (Crotch's Bumble Bee Pre-Construction Surveys), BIO-8 (Special-Status Reptile Pre-Construction Survey), BIO-9 (Nesting Bird Avoidance Survey), BIO-10 (Lighting), BIO-11a (Protected Tree Removal and Replacement), BIO-11b (Tree Protection Prior to Initial Vegetation Removal or Initial Grading Activities), BIO-11c (Tree Protection and Maintenance During Construction), BIO-11d (Tree Maintenance After Construction), and BIO-12 (Native Habitat Enhancement) impacts would be reduced to less than significantUnder Alternative 3, there would be an increase in the amount of office use by approximately 184,000 SF and a decrease in manufacturing use by the same amount, relative to the proposed Project. Both the proposed Project and Alternative 3 would develop and operate 15 proposed industrial buildings in the same locations and with the same configurations within approximately 49.57 net acres (approximately

2,159,269 SF) of land and would require mitigation measures for habitat modification (Impact 3.3-1), sensitive communities (Impact 3.3-2), jurisdictional resources (3.3-3), and protected trees (3.3-5) to reduce potential biological resources impacts to less than significant. No new impacts (i.e. movement of 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, or conflict with the provisions of an adopted conservation plan) or more significant impacts to Impacts 3.3-1 through 3.3-6 are anticipated to occur compared to the proposed Project given the increase in the amount of office use by approximately 184,000 SF and a decrease in manufacturing use by 184,000 SF. As a result, Alternative 3 would have similar biological resources impacts as compared to the proposed Project before mitigation measures are incorporated, but the impacts would still be less than significant after mitigation measures are incorporated.

Cultural Resources

The proposed Project would result in the construction and operation of 15 industrial buildings and associated site improvements on parcels that are currently undeveloped. Prior to implementation of mitigation measures, the proposed Project would have significant impacts to historical resources (Impact 3.4-1) archaeological resources (Impact 3.4-2), and human remains (3.4-3). With the implementation of Mitigation Measures CUL-1 (Qualified Archaeologist Retained), CUL-2 (Deed Restriction), CUL-3 (Annual Site Condition Verification Program), CUL-4 (Archaeological Resources Sensitivity Training for Construction Personnel), CUL-5 (Unanticipated Archaeological Discovery), and CUL-6 (Human Remains Discovery), impacts would be reduced to less than significant.

Under Alternative 3, there would be an increase in the amount of office use by approximately 184,000 SF and a decrease in manufacturing use by the same amount, relative to the proposed Project. Both the proposed Project and Alternative 3 would develop and operate 15 proposed industrial buildings in the same locations and with the same configurations within approximately 49.57 net acres (approximately 2,159,269 SF) of land and would require mitigation measures for historic resources (Impact 3.4-1), archaeological resources (Impact 3.4-2), and human remains (Impact 3.4-3) to reduce potential cultural resources impacts to less than significant. No new impacts or more significant impacts to Impacts 3.4-1 through 3.4-3 are anticipated to occur compared to the proposed Project given the increase in the amount of office use by approximately 184,000 SF and a decrease in manufacturing use by 184,000 SF. Similar to the proposed Project, this alternative would also include ground disturbance that could potentially impact unknow resources requiring mitigation. As a result, Alternative 3 would have similar cultural resources impacts as compared to the proposed Project before mitigation measures are incorporated, but the impacts would still be less than significant after mitigation measures are incorporated.

Energy

The proposed Project would result in the construction and operation of 15 industrial buildings and associated site improvements on parcels that are currently undeveloped. The proposed Project would result in an increased usage of energy resources to construct and operate the proposed industrial buildings and related transportation needs, but not at a significant level that would result in wasteful use of energy or be in conflict with a plan for renewable energy or energy efficiency. Energy impacts would be less than significant.

Under Alternative 3, there would be an increase in the amount of office use by approximately 184,000 SF and a decrease in manufacturing use by the same amount, relative to the proposed Project. Both the proposed Project and Alternative 3 would develop and operate 15 proposed industrial buildings in the same locations and with the same configurations within approximately 49.57 net acres (approximately 2,159,269 SF) of land. As the buildings would be the same size, the corresponding construction energy use is anticipated to be the same as the Proposed Project. However, office uses would have the potential to use less energy to power machinery as compared to manufacturing space. Alternative 3's change in uses would correspond to an increase in the number of employees anticipated to work within the Project area generally following the vehicle trip adjustments identified below in Table 4-3, and a corresponding increase in employee transportation energy is anticipated. Thus, with an increase in the amount of office use by approximately 184,000 SF and a decrease in manufacturing use by the same amount, a corresponding reduction in machine energy consumption but an increase in transportation energy would be anticipated. The combined machine and transportation energy impact is anticipated to be greater than that compared to the proposed Project. Consequently, Alternative 3 would result in greater construction and operations impacts associated with the wasteful, inefficient, or unnecessary consumption of energy resources during Project operation, and the energy impacts are still anticipated to result in less than significant and less than cumulatively considerable impacts on energy resources (Impact 3.5-1) and would not conflict with or obstruct a state or local plan for renewable energy (Impact 3.5-2). No new impacts to Impacts 3.5-1 through 3.5-2 are anticipated occur compared to the proposed Project given the increase in the amount of office use by approximately 184,000 SF and a decrease in manufacturing use by 184,000 SF, and no mitigation measures are anticipated for this alternative compared to the proposed Project. As a result, Alternative 3 would have more impacts to energy usage as compared to the proposed Project, but impacts would still be less than significant without mitigation.

Geology and Soils

The proposed Project would result in the construction and operation of 15 industrial buildings and associated site improvements on parcels that are currently undeveloped. Prior to implementation of mitigation measures, the proposed Project would have significant impacts to paleontological resources (Impact 3.6-6). With the implementation of Mitigation Measures GEO-1 (Qualified Paleontologist Retained), GEO-2 (Paleontological Resources Sensitivity Training for Construction Personnel), GEO-3 (Paleontological Monitoring), and GEO-4 (Discovery), impacts would be reduced to less than significant.

Under Alternative 3, there would be an increase in the amount of office use by approximately 184,000 SF and a decrease in manufacturing use by 184,000 SF, relative to the proposed Project. Both the proposed Project and Alternative 3 would develop and operate 15 proposed industrial buildings in the same locations and with the same configurations within approximately 49.57 net acres (approximately 2,159,269 SF) of land, and this Alternative would include ground disturbing activities that could have the potential to unearth unknown paleontological resources and would require mitigation measures for paleontological resources (Impact 3.6-6) to reduce potential geology and soils impacts to less than significant. No new impacts (i.e. ground disturbing activities or potential to rupture a known earthquake fault, cause strong seismic ground shaking, cause seismic-related ground failure, including liquefaction, cause landslides, result in substantial soil erosion or the loss of topsoil, cause a geologic unit or soil to become unstable, result in on- or off-site landslide, result in lateral spreading, result in subsidence, result in liquefaction, result in collapse, create substantial direct or indirect risks to life or property due to expansive soils, result in soils becoming incapable of adequately supporting the use of onsite wastewater

treatment systems where sewers are not available for the disposal of wastewater) or more significant impacts to Impacts 3.6-1 through 3.6-6 are anticipated to occur compared to the proposed Project given the increase in the amount of office use by approximately 184,000 SF and a decrease in manufacturing use by 184,000 SF. Similar to the proposed Project, this alternative would also include ground disturbance that could potentially impact unknow resources requiring mitigation. As a result, Alternative 3 would have similar impacts to geology and soils (paleontological resources) compared to the proposed Project before mitigation measures are incorporated, but the impacts would still be less than significant after mitigation measures are incorporated.

Greenhouse Gas Emissions

The proposed Project would result in an increase of construction and operational emissions for 15 industrial buildings and associated site improvements on parcels that are currently undeveloped. The proposed Project's emissions trajectory is expected to follow a declining trend, consistent with the establishment of the 2030, 2045, and 2050 targets of the Climate and Environmental Action Plan. Therefore, given the Project's greenhouse gas emissions efficiency and the Project's consistency analysis with applicable greenhouse gas plans, policies and regulations adopted for the purpose of reducing greenhouse gas emissions, impacts regarding greenhouse gas emissions and reduction plans would be less than significant.

Under Alternative 3, there would be an increase in the amount of office use by approximately 184,000 SF and a decrease in manufacturing use by the same amount, relative to the proposed Project. Both the proposed Project and Alternative 3 would develop and operate 15 proposed industrial buildings in the same locations and with the same configurations within approximately 49.57 net acres (approximately 2,159,269 SF) of land. As the buildings would be the same size, the corresponding construction related greenhouse gas emissions is anticipated to be the same as the Proposed Project. However, office operations associated with Alternative 3 would have the potential to require fewer truck deliveries and would have the potential to emit less emissions as a byproduct of machinery usage as compared to the proposed Project's manufacturing operations. Alternative 3's change in uses would correspond to an increase in the number of employees anticipated to work within the Project area generally following the vehicle trip adjustments identified below in Table 4-3, and a corresponding increase in greenhouse gas emissions is anticipated. The combined machine and transportation greenhouse gas emissions impact is anticipated to be greater than that compared to the proposed Project. Consequently, Alternative 3 could result in greater greenhouse gas emissions compared to the proposed Project; however, the greenhouse gas emissions impacts are still anticipated to be less than significant. No new impacts (i.e. increase in greenhouse gas emissions related to construction activities or operation of the industrial buildings, would not conflict with relevant greenhouse gas goals and actions to reduce greenhouse gas emissions) or more significant impacts are anticipated to occur to Impacts 3.7-1 through 3.7-2 compared to the proposed Project given the increase in the amount of office use by approximately 184,000 SF and a decrease in manufacturing use by 184,000 SF, and no mitigation measures are anticipated for this alternative compared to the proposed Project. As a result, Alternative 3 would have more impacts to greenhouse gas emissions as compared to the proposed Project, but the impacts would still be less than significant without mitigation.

Hydrology and Water Quality

The proposed Project would result in the construction and operation of 15 industrial buildings and associated site improvements on parcels that are currently undeveloped. The proposed Project, with implementation of State, regional, and local regulations and requirements, and biofiltration best management practices, stormwater runoff generated during short- and long-term Project construction and operations would be minimal and would be adequately controlled prior to entering the City's existing storm drain system. Hydrology and water quality impacts would be less than significant.

Under Alternative 3, there would be an increase in the amount of office use by approximately 184,000 SF and a decrease in manufacturing use by 184,000 SF, relative to the proposed Project. Both the proposed Project and Alternative 3 would develop and operate 15 proposed industrial buildings in the same locations and with the same configurations within approximately 49.57 net acres (approximately 2,159,269 SF) of land, similar to the proposed Project. Under Alternative 3, similar State, regional, and local regulations and requirements would still be required. Biofiltration BMPs, stormwater runoff generated during short- and long-term Project construction and operations would be minimal and would be adequately controlled prior to entering the City's existing storm drain system, similar to the proposed Project. Alternative 3 would require the same amount of earthwork and would be required to comply with the same regulations as the proposed Project. No new impacts (i.e. create a water quality impact, substantially degrade surface or groundwater quality, create groundwater impacts, decrease groundwater supplies, interfere with groundwater recharge, impede sustainable groundwater management of a basin, alter the existing drainage patterns in a manner that would result in substantial erosion or siltation on- or off-site, substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, 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 impede or redirect flood flows, risk release of pollutants due to project inundation, or create a conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan) or more significant impacts are anticipated to occur to Impacts 3.8-1 through 3.8-5 compared to the proposed Project given the increase in the amount of office use by approximately 184,000 SF and a decrease in manufacturing use by 184,000 SF, and no mitigation measures are anticipated for this alternative compared to the proposed Project. As a result, Alternative 3 would have similar impacts to hydrology and water quality compared to the proposed Project.

Land Use

The proposed Project would result in the construction and operation of 15 industrial buildings and associated site improvements on parcels that are currently undeveloped. The existing circulation system would be expanded slightly to add a road segment that would only serve the proposed Project. While the proposed Project would involve construction of industrial buildings and improvements, they would not create a barrier that would divide an established community or conflict with land use policy. Land use impacts would be less than significant.

Under Alternative 3, there would be an increase in the amount of office use by approximately 184,000 SF and a decrease in manufacturing use by approximately 184,000 SF, relative to the proposed Project. Both the proposed Project and Alternative 3 would develop and operate 15 proposed industrial buildings in the same locations and with the same configurations within approximately 49.57 net acres (approximately 2,159,269 SF) of land. Under Alternative 3, similar State, regional, and local regulations would still be

required. No new impacts (i.e. create a barrier that would divide an established community or conflict with land use policy) are anticipated to occur compared to the proposed Project given the increase in the amount of office use by approximately 184,000 SF and a decrease in manufacturing use by 184,000 SF, and no mitigation measures are anticipated for this alternative compared to the proposed Project, and no mitigation measures are anticipated to occur to Impacts 3.9-1 through 3.9-2 for this alternative compared to the proposed Project. As a result, Alternative 3 would have similar land use impacts compared to the proposed Project.

Noise

The proposed Project would result in the construction and operation of 15 industrial buildings and associated site improvements on parcels that are currently undeveloped. While the proposed Project would involve construction of industrial buildings and improvements, they would not create noise or vibration impacts that would impact sensitive receptors or exceed established noise thresholds, and noise impacts would be less than significant.

Under Alternative 3, there would be an increase in the amount of office use by approximately 184,000 SF and a decrease in manufacturing use by 184,000 SF, relative to the proposed Project. Both the proposed Project and Alternative 3 would develop and operate 15 proposed industrial buildings in the same locations and with the same configurations within approximately 49.57 net acres (approximately 2,159,269 SF) of land. Under Alternative 3, noise associated with construction is anticipated to be similar as the building construction type (tilt-up) However, the replacement of manufacturing space with office space would have the potential to reduce the operational noise of machinery and delivery truck noise. Alternative 3's change in uses would correspond to an increase in the number of employees anticipated to work within the Project area generally following the vehicle trip adjustments identified below in Table 4-3, and a corresponding increase in noise is anticipated. The combined machine and transportation noise impact is anticipated to be greater than that compared to the proposed Project. Consequently, Alternative 3 could result in greater noise impacts compared to the proposed Project; however, the noise impacts are still anticipated to be less than significant. No new impacts (i.e. generate a substantial temporary or permanent increase in ambient noise levels or vibration in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, or expose people residing or working in the Project area to excessive noise levels) are anticipated to occur compared to the proposed Project given the increase in the amount of office use by approximately 184,000 SF and a decrease in manufacturing use by 184,000 SF, and no mitigation measures are anticipated to occur to Impacts 3.10-1 through 3.10-3 for this alternative compared to the proposed Project. As a result, Alternative 3 would have more noise impacts compared to the proposed Project, but the impacts would still be less than significant without mitigation.

Public Services

The proposed Project would result in the construction and operation of 15 industrial buildings and associated site improvements on parcels that are currently undeveloped. Implementation of the proposed Project would not induce growth that could result in the need for new or physically altered government facilities to maintain acceptable service ratios, response times or other performance objectives of the Police and Fire Departments. Further, the Project would pay developer fees to the Fire department and the school district and would not require the construction of new library branches or expand existing library branches to serve the Project. Public services impacts would be less than significant.

Under Alternative 3, there would be an increase in the amount of office use by approximately 184,000 SF and a decrease in manufacturing use by 184,000 SF, relative to the proposed Project. Both the proposed Project and Alternative 3 would develop and operate 15 proposed industrial buildings in the same locations and with the same configurations within approximately 49.57 net acres (approximately 2,159,269 SF) of land. No new impacts (i.e. result in the need for public services and would not alter service ratios, response times or other performance objectives) are anticipated to occur compared to the proposed Project given the increase in the amount of office use by approximately 184,000 SF and a decrease in manufacturing use by 184,000 SF, and no mitigation measures are anticipated to occur to Impacts 3.11-1 through 3.11-5 for this alternative compared to the proposed Project. The Project would be required to pay development impact fees. As a result, Alternative 3 would have similar public services impacts as compared to the proposed Project.

Transportation

The proposed Project would result in the construction and operation of 15 industrial buildings and associated site improvements on parcels that are currently undeveloped. Prior to implementation of mitigation measures, the proposed Project would have significant impacts to vehicle miles traveled (Impact 3.12-2). With the implementation of Mitigation Measures TRAF-1 (Pedestrian Access Network), TRAF-2 (Electric Vehicle Charging Infrastructure), TRAF-3 (Multi-modal Facilities), TRAF-4 (Transportation Demand Management Facilities), and TRAF-5 (Electric Vehicle Charging Infrastructure), impacts would be reduced to less than significant.

Under Alternative 3, there would be an increase in the amount of office use by approximately 184,000 SF and a decrease in manufacturing use by 184,000 SF, relative to the proposed Project. Both the proposed Project and Alternative 3 would develop and operate 15 proposed industrial buildings in the same locations and with the same configurations within approximately 49.57 net acres (approximately 2,159,269 SF) of land. The replacement of manufacturing space with office space would increase the number of employees anticipated to work within the Project area generally following the following vehicle trip adjustments by approximately 1,417 average daily vehicle trips, 182 AM peak hour trips, and 176 PM peak hour trips (**Table 4-3**). The Project site design and circulation system, by Public Works' estimates, would generally remain the same. While no major modifications to the circulation system are anticipated, the increase in vehicle trips may require additional minor modifications to comply with Public Works' design plates for design features such as deceleration lanes and driveway aprons, circulation policy consistency to maintain a Level of Service (LOS) C at most signalized intersections and LOS D at specific intersections per Resolution No. 2019-011, and the Project would be required to pay development impact fees. The replacement of manufacturing space with office space is also anticipated to increase the number of employees anticipated to work within the Project area and, by extension, the vehicle miles traveled relative to the proposed Project. While the Project would result in temporary impacts to traffic and the circulation system due to increased vehicle trips and active work within rights-of-way during construction, similar to the proposed Project, no new impacts to 3.12-3 through 3.12-4 (i.e. increase hazards due to a geometric design feature or incompatible uses, or create impacts related to emergency access) are anticipated to occur. However, more significant impacts to Impacts 3.12-1 through 3.12-2 are anticipated to occur compared to the proposed Project given the increase in the amount of office use by approximately 184,000 SF and a decrease in manufacturing use by 184,000 SF. As a result, Alternative 3 would have more transportation impacts compared to the proposed Project before mitigation

measures are incorporated, but the impacts would still be less than significant after mitigation measures are incorporated.

TABLE 4-3
PROPOSED PROJECT AND ALTERNATIVE 3 TRIP GENERATION COMPARISON

ITE Land USE	Land Use Code	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Industrial Park	184,000 GSF	620	51	12	68	14	49	63
Office Park	(184,00) GSF	(2,037)	(218)	(27)	(245)	(33)	(206)	(239)
Net Change in Project Trip Generation		**(1,417)**	**(167)**	**(15)**	**(182)**	**(19)**	**(157)**	**(176)**

Tribal Cultural Resources

The proposed Project would result in the construction and operation of 15 industrial buildings and associated site improvements on parcels that are currently undeveloped. One prehistoric archaeological site (P-56-000449) consisting of a village site was identified in the Project area as a result of the cultural resources survey report and appears to be eligible for listing in the California Register of Historical Resources. P-56-000449 is located within an undisturbed portion of the Project area within a fenced perimeter atop the remnant of a ridgeline. No requests for Tribal Consultation under AB52 or SB18 were received for the proposed Project. As such, the proposed Project would not cause a substantial adverse change in the significance of a known tribal cultural resource. However, as there exists the potential that an unknown tribal cultural resource could be impacted by construction or operational activities, with Mitigation Measures CUL-1 through CUL-6 impacts would be reduced to less than significant.

Under Alternative 3, there would be an increase in the amount of office use by approximately 184,000 SF and a decrease in manufacturing use by 184,000 SF, relative to the proposed Project. Both the proposed Project and Alternative 3 would develop and operate 15 proposed industrial buildings in the same locations and with the same configurations within approximately 49.57 net acres (approximately 2,159,269 SF) of land and would require mitigation measures for tribal cultural resources (Impacts 3.13-1 and 3.13-2) to reduce potential tribal cultural resources impacts to less than significant. One prehistoric archaeological site (P-56-000449) consisting of a village site was identified in the Project area as a result of the cultural resources survey report and appears to be eligible for listing in the California Register of Historical Resources. P-56-000449 is located within an undisturbed portion of the Project area within a fenced perimeter atop the remnant of a ridgeline. No requests for Tribal Consultation under AB52 or SB18 were received for the proposed Project. As such, the proposed Project would not cause a substantial adverse change in the significance of a known tribal cultural resource. However, there always exists the potential that an unknown tribal cultural resource could be impacted by construction or operational activities. No new impacts or more significant impacts are anticipated to occur to Impacts 3.13-1 through 3.13-2 compared to the proposed Project given the increase in the amount of office use by approximately 184,000 SF and a decrease in manufacturing use by 184,000 SF. As a result, Alternative 3 would have similar tribal cultural resources impacts compared to the proposed Project before mitigation measures are incorporated, but the impacts would still be less than significant after mitigation measures are incorporated.

Utilities and Service Systems

The proposed Project would result in the construction and operation of 15 industrial buildings and associated site improvements on parcels that are currently undeveloped. The proposed Project is located within an approved Specific Plan area and the Project's building pads are currently plumbed with existing utilities. As such, the proposed Project is not expected to create physical environmental impacts from construction activities associated the construction, expansion, or relocation of water, wastewater treatment or stormwater drainage, electric power, or telecommunications facilities. The proposed Project would result in an increased usage of water and increased generation of wastewater and solid waste, but the proposed Project would not create environmental effects related to these utility and service systems as sufficient water supply, wastewater capacity, and solid waste capacity is available in existing facilities. Further, the proposed Project is required to comply with comply with federal, State, and local management and reduction statutes and regulations related to utilities and service systems. Utilities and services systems impacts would be less than significant.

Under Alternative 3, there would be an increase in the amount of office use by approximately 184,000 SF and a decrease in manufacturing use by 184,000 SF, relative to the proposed Project. Both the proposed Project and Alternative 3 would develop and operate 15 proposed industrial buildings in the same locations and with the same configurations within approximately 49.57 net acres (approximately 2,159,269 SF) of land. As the buildings would be the same size, the corresponding construction utilities use is anticipated to be the same as the Proposed Project. However, manufacturing operations would have the potential to use more utilities to run machinery as compared to office space. Thus, with an increase in the amount of office use by approximately 184,000 SF and a decrease in manufacturing use by the same amount, a corresponding reduction in utility consumption would be anticipated to reduce the need for utilities to run equipment during Project operation. No new impacts (i.e. expand existing utilities and service systems to maintain acceptable service, effect sufficient water supplies during normal, dry and multiple dry years, effect wastewater treatment capacity, generate solid waste in excess of State or local standards, exceed the capacity of local solid waste infrastructure, impair attainment of solid waste reduction goals, or conflict with federal, State, and local management and reduction statutes and regulations related to solid waste) or more significant impacts are anticipated to occur to Impacts 3.14-1 through 3.14-5 are anticipated to occur compared to the proposed Project given the increase in the amount of office use by approximately 184,000 SF and a decrease in manufacturing use by 184,000 SF. The Project would be required to pay development impact and utility fees. As a result, Alternative 3 would have fewer utilities and service systems impacts to compared to the proposed Project.

Wildfire

The proposed Project would result in the construction and operation of 15 industrial buildings and associated site improvements on parcels that are currently undeveloped. Prior to implementation of mitigation measures, significant impacts 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 (Impact 3.15-2) would occur. With implementation of Mitigation Measures BIO-4 (Master Fuel Management Plan and Conejo Dudleya Habitat Enhancement) and WDF-1 (Construction Equipment Spark Arrestors) impacts related to wildland fire would be reduced to less than significant.

Under Alternative 3, there would be an increase in the amount of office use by approximately 184,000 SF and a decrease in manufacturing use by 184,000 SF, relative to the proposed Project, but the site would still be located within a very high fire severity zone. Due to Project characteristics and the surrounding developed land, the Project is not anticipated to significantly alter the existing fire environment or exacerbate fire risk. Impacts related to wildland fire would be less than significant with the implementation of mitigation. However, the Project site design and operations would remain the same. Both the proposed Project and Alternative 3 would develop and operate 15 proposed industrial buildings in the same locations and with the same configurations within approximately 49.57 net acres (approximately 2,159,269 SF) of land. As the buildings would be the same size, the corresponding construction wildfire impact is anticipated to be the same as the Proposed Project, and the same mitigation measures for exposing Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire (Impact 3.15-2) to reduce potential wildfire impacts to less than significant would be required. Manufacturing operations and office uses are both required to provide fire protection systems consistent with the California Building Code and commensurate with their uses resulting in comparable fire risks. No new impacts (i.e. substantially impair an adopted emergency response plan or emergency evacuation plan, require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment, or 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) or more significant impact to Impacts 3.15-1 through 3.15-4 are anticipated to occur compared to the proposed Project given the increase in the amount of office use by approximately 184,000 SF and a decrease in manufacturing use by 184,000 SF. As a result, Alternative 3 would have similar wildfire impacts compared to the proposed Project before mitigation measures are incorporated, but the impacts would still be less than significant after mitigation measures are incorporated.

4.6 Environmentally Superior Alternative

As required by CEQA Guidelines Section 15126.6, one of the alternatives must be identified as an Environmental Superior Alternative. The Environmentally Superior Alternative is the one that would result in the fewest or least significant environmental impacts. If the Environmental Superior Alternative is the No Project Alternative (No Project/No Development), which is the case with the conclusions in this alternatives analysis, then an Environmentally Superior Alternative must be selected from the remaining alternatives (CEQA Guidelines Section 15126.6(e)(2).

As discussed in Chapter 3 (Environmental Setting Impacts and Mitigation Measures) and Chapter 5 (Other CEQA Considerations) of this Draft EIR, the proposed Project would not result in any significant and unavoidable impacts, and any significant impacts caused by the proposed Project would be reduced to less than significant with the incorporation of mitigation measures. Likewise, neither of the Alternatives result in any significant and unavoidable impacts, and any significant impacts caused by the Alternatives would be reduced to less than significant with the incorporation of mitigation measures. Therefore, none of the Alternatives are substantially environmentally superior to the proposed Project in that none of the Alternatives avoid a significant impact since there are no significant and unavoidable impacts to avoid.

Alternative 1 (No Project Alternative) would avoid all of the environmental impacts associated with the proposed Project but would not meet any of the Project objectives. Because the proposed Project does not

result in any significant and unavoidable impacts, the No Project Alternative does not avoid or substantially lessen significant environmental effects.

A comparison of the proposed Project to Alternative 2 (Reduced Density) and Alternative 3 (Increased Office Use, Decreased Manufacturing Use) presents a tradeoff between impacts to the environment, as summarized below in **Table 4-4**, and meeting Project objectives, as described in more detail in the "*Ability to Meet Project Objectives*" discussion in Sections 4.5.2 and 4.5.3.

TABLE 4-4
SUMMARY OF ALTERNATIVES ANALYSIS RELATIVE IMPACTS AS COMPARED TO THE PROPOSED PROJECT

Environmental Resource	Proposed Project	Alternative 1: No Project Alternative	Alternative 2: Reduced Density	Alternative 3: Increased Office Use, Decreased Manufacturing Use
Meets All Project Objectives?	Yes	No	Yes	Yes
Environmental Impacts				
Aesthetics	LSM	-	0	0
Air Quality	LSM	-	-	+
Biological Resources	LSM	-	0	0
Cultural Resources	LSM	-	0	0
Energy	LTS	-	-	+
Geology, Soils, Seismicity	LSM	-	0	0
Greenhouse Gas Emissions	LTS	-	-	+
Hydrology and Water Quality	LTS	-	-	0
Land Use	LTS	0	0	0
Noise	LTS	-	0	+
Public Services	LTS	-	0	0
Transportation	LSM	-	-	+
Tribal Cultural Resources	LTS	-	0	0
Utilities and Service Systems	LTS	-	0	-
Wildfire	LSM	-	0	0

SOURCE: ESA 2024
NOTES:
LTS = less than significant
LSM = less than significant with mitigation
SU = Significant and Unavoidable
+ = more severe/more intense than proposed Project
- = less severe/less intense than proposed Project
0 = no change from proposed Project

Alternative 2 would reduce the density/square footage by 12 percent relative to the proposed Project and is anticipated to technically result in fewer environmental impacts without mitigation to Energy, Greenhouse Gas Emissions, and Water Quality, and Alternative 2 is anticipated to technically result in fewer environmental impacts before mitigation to Air Quality and Transportation as compared to the proposed Project.

Alternative 3 would replace 184,000 square feet of manufacturing uses with 184,000 square feet office uses and is anticipated to technically result in fewer impacts before mitigation to Utilities and Service Systems as compared to the proposed Project; however, Alternative 3 is also anticipated to technically result in greater impacts before mitigation to Air Quality, Energy, Greenhouse Gas Emissions, Noise, and Transportation based on the Project.

Both Alternative 2 and Alternative 3 would implement the same mitigation measures as the proposed Project, and it is expected that the proposed Project, Alternative 2, and Alternative 3 would result in similar less than significant impacts to the environment after mitigation.

Alternative 2 could technically be considered to be an Environmentally Superior Alternative to Alternative 3 due to the reduced impacts of five resource areas as compared to one for Alternative 3 and as Alternative 3 has increased impacts within five resource areas as compared to zero for Alternative 2; however, as both Alternative 2 and 3 would implement the same Mitigation Measures as the proposed Project, and as the proposed Project, Alternative 2, and Alternative 3 would be expected to result in similar less than significant impacts to the environment after mitigation, the Alternatives are seen as equivalent.

Alternative 2 and Alternative 3 would both minimally meet the Project objectives; however, Alternative 2 is anticipated to achieve the Project objectives to a lesser extent than the Proposed Project, and Alternative 3 is anticipated to equally achieve the Project objectives compared to the Proposed Project. Additionally, implementation of these alternatives would be consistent, but less consistent, with the goals in the City's planning documents which anticipated concentrating manufacturing, technology, and life science uses in this area. Specifically, the Rancho Conejo Specific Plan (SP No. 7) designated these parcels as "Employment Park" and aligned these parcels with the M-1 (Industrial Park) zone standards. Per the Thousand Oaks Municipal Code, the Purpose of the M-1 zone is to provide for the development of planned manufacturing, technology, and life science uses in this geographic area. Alternative 2 would be less consistent with the City's planning documents as fewer jobs would be provided. Alternative 3 would be less consistent with the City's planning documents as less manufacturing space would be provided.

Consequently, Alternative 3 is the Environmental Superior Alternative in the sense that it would generate similar impacts after mitigation and is anticipated to equally achieve the Project objectives compared to the Proposed Project while Alternative 2 would generate similar impacts after mitigation but is anticipated to achieve the Project objectives to a lesser extent than the Proposed Project.

While Alternative 3 is technically the Environmental Superior Alternative, the proposed Project would be the environmentally preferred Project since it meets all of the Project objectives, does not result in greater environmental impacts after mitigation, and is consistent with the City's planning documents which anticipated concentrating manufacturing, technology and life science uses in this geographic area.

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CHAPTER 5
Other CEQA Considerations

This chapter describes the effects that were found not to be significant in the Notice of Preparation/Initial Study; significant and unavoidable environmental impacts due to Project implementation; significant irreversible environmental changes; and growth inducing impacts associated with the proposed Project. As described in Chapter 2, *Project Description*, the analysis describes the potential impacts from implementation of Conejo Summit Project (proposed Project).

5.1 Effects That Were Found Not to be Significant

As required by Section 15128 of the CEQA Guidelines, an EIR shall contain a brief discussion stating the reasons why various possible effects of a project were determined not significant and are, therefore, not discussed in detail in the EIR. In accordance with the CEQA Guidelines, this section discusses the environmental issue areas where impacts were found to not be significant. These discussions address the CEQA Guidelines Appendix G for each of the environmental topic areas where the proposed Project would result in either a less than significant impact or no impact.

5.1.1 Agricultural and Forestry Resources

Issue 1: 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?

The proposed Project would be constructed on land designated by the California Department of Conservation's (DOC) Farmland Mapping and Monitoring Program (FMMP) as "Urban/Built Up Land", a designation for land that is or has been used for development purposes and does not contain "Important Farmland" (i.e., Prime Farmland, Unique Farmland, or Farmland of Statewide Importance) (DOC 2024[1]). Construction and operation of the proposed Project would not result in a change to the designation nor would the proposed Project result in the conversion of any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses. Therefore, no impact would occur.

Issue 2: Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?

The Project site is not located on land under a Williamson Act Contract and is not located on land zoned for agricultural use (City of Thousand Oaks, 2024). The proposed Project would be located within Planning Units B, 5, and Q identified in Specific Plan No. 7, and Specific Plan No.7 designates the parcels as Employment Park and is zoned Industrial Park (M-1). As a result, implementation of the

[1] DOC Important Farmland Finder: https://maps.conservation.ca.gov/DLRP/CIFF/.

proposed Project would not conflict with existing zoning or agricultural use or a Williamson Act contract. No impact would occur.

Issue 3: 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))?

The City of Thousand Oaks General Plan Land Use Element and zoning map do not include zoning categories related to forest land, timberland, or timberland zoned as Timberland Production (City of Thousand Oaks, 2024). The proposed Project would be located within Planning Units B, 5, and Q identified in Specific Plan No. 7, and Specific Plan No.7 designates the parcels as Employment Park and is zoned Industrial Park (M-1). Therefore, the Project would not conflict with existing zoning for forested land or timberland, and no impact would occur.

Issue 4: Would the Project result in the loss of forest land or conversion of forest land to non-forest use?

The City of Thousand Oaks General Plan Land Use Elements and zoning maps do not include zoning categories related to forest land, timberland, or timberland zoned as Timberland Production (City of Thousand Oaks, 2024). The proposed Project would be located within Planning Units B, 5, and Q identified in Specific Plan No. 7, and Specific Plan No.7 designates the parcels as Employment Park and is zoned Industrial Park (M-1). Therefore, the Project would not convert timberland or forested land to other uses, and no impact would occur.

Issue 5: 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?

As discussed above, the Project area is not located on land designated as Prime Farmland, Unique Farmland, Farmland of Statewide Importance, timberland, or forest land. Therefore, implementation of the proposed Project would not convert farmland or forestland, and no impact would occur.

Cumulative Impacts

As described above in Agriculture and Forestry Resources, the Project would not impact Prime Farmland, Unique Farmland, or Farmland of Statewide Importance or be located on Williamson Act land or forest land. The proposed project and cumulative projects are located in areas designated by the California DOC FMMP as Urban/Built Up Land. There are no cumulative projects that would impact agricultural or forest lands in the vicinity of the proposed Project. Therefore, the proposed project, when considered in addition to the anticipated impacts of other projects in the cumulative scenario, would not contribute to cumulatively considerable impacts to agricultural resources.

5.1.2 Hazards and Hazardous Materials

Issue 1: Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

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

Existing federal and state law regulates the handling, storage and transport of hazardous materials and hazardous wastes. Pursuant to the federal Hazardous Materials Transportation Act, 49 U.S.C. § 5101 et seq., the United States Department of Transportation promulgated strict regulations applicable to all trucks transporting hazardous materials. Occupational safety standards have been established in federal and state laws to minimize worker safety risks from both physical and chemical hazards in the workplace, including construction sites. The California Division of Occupational Safety and Health (CalOSHA) has primary responsibility for developing and enforcing standards for safe workplaces and work practices in California in accordance with regulations specified in California Code of Regulations (CCR) Title 8. For example, under Title 8 CCR 5194 (Hazard Communication Standard), construction workers must be informed about hazardous substances that may be encountered, and under Title 8 CCR 3203 (Injury Illness Prevention Program) workers must be properly trained to recognize workplace hazards and to take appropriate steps to reduce potential risks due to such hazards. During construction, contractors handling, storing or transporting hazardous materials or wastes must comply with regulations that would reduce the risk of accidental release and provide protocols and notification requirements should an accidental release occur.

Operation and maintenance activities associated with the proposed Project would potentially require transport, storage, use, and disposal of hazardous materials. Hazardous materials would be stored in appropriate containers within the various buildings and would be used in accordance with state and local regulations. Therefore, by complying with relevant federal, state, and local laws, the proposed Project would not result in a significant hazard to the public or to the environment through the routine transport, use, or disposal of hazardous materials during implementation of the proposed Project.

Issue 2: 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?

The proposed Project would involve the routine use of hazardous materials during activities associated with construction; the transport, use, storage and disposal of such hazardous materials would be required to comply with existing applicable federal, state and local regulations. Accidental spills of small amounts of these materials could occur during routine transport, use, storage or disposal, and could potentially

injure construction workers, contaminate soil, and/or affect the groundwater below the site. Impacts associated with the accidental release, although localized to the Project site, could potentially create a significant hazard to the environment.

In the event of an accidental release during implementation of the proposed Project, containment and clean up would be in accordance with existing applicable regulatory requirements. Title 8 CCR 5194 requires preparation of a hazards communication program identifying hazardous materials onsite and reducing the potential for a spill; and 29 CFR 1910.120 includes requirements for emergency response to releases or substantial threats of releases of hazardous substances. Contractors would be required to prepare and implement a Hazardous Materials Business Plan (HMBP), as required under the state Hazardous Materials Release Response Plans and Inventory Act, to manage any hazardous materials they use during construction and operation, respectively. A HMBP is a document containing detailed information on the inventory of hazardous materials at a facility; Emergency Response Plans (ERP) and procedures in the event of a reportable release or threatened release of a hazardous material; a Site Safety Plan with provisions for training for all workers; a site map that contains north orientation, loading areas, internal roads, adjacent streets, storm and sewer drains, access and exit points, emergency shutoffs, hazardous material handling and storage areas, and emergency response equipment. Further, all spent hazardous materials would be disposed of in accordance with California Department of Toxic Substances Control (DTSC) and County regulations. Construction and maintenance specifications prepared for the proposed Project would identify BMPs to ensure the lawful transport, use, storage, and disposal of hazardous materials.

As discussed above, operation and maintenance activities associated with the proposed Project could also require routine transport, storage, use, and disposal of hazardous materials. In the event of an accidental release during operation of the proposed Project, containment and clean up would be in accordance with existing applicable regulatory requirements. Therefore, potential impacts to the public or the environment related to reasonably foreseeable accident conditions involving hazardous materials would be less than significant.

Issue 3: 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?

The nearest school to the Project site is Conejo Adventist Elementary School located approximately 0.30 miles southwest of the Project site. Additionally, Passageway School is located approximately 0.36 miles southeast of the Project site. Construction of the proposed Project would require equipment that use petroleum oil or other fuels considered hazardous materials. Construction equipment would be contained within a designated work area and equipment would be stored within designated staging areas overnight. Vehicle fueling would be limited to designated fueling areas outfitted with secondary containment measures in case of spill. While these schools are not located within the designated one-quarter mile radius of the Project site, construction workers would utilize applicable BMPs and would be required to comply with existing and future hazardous materials laws and regulations for the transport, use and disposal of hazardous materials. The existing regulations and safety measures would reduce public exposure to hazardous materials. Adherence to applicable BMPs, federal, state, and local regulations, the proposed Project would have a less-than-significant impact related to handling hazardous materials within one-quarter mile of a school.

Issue 4: 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?

A Phase I Environmental Site Assessment (Terrax 2021a) and Phase II Soil Vapor Investigation (Terrax 2021b) was prepared for the proposed Project site by Terrax Environmental Consulting and Contracting in January 2021 and March 2021, respectively (see Appendix L of this draft EIR). The Phase I assessment found that the property (1700 Rancho Conejo Boulevard, Takeda Pharmaceuticals) adjacent to the north-northeast portion of the proposed Project site is an active large generator of hazardous wastes. The Phase I concluded that the types of wastes generated at this facility, specifically volatile chemicals, potentially could present a significant vapor intrusion environmental concern to the proposed Project (Terrax 2021a). As a result, a Phase II was prepared to evaluate the potential for soil vapors. Surface and subsurface soil vapor samples were taken and tested for volatile organic compounds (VOCs) and volatile total petroleum hydrocarbons (TPH) concentrations. The surface soil vapor samples were below detectable limits. For the subsurface, soil borings were drilled, and soil vapor probes were installed on-site to assess potential soil vapor VOC and/or TPH impacts to soil. Soil vapor probes were sampled for VOC and TPH impacts and soil vapors were not detectable in the well samples to the depth of 15 feet below grade (Terrax 2021b). As a result, the Phase II concluded that soil vapor was not a concern to the proposed Project. A Regulatory database update to the Phase I Environmental Site Assessment and Phase II Soil Vapor Investigation was prepared for the proposed Project site by Terrax Environmental Consulting and Contracting in November 2024 and reconfirmed the findings of the prior reports (Terrax 2021a and Terrax 2021b).

Further, a review of the Department of Toxic Substances Control's (DTSC) Hazardous Waste and Substances List – Site Cleanup (Cortese List) indicates that there are no identified hazardous material sites located within the proposed Project site (DTSC 2024). Further, a database search of hazardous materials sites using the online DTSC EnviroStor and State Water Resources Control Board (SWRCB) GeoTracker databases identified zero hazardous clean-up sites within the Project area (DTSC 2024 SWRCB 2024). A closed Leaking Underground Storage Tank (LUST) cleanup site is located east of the Project at 1515 Rancho Conejo Boulevard (Terrax 2021a). The potential contaminant was gasoline and the media of concern was an aquifer used for drinking water. However, the case was closed in October of 1996. In addition, approximately three quarters of a mile south of the Project site, there is an open cleanup site concerning solvents in the soil that is currently in the Remediation phase as an approved remedy has been selected. In a letter from the Los Angeles Regional Water Quality Control Board (LARWQCB) dated February 29, 2024, reviewed the Interim Remedial Action Plan (IRAP) prepared by Rincon Consultants, Inc. (Rincon) and approved the IRAP in addition to providing comments and additions.

Since the proposed Project would disturb an area of more than an acre, the Project would be required to comply with the Construction General Permit, including the preparation and implementation of a site-specific SWPPP. The SWPPP would contain BMPs to monitor and prevent pollutants (including sediment and hazardous materials) from leaving the construction site in runoff. In addition, compliance with the federal and state standards would be required. Therefore, with implementation of BMPs and compliance with existing standards, construction of the proposed Projects would not create a significant hazard to the public or environment. The proposed Project would not be located on a hazardous materials site and no impact would occur.

Issue 5: Would the Project be 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?

The nearest airport to the Project is the Camarillo airport located approximately 8 miles west of the Project site. As such, the proposed Project would not be 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, and the Project would not result in a safety hazard or excessive noise for people residing or working in the Project area. No impact would occur.

Issue 6: Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

See Section 3.15 *Wildfire*. Construction of the proposed Project could affect traffic in the surrounding area on Rancho Conejo Boulevard. As result, construction of the proposed Project could interfere with emergency response or evacuation plans. However, proposed Project would include a Traffic Control Plan for any work within the public right-of-way that would ensure that there would be no inference with emergency response or evacuation plans. Once operational, the proposed Project would not interfere with emergency response or evacuation plans. The Traffic Control Plan would ensure that all public roads remain passable to emergency service vehicles during construction of the proposed Project or clearly delineate alternate detour routes, if needed. In addition, the Traffic Control Plan would require emergency personnel be notified in advance of the proposed Project schedule and any proposed road closures, including planned detour routes. Impacts would be considered less than significant.

Issue 7: Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

See Section 3.15 *Wildfire*. The proposed Project is located in a highly urbanized area and while it is located in a Very High Fire Hazard Severity Zone Local Responsibility Area it would continue to be served by the Ventura County Fire Department (VCFD). The use of spark-producing construction machinery within these fire risk areas could create hazardous fire conditions and expose construction workers to wildfire risks. Impacts would be potentially significant during construction. However, the implementation of Mitigation Measure WDF-1 would ensure fire hazard reduction measures are conducted during construction to reduce the potential for wildfire impacts on people or structures to less than significant levels. The operation of the proposed Project would adhere to standard requirements set forth by the City Municipal Code, the CBC, and the California Fire Code, and include the creation and maintenance of wildfire buffers, and sprinkler and alarm requirements. As a result, the proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires to significant levels.

Cumulative Impact

Hazardous materials are generally site specific and handled on a project-by-project basis. Cumulative projects would be required to comply with all applicable federal, state, and local standards regarding the accidental release of hazardous materials. As such, the project would not result in a cumulatively considerable impact related to the upset or accidental release of hazardous materials. However, the project would be located in a Very High Fire Hazard Severity Zone Local Responsibility Area and includes

Mitigation Measure WDF-1 to reduce the potential for causing a wildfire during construction. The potential for wildland fires resulting in the loss of life or property is generally unique to each site. All cumulative projects are subject to the fire codes and regulations. The cumulative projects are all located within developed areas, but similar to the project, other cumulative projects would be required to include such features as fuel modification zones, fire access roads, and fire hydrants to reduce the risk of potential wildland fires. As a result, through the project's compliance Mitigation Measure WDF-1 and with fire codes and regulations, the potential cumulative impacts from wildland fires would be less than significant.

5.1.3 Mineral Resources

Issue 1: 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?

According to the Surface Mining and Reclamation Act (SMARA) Mineral Land Classification maps, the proposed Project is located in an area with a mineral land classification of MRZ-1 (DOC 2022). These are areas where adequate information indicates that no significant mineral deposits are present or where it is judged that little likelihood exists for their presence (CDMG, 1981). No significant mineral resources exist within the Thousand Oaks planning area; mineral resources are not inventoried in the General Plan and it contains no policies related to mineral resources (City of Thousand Oaks 2023). According to the United States Geological Survey (USGS) Mineral Resources Data System, the Project area is not identified as a known mineral resource area and does not have a history of mineral extraction uses (USGS 2024[2]). Therefore, the proposed Project would not result in the loss of availability of a known mineral resource, and no impact would occur.

Issue 2: 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?

The proposed Project area is not currently used for mineral extraction and is not known as a locally important resource recovery site. Further, the Project area is not delineated on the City of Thousand Oaks General Plan for mineral resource recovery uses (City of Thousand Oaks 2023). Therefore, no impact would occur.

Cumulative Impact

The proposed project would not result in significant impacts to mineral resources. The project would be located in an area where adequate information indicates that no significant mineral deposits are present or where it is judged that little likelihood exists for their presence. Therefore, even in combination with other projects that may interfere with mineral resources listed on Table 3-1, the proposed projects' contribution would not be cumulatively considerable and would not result in a cumulative impact as the proposed projects would not interfere with or obstruct access to mineral resources in the area.

[2] USGS Mineral Resources Data System: https://mrdata.usgs.gov/mineral-resources/mrds-us.html.

5.1.4 Population and Housing

Issue 1: 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)?

See Section 3.9 *Land Use and Planning*. The proposed Project entails the construction of 15 industrial buildings and associated infrastructure such as parking lots and lighting within an approved Specific Planning area. While the Project could promote growth in the local area, this is a planned development as discussed in and consistent with the City of Thousand Oaks Rancho Conejo Specific Plan 7, the 2045 General Plan, and regional planning documents. Further, construction jobs would be temporary and are highly specialized. The temporary workforce would be needed to construct the industrial buildings and associated improvements. The number of construction workers needed during any given period would largely depend on the specific stage of construction but would likely range from a dozen to several dozen workers on a daily basis. These short-term positions are anticipated to be filled primarily by construction workers who would be expected to commute to the Project site without relocating their residence and household to the Project area; and consequently, the temporary workforce would not induce substantial population growth or require permanent housing.

The Conejo Summit Project would include approximately 755,000 square feet of industrial development, and the estimated number of employees required for operation would be approximately 985 persons.

According to the Southern California Association of Governments (SCAG) Demographics and Growth Forecast, the population growth of the City from 2016 to 2045 is projected to be approximately 15,200 residents, and the employment growth of the City is projected to be 9,900 employees (SCAG 2020). As such, the addition of approximately 985 employees for the Conejo Summit Project would represent a percentage of the City's projected future population and employment, based on SCAG estimates.

The County's housing stock was estimated to be 293,080 units in April 2020 (CDF 2022). This represents an increase of approximately 16.4 percent over the estimated 251,711 housing units reported in April 2000 (CDF 2023). The vacancy rate in April 2020 was estimated to be approximately 4.6 percent, and the persons per household estimate for occupied units was approximately 2.97 (CDF 2022). SCAG projections indicate that the number of households within the County will increase to 306,000 in 2045 (CDF 2020).

The City's housing stock was estimated to be 48,131 units in April 2020. This represents an increase of approximately 12 percent over the estimated 42,958 housing units reported in April 2000. The vacancy rate in April 2020 was estimated to be approximately 3.1 percent, with the persons per household estimate for occupied units being 2.67 (CDF 2022). According to SCAG projections, the number of households in the City is expected to be 51,300 in 2045 (CDF 2020).

In addition, data provided by the California Employment Development Department in July 2024 found that the current unemployment rate for Ventura County is at 5.0%, which is slightly below the state average (5.2%) (EDD 2024).

It is anticipated that the entire Project phasing will be completed within approximately 10 years from the commencement of the first phase. Concurrent with the Conejo Summit's completion, it is anticipated that other developments will be entitled and constructed consistent with local and regional land use plans. As such, the Conejo Summit project's temporary and permanent employment requirements could likely be met by the City's existing labor force without people needing to relocate into the Project region, and the Conejo Summit project would not stimulate population growth or a population concentration above what is assumed in local and regional land use plans. As such, the Project would not induce growth that is not accounted for by the City of Thousand Oaks and impacts would be less than significant.

Issue 2: Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

See Section 3.9 *Land Use and Planning*. The existing conditions of the Project site is undeveloped land and does not contain housing or other residential uses. Implementation of the proposed Project would not include a residential component and would not displace any existing housing through construction or operation. As such, the Project would not require the construction of replacing housing elsewhere. No impact would occur.

Cumulative Impact

See Section 3.9 *Land Use and Planning*. As described above, the proposed project would result in less-than-significant impacts related to inducing population growth, displacing housing or displacing people. When added to the cumulative scenario, the proposed project would not contribute incrementally to cumulative impacts related to population and housing. Because the proposed projects would not involve construction or operation of new residences, the proposed projects' contribution to cumulative impacts to population and housing would not be cumulatively considerable.

5.1.5 Recreation

Issue 1: 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?

The proposed Project consists of construction of a business park that includes 15 industrial buildings. The Project is a part of planned development discussed in the City of Thousand Oaks Specific Plan 7. Construction jobs would be temporary, and workers would not be expected to relocate their residence to the Project area and would not induce substantial population growth or require permanent housing. The proposed Project would not result, directly or indirectly, in an unplanned increase in population. As use of recreational facilities is driven by residential uses, the proposed non-residential Project would not be expected to result in a significant increase in the use of existing neighborhood and regional parks or other recreational facilities and would not cause physical deterioration of facilities. Therefore, a less than significant impact would occur.

Issue 2: Would the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

As discussed above, the proposed Project would not result, directly or indirectly, in an unplanned increase in population. The proposed Project includes an multi-use/equestrian easement along the east side of the proposed Academy Drive and an additional multi-use/equestrian easement along the north side of Conejo Center Drive. This multi-use/equestrian trail will eventually connect to the proposed equestrian trail along Academy Drive west of the proposed Project and the COSCA Western Plateau Trail. The proposed Project would not require the construction or expansion of additional recreational facilities which might have an adverse physical effect on the environment. Therefore, a less than significant impact would occur.

Cumulative Impact

The proposed project would result in a less than significant impact on recreational facilities. The project does not include development of new housing and would not require the construction or expansion of recreational facilities. Therefore, the proposed projects' contribution to cumulative impacts to recreation would not be cumulatively considerable.

5.2 Significant and Unavoidable Environmental Impacts

CEQA Guidelines Section 15126.2(c) requires that an EIR describe any significant impacts that cannot be avoided, including those impacts that can be mitigated but not reduced to a less than significant level. Chapter 3, *Environmental Setting, Impacts, and Mitigation Measures*, of this EIR describes the potential environmental impacts of the proposed Project and recommends mitigation measures to reduce impacts, where feasible. Analysis of environmental impacts caused by the proposed Project has been performed, and is contained in Chapter 3 of the EIR.

The proposed Project would not result in any Project or cumulative significant impacts which cannot be reduced to less than significant.

5.3 Significant Irreversible Environmental Changes

Section 21100(b)(2)(B) of CEQA and Section 15126.2(d) of the CEQA Guidelines require that an EIR include a detailed statement setting forth "[a]ny significant effect on the environment that would be irreversible if the project is implemented." (PRC Section 21100(b(2)(B). "Significant irreversible environmental changes" include the use of nonrenewable natural resources during the initial and continued operation of the Project, should this use result in the unavailability of these resources in the future. Primary impacts and, particularly, secondary impacts generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with a project. Irretrievable commitments of these resources are required to be evaluated in an EIR to ensure that such consumption is justified (CEQA Guidelines Section 15126.2(d)).

Approval of the proposed Project would cause irreversible environmental changes consisting of the following:

- Project construction and operation would result in an irretrievable loss of, and irreversible commitment of, natural resources. Located in an urbanizing area, the Project would require the

commitment of natural resources and materials such as lumber, concrete, and steel and the use of fossil fuels. Construction and operation of the proposed Project would emit pollution into the air from construction machines and vehicles, and from vehicles traveling to and from the Project site during operation. The Project would also consume fossil fuels (petroleum and natural gas), and electricity generated by fossil fuels and other non-renewable resources during operation.

The proposed Project would require imported water for potable use. Water supply for the Project would be a combination of purchased imported water and recycled water with the majority of supply being imported water from the Calleguas Municipal Water District (CMWD) which is a member agency of the Metropolitan Water District (MWD). According to the Cal-Am Ventura County District 2015 UWMP and the Revised Water Supply Assessment-Proposed Conejo Summit Project prepared by Meridian Consultants (Meridian 2023) and approved by California American Water Company (Cal-AM) on April 17, 2023, there is sufficient water supply to meet the demands of all its customers through the year 2045.

5.4 Growth-Inducing Impacts

CEQA Guidelines Section 15126.2(e) requires an EIR discuss the potential growth-inducing impacts of a proposed Project. The CEQA Guidelines provide the following guidance for such discussion:

> *Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a wastewater treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.*

A project can have direct and/or indirect growth-inducement potential. Direct growth inducement would result if a project involved construction of new housing. A project can have indirect growth-inducement potential if it would establish substantial new permanent employment opportunities (e.g., commercial, industrial, or governmental enterprises) or if it would involve a substantial construction effort with substantial short-term employment opportunities and indirectly stimulate the need for additional housing and services to support the new employment demand. Similarly, under CEQA, a project would indirectly induce growth if it would remove an obstacle to additional growth and development, such as removing a constraint on a required public service. Under CEQA, growth is not considered necessarily detrimental or beneficial.

Based on the CEQA definition above, assessing the growth-inducement potential of the proposed Project involves answering the question:

> "Would implementation of the proposed project directly or indirectly support economic expansion, population growth, or residential construction?"

Community development is one of the chief public services needed to support growth. While residential development plays a role in supporting additional growth, it is not the single determinant of such growth.

Other factors, including General Plan policies, land use plans, and zoning, public schools, transportation services, and other important public infrastructure, also influence business and residential population growth. Economic factors, in particular, greatly affect development rates and locations.

5.4.1 Methodology

This section evaluates how the proposed Project could affect population growth in the region. The growth anticipated in the region has been discussed in Section 5.1.4, Population and Housing above. In addition, growth anticipated in the region has been identified in regional transportation plans such as the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and local General Plans prepared by local land use agencies and municipalities, including the City of Thousand Oaks' 2045 General Plan adopted by the City Council on December 5, 2023.

As noted, growth inducement itself is not necessarily an adverse impact. It is the potential consequences of growth, the secondary effects of growth, which may result in environmental impacts. Potential secondary effects of growth could include increased demand on other public services; increased traffic and noise; degradation of air quality; loss of plant and animal habitats; and the conversion of agriculture and open space to developed uses. Growth inducement may result in adverse impacts if the growth is not consistent with the land use plans and growth management plans and policies for the area, as "disorderly" growth could indirectly result in additional adverse environmental impacts. Thus, it is important to assess the degree to which the growth accommodated by a project would or would not be consistent with applicable land use plans.

To determine direct growth-inducement potential, the proposed Project was evaluated to verify whether an increase in population or employment, or the construction of new housing would occur as a direct or indirect result of the proposed Project. If either of these scenarios occurred, the proposed Project could result in direct growth-inducement within the region.

5.4.2 Growth Inducement Potential

Direct Growth

The proposed Project entails the construction of 15 industrial buildings and associated infrastructure such as parking lots and lighting within an approved Specific Planning area. While the Project could promote growth in the local area, this is a planned development as discussed in the City of Thousand Oaks Rancho Conejo Specific Plan 7, the 2045 General Plan, and regional planning documents. The proposed Project would not include any residential components and would not create unplanned growth within the City. Therefore, the implementation of the proposed Project would not result in substantial direct growth-inducement.

Secondary Effects of Growth

Population growth can result in secondary environmental effects that could be significant. The environmental impact analysis conducted for cumulative development within the Project vicinity identified that there would be no significant environmental impacts associated with growth. Secondary effects of growth typically found to be significant and unavoidable include air quality degradation,

hydrology and water quality modification and degradation, traffic congestion, transportation demand increase, increased noise, and increased demand on utilities.

One impact of growth is the potential for out-growing existing employment opportunities within an area. The proposed Project consists of developing a business park that includes 15 industrial buildings. While the Project could promote growth in the local area and could potentially result in a direct or indirect increases of planned long-term employment opportunities, this is a planned development as discussed in the City of Thousand Oaks Rancho Conejo Specific Plan 7, the 2045 General Plan, and regional planning documents. As discussed above in Section 5.1.4 Population and Housing, the Conejo Summit project's temporary and permanent employment requirements could likely be met by the City's existing labor force without people needing to relocate into the Project region, and the Conejo Summit project would not stimulate population growth or a population concentration above what is assumed in local and regional land use plans.

The proposed Project would include new infrastructure such as water distribution lines and sewer lines, serving just the Project site. These facilities would support the demand of the proposed Project and would not create additional capacity available to the region or area. As such, the proposed Project would not increase the City's infrastructure beyond that which is necessary to serve the proposed Project, and the proposed Project would not induce unplanned growth.

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CHAPTER 6
Report Preparation

6.1 Lead Agency

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Tim Witwer, *Energy Analyst*

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Denise Kaneshiro, *Graphics Technician*

Nicole Sanchez-Sullivan, *Publications Services Manager*

Gary Gick, *Publications Specialist*

Aaron Guzman, *Publications Specialist*

Charisse Case, *Publications Specialist*

Darrien Williams, *Document Production*

6.3 Technical Consultants

Air Quality, Energy & Greenhouse Gas Reports and Modeling

Environmental Science Associates

Biological Technical Report

Dudek

Cultural Resources

Environmental Science Associates

Geotechnical Site Evaluation

Gorian Associates, Inc.

Hydrology and Water Quality Reports

Sikand Engineering Associates

Noise Reports and Modeling

Environmental Science Associates

Traffic Impact Study and Vehicle Miles Traveled Analysis

Kimley Horn

Iteris

Phase 1 and Phase 2

TERRAX Environmental, Inc.

Water Supply Assessment

Meridian Consultants

CHAPTER 7
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